



Transportation Committee Meeting – December 4, 2017 – Skyline

Agenda

- King County Metro 3 & 4 Presentation
- 2018 Meeting Time and Location Discussion
- Other Business

In Attendance

- Ann Ormsby, FH Resident
- Betsy Braun, VMMC
- Bob Terrell, FH Resident
- Brand Koster, King County Metro
- Doug Holtom, FHIA Coordinator
- Frank Conlin, FH Resident
- Gordon Werner, Transportation Chair
- Jim Erickson, FH Resident
- Tom Gibbs, FH Resident
- Tristan Cook, King County Metro

King County Metro 3 & 4 Presentation

The routes 3 & 4 serve 11,000 rides per day. They are the 5th most used routes. Generally, such high ridership is seen on RapidRide routes. The purpose of the potential reroute is due to Interstate 5 on and off ramps that create bus bunching and affect reliability. The routes 3 & 4 are the 3rd most crowded routes.

Jim Erickson asked about the on and off ramps for Interstate 5 on James Street. He said that he has noticed that the PM peak is much worse for travel than AM peaks. The buses get stuck due to queuing and trolley wires.

Trolley wire would need to be installed along the proposed Yesler Way route. There is significantly less traffic on Yesler Way than on James Street. Gordon Werner mentioned that Yesler Way is one of the least used transit routes in the area and the proposed stops are very steep climbs for potential users. Betsy Braun mentioned that there are homeless encampments along the proposed routes. Frank Conlin said that Yesler Way is narrow, and he worries that a reroute may end up not solving the issue. Betsy Braun asked what the time savings are estimated to be? Brand Koster, from King County Metro responded that the savings could be 4 minutes. Bob Terrell stressed that this neighborhood is growing and transit dependent. Gordon Werner expressed concern that Yesler Terrace would not be adequately served where the stops are proposed. Gordon Werner stressed that automobile traffic patterns should be looked at.

The main themes that arose from King County Metro's outreach was: 1,300 responses from the online survey 53% of respondents were supportive of the proposed changes, 40% and many stakeholders expressed concerns about any changes. A study of James Street will be underway, results will come out around summer.

Jim Erickson said that metrics of success should be considered. Betsy Braun asked why the proposal must be an either /or option. She also said that ¼ of a mile is too far for many residents. Betsy Braun mentioned that these options need to work for First Hill. Frank Conlin said that First Hill should not be a place to simply get through. Tom Gibbs mentioned that bunching is also occurring in Madrona and Downtown, not just James Street.



FIRST HILL IMPROVEMENT ASSOCIATION

Tom Gibbs shared some of his suggestions: priority right turns on 9th and Jefferson, priority left turns on 9th and James, include 4-way stop at 9th and Cherry as well as 8th and Cherry (with no right turns on 8th and James). Gordon Werner suggested bus-only lanes on westbound and encourage I5 northbound traffic onto Cherry.

Metro is going to be looking at assorted options. Metro will continue a study of a Yesler Way for trolley wire installation and early design. Service mitigation is also being considered (i.e. 27 moved to James). Traffic mitigation is being considered as well. Metro will come back when more options have been solidified in the summer.

2018 Meeting Time and Location Discussion

Jim Erickson said that Stimson-Green is not ADA accessible. Most people in attendance agreed that meeting at 5:30p and first Mondays of the month work best. Betsy Braun suggested that an announcement be made that at the public meeting about this committee. Most people agreed that this location works adequately.

Other Business

Jim Erickson suggested FHIA contact and provide input to Seattle Neighborhood Greenways regarding bike lanes along University and Spring streets.

Jim Erickson suggested that Parking Enforcement/SDOT get invited to a FHIA Transportation Committee to discuss Handicap Parking violations and any studies that have undertaken.

Construction light pollution should be further considered.