

FAUNTLEROY WAY SW BOULEVARD PROJECT



Near-Term Improvements Community Roundtable

Meeting Summary

Wednesday, July 25

5:30 – 7 PM

West Seattle YMCA

Roundtable attendees

- Abdy Farid – Junction resident
- Amanda Sawyer – Junction Neighborhood Organization (JuNO)
- Don Brubeck – West Seattle Bike Connections, Seattle Bicycle Advisory Board
- Gordon Padelford – Seattle Neighborhood Greenways, Seattle Pedestrian Advisory Board
- Julie Mierzwiak – Realfine Coffee
- Kandie Jennings – Tom's Automotive
- Katie Trent – Rudy's Barbershop
- Lora Swift – West Seattle Junction Association
- Michael Taylor-Judd – West Seattle Transportation Coalition
- Peg Staeheli – West Seattle resident
- Pete Spalding – West Seattle Chamber of Commerce
- Sharonn Meeks – Southwest District Council
- Tom Rasmussen – Original Project Sponsor

Facilitator

- Susan Hayman – EnviroIssues

SDOT

- Dan Enrico – Project Manager
- Adonis Ducksworth – Outreach Lead
- Kate Cole – Outreach Team
- Deepa Sivarajan – Outreach Team

Office of Councilmember Herbold

- Councilmember Lisa Herbold
- Newell Aldrich – Legislative Aide

Audience members

- Deb Barker – West Seattle Transportation Coalition, West Seattle Ballard Link Extensions Stakeholder Advisory Group
- Martin Westerman – West Seattle Transportation Coalition, Fauntleroy Community Association
- Tracy Record – West Seattle Blog

Key concerns and questions

- Will the near-term improvements be built even if Sound Transit announces an alignment that does not impact Fauntleroy Way SW?
- If the near-term improvements are built, will that be a waste of money if the near-term improvements will be torn up 6 to 9 months later during construction of the full project?
- Desire to see aspects of the full project implemented that will not have to be replaced if the full project is constructed, highlighting opportunity to "test" features of the final design (such as closing right-turn slip lane from Fauntleroy Way onto SW Avalon Way)

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- Emphasis on improvements that will make the corridor safer and more accessible for all, including for people with disabilities and limited or no vision
- Desire to implement as many of the near-term improvements (primarily re-striping) this fall rather than waiting until next spring
- Concern that Move Seattle Levy funding should be used for larger improvements, not for maintenance-type improvements

Key areas for follow-up

- Clarify timing and whether near-term improvements will be built regardless of Sound Transit's decision-making
- Clarify whether some of the paint-and-post work can be done with other SDOT funding rather than the Move Seattle Levy project budget
- Consider constructing some near-term improvements as soon as possible, potentially beginning this fall
- Look into consulting with stakeholders from disabilities community to see what can be done near-term to improve accessibility
- Consider additional design features as part of near-term improvements – design suggestions listed below

Suggested design changes for near-term improvements

- Close right-turn slip lane from Fauntleroy Way onto Avalon Way to test how that will work if the full project is constructed
- Install hardscaped traffic islands rather than painted traffic islands to improve safety for people who walk and bike, especially at night
- Improve street lighting for pedestrian safety at night
- Repair sidewalks along the corridor to improve safety for people of all ages and abilities
- Consolidate power lines and reducing posts, as well as improving signal timing, since those improvements could likely be made regardless of Sound Transit's decision
- Incorporate City-owned land at intersection of 38th Ave SW and Fauntleroy Way into the project to improve safety at the bus stop
- Add signage at SW Oregon St right-turn slip lane to warn people who drive of pedestrian crossing ahead
- Add a green bike box to the proposed bike crossing coming out of Avalon Way
- Maintain existing landscaping in the public right-of-way on Fauntleroy Way
- Use temporary planters instead of plastic posts for better separation between people who drive, bike, and walk
- Begin making green space improvements for full project now, since they are out of the primary right-of-way, particularly at 37th Ave SW and 38th Ave SW at Oregon St