

West Seattle Transportation Coalition

Meeting Minutes for April 25, 2019

In attendance:

Board: Michael Taylor-Judd, Victoria Nelson, Kate Wells, Deb Barker, Chas Redmond, Larry Wymer, Martin Westerman, David Hancock, Mark Jacobs

Guests: Alan Grainger, Kathy Dunn, Dr. Jeffrey Perkins, Don Brubeck, Sam Zimbabwe, Adonis Ducksworth, Nicole Lobodzinski, Bill Clarke

1. Meeting called to order at 6:35pm by Michael Taylor-Judd
2. Introductions
3. March minutes approved
4. Adonis Ducksworth spoke about the SW Avalon/35th Ave. SW project.
 - Began April 14 and expected to take 14 months
 - Includes paving, protected bike lanes and water main work
 - The work is divided into zones to reduce impact. Zone B (Genesee to Yancy) began first, with E (35th) next, probably followed by C (35th to Yancy.)
 - Working with the West Seattle Blog to inform residents.
 - Mark Jacobs asked if left hand turns will be restricted to prevent backups. Turns are restricted at Genesee but others would reduce access too much.
 - Michael Taylor-Judd requested better signage.
 - Chas Redmond asked about closing 30th. It gets a lot of cut-through traffic and creates a more hazardous 5-way intersection.
 - Marty Westerman asked about business parking mitigation. SDOT is trying to finish parking lane and sidewalk work early to maintain access.
 - Michael Taylor-Judd mentioned that closing 30th will lead to more traffic on Yancy.
 - Marty Westerman questioned adding bike lanes, pointing to the ones on Westlake and Broadway being unsafe or not well-utilized.
 - Kathy Dunn asked about the conditions for cyclists during construction. There should be no steel plates on the street for Bike Month (May) but pavement will be rough.
 - Deb Barker suggested more/better/higher-placed signage alerting drivers to the presence of bikes. SDOT may use digital signs in the coming months.
 - Dr. Perkins suggested that humans have a resistance to change, and that when the project is done it should have a positive impact on the area. He likened it to the painful process, but successful outcome on 23rd.
 - Alan Grainger complimented SDOT on the construction so far.
5. Sam Zimbabwe began with his background. He joined SDOT on January 28, during the Viaduct closure and massive snowstorm. Previously he worked at DDOT (Washington DC), and San Francisco before that. He sees Seattle as facing similar challenges to DC. He prioritizes open communication and collaboration. The near future holds many challenges, including buses leaving the downtown tunnel, Highway 99 tunnel tolling, single-tracking Link, etc.
 - SDOT and the mayor recently completed the Move Seattle Levy assessment. It has been difficult, but they are trying to complete what they can.
 - SDOT is aging and they are trying to attract younger workers.
 - Michael Taylor-Judd brought up the WSTC priorities. He requested an update on the West Seattle Bridge Corridor status and mentioned the stalled Fauntleroy Way project. Ben

Walters is the city's coordinator for ST-2 and 3, and the ST-3 Elected Leadership Group is scheduled to meet tomorrow. Don Brubeck asked about the promised interim improvements for Fautleroy Way. It appears they could still be done this year.

- Mark Jacobs brought up a couple of recent projects that don't seem to follow standard traffic standards. Michael Taylor-Judd requested more honesty when projects are driven by politics rather than data.

- Marty Westerman brought up some bad decisions made by SDOT and their unwillingness to own and fix those mistakes. Hopefully communication will be better in the future. The 35th Ave NE decision was discussed too, and how SDOT hopes the street will be more predictable in its new design.

- Kathy Dunn argued that this is not the time for cutting sustainable infrastructure like bike lanes.

- Chas Redmond argued that the northern parts of Seattle have received more paving and other infrastructure improvements than West Seattle - not equitable.

- Don Brubeck brought up that the Seattle Bike Advisory Board recommended most of the bike funding be moved to SE and SW projects but this isn't reflected in the Mayor's implementation plan. He also argued that bike projects cost relatively little money so there is no good reason not to build them.

- Michael Taylor-Judd mentioned that the Neighborhood Street Fund Duwamish Longhouse project disappeared from voting in round 2. Mr. Zimbabwe didn't have details but we will learn more at the SDOT/Duwamish Tribe meeting tomorrow.

- Mark Jacobs asked if less expensive infrastructure for more seasoned cyclists could be considered to stretch the funding.

- Deb Barker requested a status update on the Highland Park Roundabout. The city is still looking for funding.

- Marty Westerman brought up how adding bike lanes could be leading to more traffic congestion and pollution. Does this follow best practices?

- Kathy Dunn asked if public charging stations will charge e-bikes. Not at this time.

6. Old Business:

- Refiled for non-profit status

- Elected Leadership Group meeting for ST-3 is on 4/26 at 9am at Union Station.

- Pioneer Square bus stops seem to be working and the announcements are more accurate.

7. Duwamish Longhouse meeting with SDOT will be on 4/26 at 2:30. Tribal representatives are traveling to Paris to open a longhouse replica. Dr. Perkins suggested a future WSTC meeting be held at the Longhouse.

8. Meeting adjourned at 8:20

Minutes compiled by Kate Wells