

Minutes—North Capitol Hill Neighborhood Association Meeting, March 30, 2016

More than 40 members attended.

**Election of officers.** Those present at the meeting and those who cast online ballots in advance elected a new board for the 2016-2017 year. The vote tally:

Michelle Kimihiri—President 34 votes

Pegeen Shean—Vice President (Seattle Prep and Berschi School) 34 votes

Bonnie Pasek—Secretary 33 votes

David Docter—Treasurer 34 votes

Nancy Brainard—SR-520 34 votes

Nancy Wessenberg—Portage Bay/Roanoke liaison 34 votes

Melinda De Lanoy—Traffic 30 votes

Jeanne Peterson—at large 34 votes

**Organizational scope.** Outgoing President **Pegeen Shean** noted that the organization's focus to date has been on relations with Seattle Prep, Berschi School and the SR 520 project, holding meetings as necessary to address these areas. Increased member participation has the potential to broaden the scope of our activities.

**Treasurer's report.** Pegeen reported for Treasurer **David Docter**, who was unable to attend the meeting. As of February 29, 2016, our treasury held \$1,225.98. We pay \$8.00 per month in bank service fees and \$10.00 annually to be registered as a nonprofit with the State of Washington. Expenses are also attached to our Website and mailings. Annual member dues (\$10.00 per individual or \$25.00 per household) are voluntary and may be mailed to NCHNA/co David Docter, 1015 E. Newton St., Seattle, WA 98102-4041.

**SR-520.** **Nancy Brainard's** detailed update on construction progress, schedule and design is attached below.\* **John O'Neil** (Seattle Prep) outlined Prep's proposal for a connection from the bike/pedestrian path on SR-520 to Delmar Drive near its intersection with 11<sup>th</sup> Ave. E. and Interlaken. Prep has offered to donate the use of some of its land downhill from Delmar in order to improve the safety and navigability of such a connection. In return they have asked for use of the WSDOT right of way to access a flat piece of their property on the slope. A concern was raised about Prep's plans for use of that flat space, which John said are currently undetermined. Pegeen agreed to work on updating NCHNA's agreement with Prep on construction and other issues.

**Community traffic.** **Melinda De Lanoy** shared information about two groups that NCHNA or its individual members might be interested in working with: Vision Zero (dedicated to eliminating pedestrian traffic deaths) and Seattle Neighborhood Greenways (to facilitate pedestrian and bicycle safety). She suggested that the extension of trolley service on Broadway to Roy St. would likely increase cut-through traffic east of Broadway. Melinda also outlined the difficult process of getting the city to implement traffic calming measures, often requiring the support of larger groups such as the Cascade Bicycle Club. One of her personal goals is to reduce speed limits on local streets to 20 mph down from 25 and on arterials to 25 down from 30 citywide.

**New business.** In discussions about neighborhood **traffic**, concerns were raised about the intersection at Federal Ave. E. and E. Miller, as well as violation of the one way section on 11<sup>th</sup> Ave E. at Prep. Traffic and illegal parking caused by parents picking up and dropping off Prep students were

discussed. Pegeen agreed to remind Prep's president of this issue, especially members' disappointment in the performance of Prep personnel assigned to enforce existing pick-up and drop off rules. **Bryson Tillinghast** volunteered to join the committee Pegeen chairs on school relations. **Crime** in the neighborhood was also discussed, along with the idea of hiring a private security force and of inviting a representative of the Seattle Police Department to a NCHNA meeting.

Submitted April 1, 2016  
Nancy Brainard, Secretary

### \*SR-520 Report to NCHNA 3/30/16

The Rest of the West (from Montlake to I-5): state money is available, but not all at once—over the next 10 years or more. Schedule for completion:

Floating bridge opens to traffic westbound 4/11, eastbound 4/25—connects to old 520 at Foster Island.

West Approach Bridge North from Foster Island to Montlake complete summer 2017.

2018 Begin east bound lanes from Montlake to the Floating Bridge (and do Montlake lid).

Portage Bay Bridge (5-6 years) earliest possible completion by 2023.

To I-5, including 10<sup>th</sup>&Delmar lid, complete 2029? (second Montlake drawbridge)

2016-2017 refinement of design for all these phases. We have had & can have input.

#### Current design of the Rest of the West—Big picture

No significant height change in the Portage Bay Bridge.

But a 19-foot gap between the westbound and the eastbound lanes (let in light).

And a much wider road—currently only four lanes.

Shoulders on both sides

And six lanes: Two general traffic lanes and one HOV lane in each direction.

16-foot wide bike/ped path on the south edge of the road

No changes to current connectors to general traffic lanes of I-5.

But a new single lane HOV flyover ramp to I-5 express lanes: west (a.m.) and east (p.m.)

Focusing on North Capitol Hill: NCHNA has already negotiated agreements from WSDOT

On 520: quieter concrete pavement and sound absorptive materials at lid portals.

10<sup>th</sup> and Delmar/Roanoke intersection: possible traffic calming.

Under the Portage Bay Bridge—wall-off/block current encampment area.

10<sup>th</sup> & Delmar lid from Bagley Lookout to c. 10 feet west of 10<sup>th</sup>.

Lid-top park incorporating Olmsted design standards—passive use.

Blend the lid into the existing hillside.

Retain as many existing trees in the current right of way as possible.

Underground wiring to the extent practical; neighbor friendly lighting

Retain fences separating the lid from homes on its south side.

Retain privacy and street parking for neighbors.

Create long-term plan for park maintenance.

Safe and efficient pedestrian and bike connections: more in a minute.

Devil could be in the details—NCHNA has influenced them so far and can continue to do so.

**2016-2017 will bring refinement of design in our neighborhood and invite further community input to the Seattle Design Commission, City of Seattle and WSDOT.**

For example: here are the various plans/proposals for bike/ped paths connected with the project.

Under the Portage Bay Bridge: bike/ped up the hill from Boyer to Delmar (ADA accessible)

Also retain stairs from Boyer to Delmar on the north side of Bagley Lookout.

Crossing I-5 bike/ped on a widened Roanoke overpass.

10<sup>th</sup> & Delmar lid: southwest corner stairs to 10<sup>th</sup> and bike/ped accessible stairs to Federal

Convert the full length of Federal to a greenway.

Expect an increase in bike traffic thanks to the bike/ped path on 520. It runs on the north side of the road across the lake but will switch to the south side at Montlake and connect again to land in our neighborhood. Several connections have been proposed.

Connection on Delmar at 11<sup>th</sup>/Interlaken.

Connection at Broadway/Harvard.

West across the lid park: from 11<sup>th</sup>, under 10<sup>th</sup> and along the hill and up to Broadway/Harvard.

And/or under the 10<sup>th</sup> & Delmar lid itself and along the hill and up to Broadway/Harvard.