
May 21, 2015 SW Admiral Way Safety Improvements Open House

Meeting Summary

Seattle Department of Transportation

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Overview

On May 21, 2015 the Seattle Department of Transportation (SDOT) hosted an Open House at Alki Elementary School from 6 to 7:30PM. Staff shared the initial concept for encouraging slower speeds along SW Admiral Way between 63rd Ave SE and California Ave SW; reducing collisions; providing a comfortable and predictable bike connection and accommodating on-street parking. A presentation was given at 6:30 PM followed by a Questions and Answers session. After the presentation members of the audience were asked to make questions and SDOT staff members responded to their concerns and answered their questions individually. Notes and comments were written down during the meeting in order to keep track of commonly asked questions and for follow up purposes. Approximately 5200 fliers were mailed to announce the open house and reach residents who live or own a business within the vicinity of SW Admiral Way between 63rd Ave SW and California Ave SW. Presentations were also given to the Admiral Neighborhood Association on April 14, 2015 and the SW District Council on May 6, 2015, and the projects was covered several times on the West Seattle Blog.

Approximately 61 people attended the Open House. Comments along with technical analysis will be considered in finalizing the most promising route and recommended traffic safety improvements.

General Themes

Below are some of the general themes we heard through collecting public input.

- Many residents are afraid to cross SW Admiral Way and to move in and out of their driveways due to high speeds (people driving and biking)
- Request for more radar feedback signs (and not to remove the existing one)
- On-street parking is a at a premium during the summer months
- A request for staff to study removing the center turn lanes as an alternative to reducing the number of on-street parking spaces
- Crosswalks would be welcome between 62nd and 60th, as well as near Schmitz Park and bus stops
- Consider fill signal at the intersection of 59th Avenue SW to facilitate safer movement to and from Alki Elementary
- Do wider/more outreach and host a second open house after the initial concept is revised

Meeting Demographics

An Inclusion Sign-in Sheet was used to help measure how inclusive SDOT's outreach for the Open House was. The zip codes represented were 98116 and 98126. Below are the results.

- 34 attendees signed the voluntary Inclusion Sign-in Sheet

Of those who signed the Inclusion Sign-in Sheet:

- 100% primary language is English
- 94% were White
- 3% were Filipino
- 3% were African American
- 53% were female
- 47% were male
- 74% own their homes
- 21% rent their homes
- 15% were younger than 49 years old
- 85% were older than 50 years old
 - 9% were in 30-39 age range
 - 6% were in 40-49 age range
 - 26% were in 50-59 age range
 - 41% were in 60-69 age range
 - 18% were in 70-79 age range

Appendix A: Raw Data

Below is a summary of the comments received during the open house as attendants asked questions or expressed verbal comments and concerns.

- No corrective behavior
- What about enforcement?
- Speeding downhill by buses 40 mph
- What about citation data from SPD?
- 63rd Ave SW needs pavement repairs
- Concerns over removal of parking at 57th Ave SW
- Fear of people speeding when backing up into driveways
- Defined narrower lanes to slow people down
- Conduct another parking study in summer months
- Overflow parking at 59th Ave SW
- Tourist nightmare – alley parking on SW Admiral Way
- Ask for address on public comment form
- Do not schedule meeting on top of other meetings
- Make sure emergency providers are not impeded
- Traffic cutting through at 49th Ave SW
- More people moving to Alki
- Traffic jams concerns
- Why not protect bike lanes with vehicles parked on outside?
- Another public meeting is desired
- Eliminate center turning lane
- Keep center lane at 49th Ave SW
- Right turn only westbound at California Ave SW
- Studies are flawed
- How much does this project cost?
- Drive around SW Admiral Way
- Cars speed
- Eliminate center turn lane to slow cars down
- Challenges when crossing, add crosswalks
- Experienced bicyclists are fearful
- More people will keep driving
- Include 2 weekends for parking study
- Parking enforcement officer needed
- Don't add bike lanes on SW Admiral Way
- Concerns about removing parking
- Concerns about pedestrians crossing
- Bikers speeding down SW Admiral Way

SW Admiral Way Safety Improvements

May 21, 2015 Open House

Comment Summary

- Add 4-way light at 59th Ave SW
- Looking forward to narrower lanes
- Visibility concerns at 49th Ave SW
- Signal desired at 49th Ave SW
- Only 3 ways to get to Alki
- Send mailers out early

Comment Sheet Summary

Below is a summary of the comments received after the open house via written comments on forms turned in to SDOT staff who hosted the open house.

SW Admiral Way “Other” Comment Categories

Parking

- I am opposed to removing parking places and removing the center lane on Admiral Way. The overflow parking from the local elementary school is huge in front of our house. In tourist season (summer) overflow parking is huge. We need these parking spaces for tax payers, not 3-4 bicyclists.
- If you start restricting parking on Admiral you are going to screw up parking in the whole of the Alki area!! It's already screwed up!!!
- When driving, I often find it difficult to see oncoming cars as I turn left from 57th & Admiral Way SW toward SW Winthrop St. (one block up hill).
- Don't take parking! Don't lower speed limits! Cars are not enemy and education for bikes too!
- I support the proposed changes, including buffered bike lanes and less car parking please keep/add radar signs.
- Alki Elementary uses Admiral for overflow parking every day for pick up & drop off in addition to evening functions. Bus riders use empty spots to park cars all day. Where will they park?
- I live at 57th & Admiral and feel loss of parking is a negative impact.
- Bikers are rude. They want street special access. They should pay a license fee and obey traffic rules/laws. Your planners have no conception of parking problems at Alki. The water taxi fills everything on south harbor, the condo owners have pushed parking off further on Harbor/Alki and now everyone on Admiral is pushed out. Our neighborhood is unlivable 6 months a year
- Please send a representative to examine 57th & SW Admiral. Cars parked on south side often impair visibility - don't see oncoming vehicles until they are very close
- PARKING! We need more parking! Not a good idea to remove them
- Removing parking on one side will only increase number of people darting across the road.
- As a bicyclist, noting some poor pavement conditions between SW Lander and 59th. I'm worried about being doored where cars are parked.

Center Turn Lane Removal

- A turning lane should be maintained from California all the way to the end of Admiral towards the West - Traffic would be worse without the turning lane - take that turning lane away and the commute to the bridge will be impossible
- If key goal is safety, slow speeds - eliminate center lane along entire traffic extent of project (possible exception @ 49th) - allow parking both sides, bikes on both sides.
- There will be huge obstacles to pedestrian (and specifically) student safety, if you remove the center lane. Our main obstacle is the high amount of drunk drivers coming up front the beach. Remove the center lane and people will be killed.
- We want to leave the center lane. We don't want bicycle lanes!! If you do remove the center, don't remove parking.

Crossings

- There are bus stops on both sides of Admiral Way at Garlough. There's no crosswalk it's dangerous to cross Admiral Way.
- Need to consider where bus stops are for crossing
- Bikes going fast - do not wait for pedestrians crossing streets (cars do)
- Wide intersections at 59th, 47th - difficult. Difficult to cross street due to speeding traffic. Lack of 4 way stop sign at 59/Admiral. 59th Traffic uses red light to run and does not see the pedestrian traffic.
- As a pedestrian, trying to cross Admiral anywhere between 63rd SW & California. Crossing street at light. Some bikes don't stop at the light when "red" a few bikers not some.
- Completion of a 4-way traffic signal at 59th and Admiral with left turn lanes for pedestrian safety
- The stop light at the old rest home is a needed improvement, also the light at admiral way and 59 (Alki school) - longer to cross
- We need a crosswalk going south after the light - we use 60th 61st to cross to Alki as do numerous others and a crosswalk would be so much safer
- Most drivers don't obey the unmark crosswalks at 60, 61, 62. Also the curve at Lander & Admiral & 53 is hard to cross
- Paint a cross-walk @ Stevens/55th
- Some crosswalks need to be improved, but overall it is safe. Keeping both lanes open to cars is a must as there are bottlenecks during rush hour and during summer.
- If you proceed with proposed plan, please provide a crosswalk mid-way between Stevens and Lander. Make it very visible to cars! Perhaps elevated to slow traffic?
- More crosswalks
- All-way light at 59th with no yields. Increased signage for pedestrians.
- Please put in full stop lights at 59th & Admiral, not just pedestrian activated change. School children & bus riders are frequent crossers; this is also a through street from upper Alki to beach. Currently the crosswalk is marked only on the east side of the intersection.
- 59th is still unsafe for pedestrians even with the light because cross traffic is 59th not controlled 49th is bad

Transit/Bus Service

- Remove conflicts between pedestrians and bikes at bus stops
- You are not going to get people out of cars here due to crappy bus service. 20 minute service to downtown until 9AM after that must catch #50 to junction to connect to line C. Making the ride into 45 minutes.
- More bus service on Sundays and holidays #50 bigger bus different route 775
- At bus stop on north side of Admiral, cars go at high rate of speed.
- On lower portion those going to restaurants along beach will not go to 59th to cross at light. Buses have difficulty turning out onto 59th @ 61st.
- 61st and Admiral Way (major bus boarding location) narrower lanes will make crossing safer

Other

- I am opposed to the project entirely because the best bicycle path to downtown is beach drive and behind the Chelan café. Admiral is too steep, so almost all cyclists use Beach Drive.
- Lanes are wrong thinking.
- Bike: Bad pavement joint at Schmitz Park Bridge, both ends. I also fear getting rear ending my car while backing into garage.
- Please consider the population (ratio) of bikes/drivers count, also the age of the population being affected (at least those that use the roads). The youth is lobbying and the baby boomers who are expanding and supporting this society are not being heard.
- You go girls and guys build the bike lanes narrow the car lanes
- Sidewalks are overgrown in some areas!
- Some sidewalks are narrow and overgrown shrubs
- Sidewalks are bad between 49th and Garlough. Sidewalks are also bad on Northside east of Lander (south side). Biking 53rd & Admiral EB -blind car with large vans/cars parked too close to corner.
- Mass cleared all sidewalk grass / weed over growth from area around sidewalks cut back - sidewalk is one lane
- Bikes need to get a license just like drivers of vehicles and pay a tab
- Narrower lanes to slow down traffic entire length of Admiral Way
- Bike ramps on both sides of street above Schmitz Park between 49th and Stevens? Sidewalk? For bikers or path going east or west?