

West Seattle Transportation Coalition

Meeting Minutes for September 26, 2019

In attendance:

Board: Michael Taylor-Judd, Victoria Nelson, Kate Wells, Deb Barker, Martin Westerman, Larry Wymer, Jon Wright, Mark Jacobs, Abbey Jacobs

Guests: Leda Chahim, Stephen Mak, Jason Hampton, Cecelia Gunn, Pete DeLaat, Alan Kirlin, Jim Curtin, Sam Zimbabwe, Brad Topol

1. Meeting called to order at 6:35pm by Michael Taylor-Judd
2. Introductions
3. July minutes approved pending changes discussed
4. Sound Transit Update:
 - a. Cecelia Gunn, Stephen Mak and Leda Chahim recapped the West Seattle portion of ST-3, as covered in previous meetings.
 - b. As a result of the EIS process, two additional routes are under consideration. Sound Transit is requesting comments through an online open house through October 4.
 - c. The first option includes an elevated station at Andover, routes up Yancy and Avalon to an elevated station near Genesee, continuing to the Alaska Junction. This route performs worse for rider access, involves steep grades and increases impacts to businesses, but lessens residential impacts.
 - d. The other new option has a diagonal tunnel through Pigeon Point with a station at the tunnel exit near Delridge and Genesee. A second tunnel brings the route from near the Avalon station to the Alaska Junction. This option is more direct, has better rider access and avoids the pinch point at the West Seattle Bridge. It would require third party funding, and impacts a different set of residents.
 - e. Conclusion of the DEIS and conceptual engineering is expected in 2020. Another round of outreach will begin in early 2021.
 - f. Questions - Could the Yancy option station be moved west? Yes, they'll consider. Why might tunneling take longer? Previous experience. Why isn't the extra cost for the tunnel broken down? The numbers are estimates at this point. 26th Avenue parallel to Delridge is seeing additional traffic due to backups on Delridge, which might get worse with light rail. Sound Transit would work with other agencies to remedy. Is Sound Transit trying to find extra funding? It's up to the board and the city to find the money. Are there examples of a line that was planned to be elevated converted to a tunnel? Bellevue paid for some tunneling with 3rd party funding, not sure of other examples. How do they learn about soil to determine suitability for tunneling? Physical bores.
5. Brad Topol from SDOT discussed what's been done and what's planned for the Westwood Village crossing on S.W. Barton.
 - a. A concrete curb extension was added on the North side of Barton on 9/25 to increase pedestrian safety. In the next few weeks painted hatching will be added to the bus queue zone to improve visibility at the crosswalk. Rapid flashing beacons will be added in 2020-2021 as part of the Rapid Ride H project. At the intersection of Barton and 26th, leading pedestrian intervals have been added, giving those crossing a chance to enter the crosswalk before cars get a green light.

- b. Questions - Will the buses line up beyond the designated block, causing visibility issues with that intersection? Additional layover space is available on Roxbury. A rapid flashing beacon was promised in 2018 - any chance it can be pushed up? Probably not. Does the curb bumpout cause safety issues for cyclists? If bike infrastructure is added in the future the bulb can be taken out. Why is there inconsistency between the curbs on Avalon (with a bike lane behind) and here? Avalon has higher bike volumes. There's no ADA access to the McDonalds in Westwood Village at 26th, across the street from a retirement complex. Unfortunately SDOT does not control private property.
6. Sam Zimbabwe and Jim Curtin spoke about various SDOT issues.
- a. Sam Zimbabwe is now a West Seattle resident and bus rider.
 - b. The bus lane was recently re-instituted on SR-99 due to Metro experiencing less reliable trips. SDOT is trying to understand why backups are happening but are hesitant to remove the lanes since tolling on SR-99 will begin soon. This will change traffic patterns in unknown ways. SDOT is trying to find a sustainable solution until the Alaskan Way/Columbia route opens to buses in January. Could the bus lane start further north? SDOT is considering. They were told to make sure the public knows they're aware and working on it.
 - c. City government is currently planning year 2 of its two-year budget. Normally very little money would be available, but the sale of a property on Mercer allowed more money than normal to be allocated. \$3.5 million has been proposed for the Highland Park Way/Holden intersection. It's not enough for a roundabout, but will fund a signal. Rapid Ride H is comfortably funded. Phase 2 of the West Seattle Greenway will move forward (intersection of 35th and Graham, etc.)
 - d. 35th and Avalon project is moving along, and interim safety improvements are being added to Fauntleroy Way. By 2021 we should be able to decide how to add permanent improvements. It was reiterated that the queue lane on Avalon should be kept.
 - e. Questions - Are we strengthening our roads to withstand Rapid Ride buses? Yes, 12" concrete is being used at 35th and Avalon, and Delridge will get stronger roadways with the Rapid Ride H project. When will Barton get improved? Probably panel by panel as able. Is Metro helping with this? Not really. At Highland Park Way; will there be a signal, or can we work towards a roundabout? A roundabout isn't precluded by a signal, but due to engineering issues a signal is the best option. In many cases, SDOT is dribbling out information - a roundabout sounds good, oops, the price goes up, goes up again. How does this happen? SDOT wants to be responsive to the public and sometimes overpromises or finds unanticipated challenges. They are trying to improve communication and planning. What's happening with the Duwamish Longhouse crossing? A southbound lane is being removed for a stretch to improve sightlines for those crossing. Why are curb cuts being added to less-used sidewalks? They're done on request or in tandem with other sidewalk work. Why was a pedestrian light added to cross Fauntleroy Way at Kenyon instead of at Rose where the bus stops are, or at Austin for the wading pool? May be able to add one to Rose, but not Austin. Why are there do not cross signs at certain intersections on Roxbury that have curb ramps? Signs are needed since there aren't ramps on the opposite side due to sidewalk width.
7. A call was put out for candidates to fill empty board seats.
8. Your Voice Your Choice voting ends September 30.

9. 35th and Barton is due to get left turn signals.

10. The November meeting will be on November 21. December meeting will be discussed.

11. #5 Legislative Priority will be changed to "Highland Park Way Traffic Control".

12. Meeting adjourned at 8:30

Minutes compiled by Kate Wells.