

West Seattle Transportation Coalition

Meeting Minutes for July 25, 2019

In attendance:

Board: Michael Taylor-Judd, Victoria Nelson, Kate Wells, Deb Barker, Martin Westerman

Guests: Alyson Hallberg, Patricia Hess, Bradley Topol, Brendan Kolding, CJ Holt, Amanda Kay Helmick

1. Meeting called to order at 6:35pm by Michael Taylor-Judd
2. Introductions
3. June minutes approved pending changes
4. Brendan Kolding is running for City Council, District 1.
 - He is originally from Davis, CA and was mainly a bus rider when he moved to Seattle, as he didn't own a car. He's been in West Seattle since 2007 and lives in Delridge. He appreciates our bus service and accessibility and considers all transportation important. He is against paying to drive downtown (congestion pricing). He favors a tunnel in West Seattle for light rail. Transportation is cited as one of the top concerns of West Seattlites, including issues with parking.
 - A guest asked why he is running. His answer is that he left SPD because homelessness and public safety are out of control. His campaign has been well-received and he was first to qualify for Democracy Vouchers.
 - Deb Barker asked if he would vote for minimum parking requirements - yes is the answer.
 - Victoria Nelson brought up how the C line is still over capacity. How to work with Metro to increase service? That's one thing he likes about district representation - he can fight for targeted funding in District 1. He's also heard concerns about Rapid Ride stop spacing and wants community input.
 - Michael Taylor-Judd asked where he falls on the continuum of ensuring pedestrian safety through engineering vs. enforcement. Enforcement can always be better. Sometimes both are needed in tandem, such as to decrease speeding on Delridge.
 - A guest asked why there is so little traffic enforcement? Special events take a lot of personnel.
 - Kate Wells asked if he would recommit to Vision Zero. Yes.
5. Brad Topol of SDOT spoke about the recent pedestrian death on Barton.
 - He is the temporary head of Vision Zero as Jim Curtin got promoted, and has been working in active transportation and safety for 10 years. He doesn't own a car. Seattle is generally quite safe, but we can still improve, and we need to remember that people aren't data points.
 - SDOT is reviewing the data for the recent pedestrian fatality at Barton. The driver was charged with vehicular homicide, and drugs were involved. They have already planned a curb bump-out on the North side of the crosswalk to help slow traffic.
 - A guest asked if a flashing beacon could be added. SDOT may consider this. Many West Seattlites would really like to see a pedestrian signal due to sightlines being blocked by waiting buses. Deb Barker explained how Sound Transit, Metro, and SDOT are all involved. The spot is further complicated by Westwood Village driveways.
 - Amanda Kay Helmick has done Find it Fix it walks, walks with mayors, and has been fighting for improvements since the transit stop was designed. It's a good concept but the infrastructure needs to be better. Costs are a concern: curb bulbs run ~\$10,000, rapid

flashing beacon ~ \$15-25,000, and a pedestrian half-signal is ~ \$200,000.

- Victoria Nelson stressed that bus stops should be paired with safe crossings. Martin Westerman gave the example of how bus stops on Fauntleroy Way were placed at Rose, but the crossing light is at Kenyon.

- 26th and Barton has a high number of crashes - leading pedestrian intervals may be added, as well as left turn lights.

- A guest noted the proximity of this area to the high school and playfields, so many inexperienced drivers are present.

6. CJ Holt, the Rapid Ride H project manager spoke next.

- They are looking at the 10 paired bus stops along Delridge from Barton to the West Seattle Bridge. Bus lanes will be added, peak only where appropriate. We can look forward to lots of ADA upgrades, rapid flashing beacon crossings and other pedestrian improvements along the corridor. Every stop is to have crossing control. Bike infrastructure will be a combination of parallel greenways and bike lanes on Delridge where no parallel streets exist. Delridge will be getting some new pavement, but not in areas where ST-3 may run. The next round of outreach will be in October.

- Could the stops be moved from Findlay to Brandon? It would be a more useful location, although it creates stop spacing issues. Findlay has more truck traffic and would need a safer crossing if chosen.

- Suggestions were made to improve access from High Point, plus better access from the East, near the Louisa Boren School. Concerns were also raised regarding loss of parking due to bike and bus lanes. SDOT is studying the E Line to assess the effectiveness of peak-only bus lanes. A guest noted that bike lanes are also being lost in this transition, SDOT is trying to improve bike safety at trouble spots.

7. WSTC Legislative Priorities were updated. A vote was taken on the wording of the new priority. "Improve transportation infrastructure to match West Seattle's Growth"

8. No meeting in August. September may be held in conjunction with HPAC on September 25. The November meeting will be on November 21, rather than on Thanksgiving.

9. Meeting adjourned at 8:35

Minutes compiled by Kate Wells.