



Staff-level Recommendation – Survey Results

Overview

As part of the lower Taylor Creek public access options analysis process, staff from Seattle Public Utilities (SPU), Seattle Parks and Recreation (Parks), and other City departments met in July to discuss community input received during the previous two community input opportunities, and to develop a staff-level recommendation about public access.

Consistent with the City of Seattle's Comprehensive and Shoreline Management plans, the team recommended some form of Open Access due to the larger community benefits provided by an accessible site. Additionally, Open Access received the greatest public support during the analysis process, and was the preferred option for the broader community and stakeholder groups.

The team acknowledged the community's concerns about how Open Access may affect the stream and surrounding habitat, the immediate neighborhood, and traffic in the area. As such, the Open Access recommendation was contingent upon the need for additional traffic and engineering studies, and integrating specific elements into the project's design. Due to the need for these further analyses, the final decision on public access was delayed until after the preliminary engineering stage, expected in late 2014.

As part of Community Input Opportunity #3, participants were asked to review the recommendation and contingencies within the Public Access Options Analysis Report, and share any final thoughts with the project team. This was the third and final opportunity for community members to provide feedback specific to the topic of public access.

Participants could submit comments online at www.surveymonkey.com/s/TaylorCreekSurvey3 or via email. Comments were collected between August 23 and September 8. See Appendix A (page 2) or visit www.seattle.gov/util/taylorcreek for a complete list of responses.

Results at-a-glance

- 13 people completed the survey.
 - Eight participants agreed with the staff-level recommendation for some form of Open Access.
 - Three participants disagreed with the staff-level recommendation for some form of Open Access.
 - Two participants did not explicitly state whether they agreed or disagreed with the staff-level recommendation.
- Nearly all participants agreed that additional traffic studies are needed to determine what safety improvements can be made for drivers, bicyclists, and pedestrians on Rainier Ave S where it meets the private drive, Cornell Ave S and 68th Ave S.
- Location of survey participants:
 - 46% live near lower Taylor Creek.
 - 31% live on the private drive.
 - 23% live in the broader Rainier Beach/Skyway Community.

Appendix A Staff-level Recommendation Survey - Sept. 2013



1. After reading about the staff-level recommendation and contingencies, is there anything you'd like to share with us? [see page 3 for individual comments]

	Response Count
	13
answered question	13

2. Tell us about yourself.

	Response Percent	Response Count
I live near lower Taylor Creek 	46.2%	6
I work near lower Taylor Creek	0.0%	0
I live on the private drive 	30.8%	4
I live in the broader Rainier Beach/Skyway Community 	23.1%	3
Other (please specify)	0.0%	0
answered question		13

Q1. After reading about the staff-level recommendation and contingencies, is there anything you'd like to share with us?

1 Thanks to all of the City departments, staff and consultants who participated in the Lower Taylor Creek Restoration Project - Public Access Options Analysis Report. You did a great job! The process was collaborative, inclusive and transparent and the final report reflects a vision, opportunity and plan (subject to further investigation and design) to provide significantly improved fish/salmon and wildlife habitat with design elements to allow for additional public access in Southeast Seattle to Lake Washington. Here are my comments regarding the final Lower Taylor Creek Renovation Project - Public Access Options Analysis Report for your consideration: (1) Please continue to work to provide the greatest level of Open Access to the Lower Taylor Creek site as possible. As noted in the final report, Open Access: • is consistent with the Shoreline goals and policies of the Seattle Comprehensive Plan and the regulations of the Seattle Shoreline Management Act; • is consistent with the City of Seattle's Race and Social Justice Initiative which is aimed at ending race-based disparities in our community and achieving racial equity; • will provide an opportunity to expand city amenities in an area that has been historically under served by the City; and • will provide the greatest opportunity for education and stewardship. (2) As noted in the final report, there are pedestrian and traffic safety problems in the project area. However, most of these problems have existed for a long time and are related to the City's limited historic public infrastructure investment in the area. The traffic and pedestrian safety problems exist and should be addressed (again as a matter of social justice and equity) regardless of how the Lower Taylor Creek Renovation Project proceeds. The Lower Taylor Creek Renovation Project may be the catalyst for a number of transportation-related improvements, but the magnitude and cost of the bringing deferred transportation problems (e.g., the 68th Avenue S and Cornell Avenue S junctions at Rainier Avenue S and the limited amount of existing or accessible pedestrian sidewalks in the area) up to current standards should not be a deterrent to an Open Access renovation of Lower Taylor Creek. Some of the traffic and/or pedestrian safety improvements may need to be phased, but they should not derail the broader vision and opportunities related to the Open Access renovation of Lower Taylor Creek. (3) Thank you for modifying the report to reflect that most of the street ends near the project site do not provide visual or physical access to Lake Washington. Thank you, also, for Parks and SDOT's plans to improve two street ends south of the project (at 72nd Avenue S and 75th Avenue S.) Since there is no public access to Lake Washington between Beer Sheva Park in Rainier Beach and Gene Coulon Memorial Beach Park in Renton (and, even more disturbingly, very little visual access to the lake along most of Rainier Avenue S!), these additional street end enhancements are appreciated. Please consider additional street end improvements along Rainier Avenue S in the future. (4) The staff-level recommendation to provide some form of Open Access to the Lower Taylor Creek allows SPU and WSDOT to meet their multiple objectives for the site AND provides the greatest community benefits from the project, including increased shoreline access, additional open space and education and stewardship opportunities, while cultivating connections with people and nature and social equity. Thank you for your efforts to engage, listen and respond to community groups and residents in the area. I am pleased and impressed with your collective efforts! (5) Please transfer the Lower Taylor Creek property when the construction project is completed from SPU to Parks for them to own and operate. There is less liability to the City with Parks ownership of the site and Parks is better set up to manage the potential stewardship and educational partnerships for the site. I realize that SPU and

Sep 9, 2013 9:43 AM

Q1. After reading about the staff-level recommendation and contingencies, is there anything you'd like to share with us?

Parks are different City departments with different budgets and funding sources. As noted in the final report, the planned Open Access to the lower Taylor Creek area would likely involve a transfer (sale) of the property from SPU to Parks. I hope that the sale/transfer of the property from SPU to Parks is not an issue since, from the public's perspective, the departments are all part of the same City government and public land is public land. Thank you for your consideration of my comments - and for your commitment to public involvement in your efforts! I look forward to learning more about the lower Taylor Creek project design as the City completes additional investigation and preliminary engineering and design work for the site and related transportation improvements. Please give me a call if you have any questions regarding my comments. Good luck with your efforts! [Name] [Address]

- 2 [SEE COMMENTS AND PHOTOS ON PAGE 7-9] Thank you for the opportunity to comment. Please see the attached document. It concerns traffic entering and exiting Rainier Avenue from the private lane that serves the community along Lake Washington. [Name] [Address] Parking along Rainier Avenue: Visitors of the proposed park will likely park their cars along Rainier Avenue, rather than risk life and limb while crossing Rainier Avenue on foot. The most convenient place to park will be near the entrance to the private lane. Unfortunately, parked cars along the east side of Rainier Avenue will block the view of drivers trying to exit the lane, as the following photos illustrate. [PHOTO] This photo shows a driver waiting to enter Rainier Avenue. His line of sight is significantly blocked by the parked pickup truck. If a two or three cars were parked along Rainier Avenue, the line of sight could be totally blocked (starting just past the fire hydrant vegetation blocks the view of the road). [PHOTO] The driver may not have seen the oncoming van when he pulled out. [PHOTO] A faded sign on the pole says, "No Parking," but it is routinely ignored, especially on holiday weekends and Seafair. Again, a significant portion of the roadway is blocked from view. [PHOTO] Bicycles are easily hidden by parked cars. The sign on the power pole does little to discourage parking along Rainier Avenue. If more vehicles park along the avenue, it will make the intersection of Rainier, Cornell and the private lane, more dangerous. I ask that parking along Rainier Avenue, in the vicinity of the private lane, be restricted so the public will not park in the line of sight necessary for safe entrance onto the avenue. A single sign on a power pole is insufficient. Curb Cut: As seen in the second photo, the curb cut onto the private lane is very small. This is problematic when one car is trying to exit the lane and turn toward Renton, and one car is trying to enter the lane. Generally what happens is that the car on Rainier Avenue stops and blocks traffic, while the Renton-bound car creeps onto the avenue while waiting for an opening in the southbound traffic on Rainier. Sometimes some of the cars in the queue pull out and pass in the center turn lane, which is hazardous to the car that is creeping out. It is a very awkward, and I think dangerous, situation. I would like to see the curb cut for the lane widened so that a car can exit Rainier Avenue even if another car is waiting to enter the avenue. Taking Turns with Cornell: This intersection is complicated by the offset entrances of Cornell Avenue and the private lane. Sometimes when entering Rainier Avenue from the private lane the cars entering from Cornell take turns with cars entering from the private drive, sometimes they don't. It is a guessing game. The cars entering from Cornell have better view of Rainier because they are on the outside of the curve in Rainier, while the cars entering from the private lane are on the inside of the curve and have restricted lines of sight. Consequently, the
- Sep 9, 2013 9:43 AM

Q1. After reading about the staff-level recommendation and contingencies, is there anything you'd like to share with us?

cars entering from the private lane tend to enter hesitantly and the cars entering from Cornell enter more aggressively. This leads to poor coordination. Between Cornell, cars blocking visibility, bicycles, the bend in the road, the narrow curb cut, and the heavy traffic flow on Rainier, this intersection can be very difficult to negotiate. I urge the City to take this opportunity to improve this intersection.

3 First, and probably MOST important, I believe that open public access is not a compatible use if the main purpose of the project is restoration of a salmon spawning habitat stream. I also believe that open public access increases the risk of damage, vandalism, burglary, and other crimes to the homeowners along the private road upon which this property lies. I believe that it is important that you provide some means for the homeowners to maintain the same quiet, peaceful enjoyment of the properties, keeping traffic (both auto and foot) from the private drive. Sep 6, 2013 4:08 PM

4 I believe that the neighbors in our area will be excellent stewards for this public space, helping maintain it as a clean and well kept community area. The flow of traffic is my biggest concern. PLEASE look at putting in a traffic light to create a 4-way stopping light intersection at the base of Cornell (currently a three-way intersection with only a single stop sign at the base of Cornell.) Once we have families crossing the street there it is going to be terribly dangerous given the width of three lanes, the speed cars travel at, the curve in the road which makes it very hard to gauge vehicle speed and the fact that a lot of old people live (and drive) within the Lakeridge area. Yes, Rainier is a major route - that is why safety for all parties moving through this zone should be a top priority of the city. I live at [address] with the canyon and creek in my back yard, though technically not part of the Lakeridge park. Could any resources or support be provided to property owners who have the canyon as there backyard for dealing with invasive species and erosion maintenance? I have the blackberry and ivy from my immediate yard, have the trees professionally pruned and avoid using all forms of chemicals to protect the stream from harmful run-off, but I do not know how to cope with ivy attacking cedars and firs in the steepest part of the canyon, and would like to understand what is best in terms of dealing with the steep hillside. Perhaps a partnership with Friends of Dead Horse Canyon and this project committee could yield greater neighborhood involvement? Sep 5, 2013 10:33 PM

5 I live within walking distance of the site. I believe that Open Access creates the most benefit for the most people. I suspect that those who are raising concerns about traffic and impact to the stream are being disingenuous. Opposition to Open Access is coming from immediate neighbors who fear they will be overrun by crime. I find that there are very few people using Kubota Garden or the Chief Sealth Trail. I hardly think this site will be visited by very many people, let alone evildoers. There is no point to a traffic study when no vehicular access is planned! There is already a utility owned property (I believe a sewer station) several hundred yards to the west which is secured with nothing more than a "keep out" sign. I have never seen or heard about trouble at that site, which ought to be a good predictor of non-events at the Taylor Creek outflow. Sep 4, 2013 9:28 PM

6 My family and I strongly fell that the public should have access to lower Taylor Creek. We understand that it may be a problem in some areas, however access should not be denied. Sep 4, 2013 8:05 PM

Q1. After reading about the staff-level recommendation and contingencies, is there anything you'd like to share with us?

7	I whole heartedly support open access and hope you can make it work!	Sep 4, 2013 4:04 PM
8	I appreciate you're diligence in considering all options. Thank you for carefully looking into this.	Sep 4, 2013 2:31 PM
9	I completely agree with the staff-level recommendations. I appreciate and agree with the need for studies to determine the best approach to open-access. I am concerned that this part of the process may result in a different access determination.	Sep 4, 2013 12:21 PM
10	You were going to propose open access all along and only strung us along. Your studies are [expletive] and you know it. You are a typical government employee that does whatever you want that screws the people and disregards common sense. What a bunch of self absorbed [expletive]!	Sep 3, 2013 11:44 AM
11	Thank you for keeping everyone informed. I'm glad to hear the area will have open access. Unless the city has a regulation that requires a provision for parking, it might be wise to not include it. Parking will lead to congestion and overuse. People can walk in from the neighborhood or park on nearby streets. A crosswalk, or perhaps a traffic light along with sidewalk improvements would be the right thing for a micropark.	Sep 3, 2013 11:42 AM
12	Taylor Creek belongs to the salmon but public access would defeat the purpose of safeguarding their habitat. It would also add a tremendous potential for increased accidents. The intersection of Rainier Ave S and Cornell has the following happening ANY minute, at ANY time of the day: - Cars on Cornell turning left into Rainier Ave S - Cars rushing through Rainier Ave S in both directions - Cars on Rainier Ave S turning left into Cornell - Cars on Rainier Ave S tuning right into Cornell - Cars on Rainier Ave S going west entering our lane - Cars on Rainier Ave S going east entering our lane - Cars exiting our lane going west onto Rainier Ave S - Cars exiting our lane going east onto Rainier Ave S - Irrate Drivers who think they can outsmart everyone by not slowing down but passing on the right or left of the car in front - Bicyclists who frequent the bike lane at all times of the day. Soon adding to this bottle neck, Pedestrians (specially children) crossing Rainier Ave S, entering or exiting the narrow access lane to Taylor Creek (the same one used for egress and ingress by residents of the lane) will bring unprecedented challenges. Oh, I forgot to mention that to top it all off, this intersection is located on a curve where Rainier Ave going north/south becomes Rainier Ave going east/west, A BLIND CORNER!	Sep 2, 2013 9:56 PM
13	I am very pleased that the decision is for more public access. Between Seward Park and Coulon Park there is little public access to Lake Washington is for launching kayaks and swimming (without a life guard). Could Taylor Creek be open for these activities during the times the salmon are not spawning? If not, what about Chinook Park or one of the other street public lake access points?	Aug 29, 2013 5:11 AM

[Participant 2 – Question #1 additional comments]

Parking along Rainier Avenue

Visitors of the proposed park will likely park their cars along Rainier Avenue, rather than risk life and limb while crossing Rainier Avenue on foot. The most convenient place to park will be near the entrance to the private lane. Unfortunately, parked cars along the east side of Rainier Avenue will block the view of drivers trying to exit the lane, as the following photos illustrate.



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[NAME]

[ADDRESS]

Seattle

[Additional comment received after September 8]

I appreciate the excellent community outreach by SPU and Seattle Parks.

I realize I missed the window to provide additional comments on the Public Access Recommendation.

I will affirm my pleasure (relief) that Open Access is now staff's Recommendation.

I support further study of traffic issues, including pedestrian access to Taylor Creek East of Rainier Avenue, as well as pedestrian access to The Taylor Creek/Deadhorse Canyon trail (at 68th & Holyoke).

It is imperative that SPU, Parks and SDOT analyze the entire Lower Taylor Creek in terms of car, bicycle and pedestrian access.

I acknowledge that additional time is required to complete the analysis and encourage the City to prioritize completion of the further analysis on an expedited basis so that implementation of these much needed/delayed improvements can begin. Thank you!

Best Regards,

[Name]

[Phone]