

**Southeast Seattle Transportation Study (SETS)
Core Community Team Meeting
November 8, 2006**

Meeting Notes

Attending

Seattle Department of Transportation (SDOT): Sam Woods, Project Manager; Pauh Wang, Bicycle Master Planner

Consulting Team: Mary Jo Porter, The Underhill Company, LLC; Tom Noguchi, Nakano Associates

Core Community Team Members:

Highlighted (bold) indicates attended the November 8, 2006 CCT Meeting

Contact Person	Organization
Pete Lamb	Columbia City Business Association
Joseph Ayele	Ethiopian Business Association
Mar Murillo	Filipino Community of Seattle
Pam Wrenn	Hillman City Neighborhood Alliance
Sara Valenta	HomeSight
Richard Ranhofer	Lakewood Seward Park Neighborhood Association
Pat Murakami	Mt. Baker Community Club
Dick Burkhart	Othello Neighborhood Association
Gregory Davis	Rainier Beach Coalition for Community Empowerment
Dawn Tryborn	Rainier Beach Merchants Association
Seanna Jordon	Rainier Beach Neighborhood 2014
Rob Mohn	Rainier Valley Chamber of Commerce
Thao Tran	Rainier Valley Community Development Fund
Someireh Amirfaiz	Refugee Women's Alliance
Rodney Rutherford	Seattle Bicycle Advisory Board
Ed Rose/Stephen Antupit	Seattle Housing Authority
Jodie Vice	Seattle Pedestrian Advisory Board North Beacon Hill Neighborhood Council
Ahmed Jama	Somali Community Services Coalition
Warren Yee	South Beacon Hill Neighborhood Association
Eric Steinwinder	South Lake Improvement Group
Leslie Miller	Southeast District Council and Rainier/Othello Safety Association
Scott B arkan	Southeast Effective Development
Ruth Egger	UW HPRC SE Senior Physical Activity Coalition
Quang H. Nguyen	Vietnamese American Economic Development Association
Nancy Dulaney/Denise Gloster	Hillman City Business Association

Welcome, Progress Report and Introductions

Sam Woods provide an update on transportation projects in SE Seattle.

The City Council did not vote to eliminate the roundabout proposed at 51st Ave S, Renton Ave S and S Roxbury ST from the Transportation Capital Improvement Program (CIP). SDOT has secured a grant for \$1.7 million to design and build the roundabouts; unfortunately, based upon preliminary design and cost estimate, additional funding is necessary. If built, it would be the first roundabout in Seattle. The project was identified in the Rainier Beach Neighborhood Plan as the most problematic intersection in SE for all modes. The roundabout could be a very cost effective solution as unlike a traffic signal, it will have minimal on-going operating and maintenance costs. Environmentally, it's better than a traffic signal because vehicles would not be idling at the light. It is also far friendlier to pedestrians, which would have the right away and not have to find the pedestrian push buttons. CCT members reiterated that the area is routinely congested and difficult to negotiate.

The Rainier Traffic Safety Task Force work is progressing. The Task Force is an 18-24 month program and will be completed by the end of 2007. Improvements on Rainier from this project include: a pedestrian-lead signal at Henderson and Rainier in which the pedestrian walk light will turn on before the traffic signal turns green; two speed radar signs; pedestrian crossing indicators – the pedestrian push button will have a red LED that lights up when the button is pushed; and all new traffic and street signs. These improvements will start to be implemented in January 2007. Sam acknowledged Rob Mohn for his continued support in this effort.

Construction has started on the improvements along S Henderson ST between Renton Ave S and Seward Park Ave S. The improvements include curb bulbs, channelization improvements including bike lanes and traffic signal improvements. The

SDOT has recently submitted a grant application for the Rainier/Genesee intersection to eliminate the right-turn slip lane, and add the cross walk on the south approach. The application also included channelization review between S Genesee ST and S Alaska ST. Currently, the curb lanes on both sides of the street are 17 feet, however, parking is restricted on the east side of the street while allowed on the west side. The narrow curb lanes on the west side results in cars routinely being parked on the sidewalk/planting strip; the plan is to evaluate shifting the lanes to the east to create more room for parking on the west side.

SDOT is committed to studying the Rainier Corridor to evaluate potential improvements, including a Road Diet and rechannelization proposals. This effort is outside the scope of the SETS, as the modeling efforts will be substantial. Metro's Route 7 carries more passengers than any route in the city. Any option that would eliminate a travel lane will have significant impact on transit and street operations. An in-lane stop with only one travel lane would create grid lock, particularly when they're using the lift.

Finally, the City-wide transportation ballot measure, Bridging the Gap, passed.

Attendees introduced themselves and the organizations they represent.

SETS Traffic Forecasting

Tom Noguchi presented a slide show (and distributed copies), reviewing the traffic modeling work that has been done for SETS, including detail about how the modeling process works and the intersections modeled with the longest projected future delays.

Tom, Sam and Mary Jo all emphasized that the traffic results are just one piece of the data being used to come up with proposed transportation improvements for SETS and that other modes and issues such as urban design will receive equal or greater weight in developing the final plan.

CCT members asked a number of specific questions about how the model numbers were generated and what assumptions were used; particularly as they related to trip generation rates, modal splits and the growth in employment and household between existing and future (2030).

Looking at specific intersections, CCT members made the following suggestions for improvements:

- Swift Avenue S. and S. Albro Place (freeway off-ramp): Plant tall trees on the curve of the ramp to block the view of Boeing Field; a lot of people stop or slow on the ramp to gawk at the planes.
- Wilson Avenue S and S. Dawson Street: The lot between PCC and the corner is going to be high density housing, which will make the intersection even more difficult; shorten the crossing distance for pedestrians by redesigning the corners.
- Beacon Avenue S. – is this a High Capacity Transit corridor? On what streets are transit improvements planned. The members requested a presentation by Sound Transit/Metro at the next meeting. Sam agreed to make these arrangements.
- Rainier Avenue S. and S. Holly Street: [not on congested list]: There's a senior center there and a lot of pedestrian traffic and there was a pedestrian killed there this year; this intersection needs attention.
- Rainier Avenue S.: Narrow the street.

Action Item: The study team will prepare a memo detailing the modeling assumptions for distribution to CCT members.

Needs and Opportunities Report

Mary Jo distributed the draft Needs and Opportunities Report and asked CCT members to review it carefully and share it with their organizations and submit comments and edits for the final report. Because of lack of time, there was not a great deal of discussion of the report, but CCT members specifically asked for clarity on whether the final recommendations will go beyond transportation projects and include broader issues such as how the urban villages function, land use and urban design. The answer is yes.

Bicycle Master Plan

Pauh Wang presented a slide show and distributed copies of the draft Bicycle Master Plan maps for the southeast area. There will be an Open House on December 7th at Rainier Community Center from 6:30 to 9:00, and one on December 5th in Ballard. The First draft of the report will be completed by January 2007.

CCT member comments:

- Most conflicts with bikes are on Lake Washington Blvd., it's an ongoing problem, especially around curves.
- Why is Rainier Avenue shown as needing 'more study'? Can the Bike Master Plan say design it to accommodate bikes?
- Actions are needed to slow bikes on off-road shared-use trails to make them safer for pedestrians.

Next Steps

Sam encouraged the members in attendance to take all the materials back to their groups and share the information with them and offered to meet with any of the groups that are interested in further conversation. She asked members to get their comments back on the Bicycle Master Plan and the draft Needs and Opportunities Report.

The next meeting will be scheduled for early 2007 to begin reviewing proposed projects.

Action item: At the next meeting CCT members asked to hear from Metro and Sound Transit.