

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

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Roundtable design and next steps

After the roundtable, we reviewed the feedback received and determined which suggested additions were feasible to incorporate into the design for the near-term improvements. We've summarized below which improvements we're considering and why.

What we heard	Incorporate into next near-term design?	Details
Support for proposed near-term improvements	Yes	We'll continue to move forward with this design, with additional feedback incorporated, as described below.
Install hardscaped traffic islands (using planters or c-curb) instead of painted traffic islands to improve safety	Yes	The planned islands at Fauntleroy and Alaska and Fauntleroy and Avalon will be defined by c-curb or parking stops.
Repair sidewalks along the corridor to improve safety for people of all ages and abilities	Reviewing as part of continued design	Fully rebuilding/replacing sidewalks is cost-prohibitive. As a part of further design, we're exploring adding planters at key locations to better separate the sidewalk from the street, particularly in areas where the sidewalk is poorly defined.
Add green bike box to the proposed bike crossing coming out of Avalon Way	Reviewing as part of continued design	We'll analyze the feasibility of this as a part of continued near-term design.
Provide maintenance/green space improvements for existing landscaping on Fauntleroy Way that's in the public right of way	Reviewing as part of continued design	We're looking into potential landscaping improvements that can be made to the triangle of land at 36th and Genesee.
Remove right-turn slip lane from Fauntleroy Way SW onto Avalon Way SW to test this configuration ahead of full Fauntleroy Boulevard Project construction	No	Avalon/Fauntleroy is a large truck route. Simply closing the right-turn slip lane without other major structural improvements would not provide sufficient turning space.

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What we heard	Incorporate into next near-term design?	Details
Improve comfort at bus stop on southeast corner of Fauntleroy Ave and 38th Ave (adjacent to Wardrobe Cleaners) by adding a barrier to separate sidewalk from street	No	This change would impact bus accessibility, as planters or other barriers at the curb makes it more difficult for the bus to open the front and back door. In addition, there's no documented safety risk to pedestrians at this stop.
Add signage at SW Oregon St right-turn slip lane to warn drivers of pedestrian crossing ahead	No	The signage in this area is currently to code. We'll continue to monitor the intersection once the Oregon crosswalk is extended as a part of the near-term improvements to see if additional signage is needed.
Improve signal timing	No	Existing signals are currently optimized.
Improve street lighting for pedestrian safety at night	No	This is cost-prohibitive. It would require extensive electrical work which would potentially be removed during later Sound Transit or SDOT construction in the area.
Consolidate/underground power lines and/or reduce the number of posts	No	This is cost-prohibitive. It would require extensive electrical work which would potentially be removed during later Sound Transit or SDOT construction in the area.