

**WS Transportation Coalition Meeting Minutes, Thursday, March 26, 2015**  
*Neighborhood House Highpoint Center, 6400 Sylvan Way SW, Seattle, WA 98126*

6:30-6:45 Co-chair Amanda Kay Helmick called the meeting to order, set ground rules of courtesy, initiated introductions (see Attendees list below), and asked for announcements of new developments since last WSTC meeting:

- 35<sup>th</sup> Ave. S.W. re-channel plan proceeding; citizen petitions being circulated to keep speed at 35 mph, not drop to SDOT-suggested 30 mph; opposition also expressed that traffic slowdown will cause commute delays
- Port of Seattle considers “insignificant” that “road traffic resulting from simultaneously unloading two post-Panamax ships will cripple the already congested West Seattle bridges.” Perhaps WSTC recommends doing an environmental impact study to understand the traffic solutions before reaching the point of no return.
- Endolyne Triangle, Marine View Dr. & Rose St. work on hold as SDOT sorts action plan; nothing new on WS Bridge Transportation corridor.

6:45 Co-Chair introduced guests -- SDOT Director Scott Kubly & SDOT Project Manager Jim Curtin. Q&A commences:

Q: What types of modeling software do you use for your plans on 35<sup>th</sup> Ave. S.W.?

A: Synchro, built most models, gave us good data. Modeling says no or unlikely massive congestion; balance smooth traffic flow & pedestrian safety. A Holden delay is built in. Morgan shows highest volumes on corridor

Q: Any design creates driveway closures – A: No change in access management

Q: Do you plan any pedestrian overpasses? It was a big movement in the 1960s – Mt. Baker Franklin

A: We find that kids at Franklin cross the street for a bus, not the overpass

Q: Kids/people tend to ignore infrastructure. City is looking for the cheapest vs. best way to deal with issues. The 35<sup>th</sup> Ave. problem isn't the number of lanes or cars, but how drivers are acting. Squeezing people in on Fauntleroy seems to have increased problem people – they're more reckless, pull out into middle of street & drive dangerously, or use side streets to bypass congested traffic on main street. What to do w/ inevitable?

A: No magic we can use. Pedestrian-activated signals? Add another full signal @ one or two intersections vs. paint cheap lines? In the north 75<sup>th</sup> corridor, we achieved lower speeds, more safety, fewer accidents.

When we want to add signals, we get into national standards & liability issues. Tertiary issue – if we add a signal on a non-arterial street, it becomes a de facto arterial, and the traffic problem is pushed into a neighborhood.

Q: pedestrian safety area in 3<sup>rd</sup>/middle lane – concrete protective barriers? On turn lanes, lay down humps? Concrete in turn lane?

A: We're out every other day replacing signs; those bent on going fast will go fast.

Tom Linde: speed monitoring feedback is successful, over time significantly impact behavior. How much will plan use? Can reduce speeds up to 3 mph?

A: On 35<sup>th</sup> Ave. S.W., 20-25% lower accident rate than on other city corridors. There should be no issue around constricting lanes; it will solve safety issues, but leave speed at 35 mph, proven to work on Fauntleroy; no drop speed to 30, return a year later.

Q: anything in modeling to expedite buses? Several locations 21 enhance, get thru signals, uphill bus only?

A: Looking @improvements, especially around S.W. Morgan and S.W. Holden,

Q: option (b): how many lanes S of Raymond?

A: Depends time of day; am & pm rush, 4 lanes; other one parking lane

Concern that one lane will cause bus blockage; so no bus bulbs

Potential for cars pushed off – great way to connect Morgan & Faunt – 39<sup>th</sup>. Morgan Comm Council thru Chas has asked for cut-thru info from SDOT, & did not trigger any thresholds

Q: Common complaint – SDOT operates in black box, but 664 people signed initiative for 35<sup>th</sup> road diet; favor what SDOT doing. Generally from WS, most favor chg. Is it supported or not – how about publish data on public responses – A: yes, supported

Q: School speed camera & speed sign calibrations differ from car speedometers

A: Trust city speed signs

Q: Data before after on Fauntleroy re-channel? Did drivers move to 35<sup>th</sup>?

A: Data available on SDOT website – little movement to 35<sup>th</sup>.

Curtin: Vision Zero – created in Sweden; philosophy is that traffic deaths cannot be by-product of our commutes, emphasis on street re-design.

Q: only 5 deaths 10 years on 35<sup>th</sup> sounds like a good average. Why put big city resources into trying to make what will only be an incremental improvement?

A: No death is acceptable, so Vision Zero – [Sea.gov/visionzero](http://Sea.gov/visionzero); achieve thru policies design; enforcement, education. Highlights – downtown core 25mph, retiming all signals (now set 30), >6000 crashes, >600 pedestrians hit, so concentrate on city center,

In April, 20 mph zone program start on non-arterial streets; in WS – Admiral one early area, then High Point. Speed is common factor in serious crashes. Safety corridors design streets to be self-policing; first person at stop light sets pace for all coming after.

Downtown on 5<sup>th</sup> & 6<sup>th</sup>, Pike Pine, etc. partner w/ SPD for enforcement; C-stat data driven policing, bring traffic into fold, trends collisions; more school zone cameras, eliminate traffic injuries & fatalities

Q: Mark – uniform track devices, set traffic controls for U.S. consistent standards; Seattle will start violating standards on speed limits; KC has set criteria 85<sup>th</sup> percentile speeds – just follow national guidelines

Kubly – we looked at what Seattle is doing, see consistent decline in fatalities across city; happened nationwide (also if people move slower, they do less damage, make safer streets). The approach I take is, do no harm first, then get data.

Q: how define & enforce 20 mph zones?

A: Select areas, community feedback, near schools, parks, comm centers or libraries, “pedestrian generators w/crash history”

Move Seattle Levy: Successor to Bridgg The Gap (9 year, \$365M levy – paving, bridges, adding sidewalks, safe school routes, signage, etc.)

Q: what about WS?

A: Pub involvement process – this is DRAFT proposal for 9-yr, \$900M levy, w/ range of improvements, e.g. replace Fairview Br, last wood bridge in Seattle (by Zymogenetics), plus replace floating bike bridge. After housing, transport is #2 expense – 17% of household income. Walking improvmts are 5x cheaper to repair vs. rebuild.

We'll focus on 180 miles arterials w/ most traffic & freight that do most wear & tear damage; \$70M for spot improvements; work w/utilities – repair water main settling along 1300 ft Western Av; Calif – 3 year moratorium change to 5 – no util cuts during that time, unless bigger restoration; better job of inspecting repairs; sometimes emergency cuts must happen. Most damage done by private entities, & need to make law that they pay for repairs, not city. Will take time to establish restoration rules & 5-year coordination plans w/utilities

Public outreach presentations soon at Roosevelt & WS High Schools

Q: Move Seattle – Tuesday disaster; what is \$900M district-by-district spending breakdown? Does it include 4<sup>th</sup> Ave S-bound on-ramp; SR 99 off-ramp from WS Bridge?

A: Kubly – no funding for WS Bridge infrastructure improvements. Challenges on 4<sup>th</sup> Ave on-ramp: federal req's on ramp curve length needed to merge w/ WS Bridge, and too-short distance between I-5 WS exit & 4<sup>th</sup> Ave merge lane. Agree it's important to build redundancy into road system, currently missing

Q: How much could city get if landowners paid fair share for infrastructure impacts?

A: Kubly – we're looking @impact fees, studying possibilities

Q: How to prioritize residential improvements, like Pedestrian Master Plan update? Sidewalks are a frustration – threshold is 6-8 units, developer gets under apartment building regs & restrictions by building 6 without small unit review, or worse, buys 4-5 properties, times his building 6 months apart, & avoids improving sewer, water, etc.

A: good points; other cities w/sidewalk challenges share costs – biz contributes construction money, add sidewalks @point of sale, when prop changes hands.

Q: Better bicycling – school cams safety fund, red lite camera genl fund  
Coordination w/Port on T5, Lander, spot improvements; sidewalk out to 106<sup>th</sup>  
City more vs. county less costs for same projects – look @it; what's guarantee transit money in levy go to trans, & genl fund \$ for trans will be diverted. Drill into what we pay for soft & hard costs w/SdOT staff? Some ADA compliance cost extra;  
Monday rollout – proj dvlpmt div, tfc ops group divide tfc

8:10 -8:15: Call to Action! People needed to work on the Legislative Agenda! Contact Joe for sign up & goal setting

8:15-8:30: Board Elections! Candidates must declare their intention at this meeting.

Criteria for Board members covered in WSTC By-Laws, Article VII: Coalition Membership. We have 11 total board positions, and odd numbered positions are open seats this year. Election – odd number positions open, Michael T-J will switch, Amanda & Joe will assemble ballot, vote in May. Candidate bios are due by April 15; meeting Apr 23

8:30: Adjourn.

Attendees March

Amanda K Helmick	Co-chair	Joe Szylagi	Co-chair
Tom Linde	Board	Victoria Nelson	Board
Deb Barker	Board	Ray Krueger	Board
Martin Westerman	Board	Michael Taylor-Judd	Board
Marci Carpenter	Board		
Mark Jacobs			
Jim Wojciechowski			
Roxanne Rusch			
Chris & Caitlin Bast			
Karen Farnsworth			
Jon Wright			
Milton Horit			
Patrick Binns			
Kara Mackey			
Tom Koch			
Chas Redmond			
Mary Tastet			
Larry Wymer			
Bert Patrick			
Siddharth Ramakrishnan			
Henry Lee			
Kathy Dunn			