

Neighborhood Plan Update Phase II Workshop with Seniors & Persons Living with Disabilities Community

June 11, 2009

Center Park

Part I: Places and Connections

Exercise to discuss gaps and opportunities for improving pedestrian, bike and transit connectivity. (Where do you live/work/shop and mode of travel)

They walk or travel by wheelchair to:

- Park (east of African American Museum, south side of I-90); walk/roll north along MLK walk/roll north along 25th Ave. S. Problems – NE corner of Holgate/25th has no curb cuts, cars parked on street in front of Red Cross often encroach on sidewalk.
- Bus stop on MLK just north of Walker
- Bus stop on Rainier at Walker; walk/roll west on Walker to bus stop due to grade of the hill, return from bus stop by walking/rolling north on Rainier to Hill, east on Hill. Problems – no sidewalks on south side of Walker.
- Businesses along Rainier (QFC, RiteAid, Bartells, Taco Time, bank, Lowes, etc.) walk/roll south on 25th Ave. S. Problems – sidewalk has no curbs, near Pepsi bottling semi-trucks often park on sidewalk and sidewalk in poor repair.
- NOT walk/roll south on MLK because sidewalks are narrow

Part II: Building a Great Town Center

Exercise to explore relationships between number of households, retail destinations, parks and walkability. (Creating a town center, housing density, building heights, etc)

- Buildings taller than currently allowed would be okay if required to provide some affordable housing units &/or green space
- Consider placement of taller buildings to preserve view corridors

Part III: Emerging Priorities and Opportunities

Capturing new ideas or major concepts (new themes and remaining issues)

- One person was concerned about Metro Rte 42. What will replace it? Where will she catch the bus?
- Would like to see a pedestrian/bike path along wooded hillside west of Rainier/light rail station/MLK
- Liked the idea of creating a pedestrian mall/Main Street on Rainier around the immediate station area. Would be okay if buses continued to use this pedestrian mall.

Neighborhood Plan Update Phase II Workshop with Seniors & Persons Living with Disabilities

June 17, 2009
Esperanza Apartments

Part I: Places and Connections

Exercise to discuss gaps and opportunities for improving pedestrian, bike and transit connectivity. (Where do you live/work/shop and mode of travel)

They walk to:

- Safeway: walk east on S. Myrtle, south on 39th. Problems – 39th Ave. S has no sidewalks, pavement in poor condition with many potholes, very difficult for people with walkers, drug activity on Myrtle, unsafe with recent muggings on residents (seniors) walking to Safeway.
- UPS store (SE corner of 38th and Othello): walk east on S. Myrtle, south on 38th, cross Othello. Like streetlights being installed Problems -- drug activity on Myrtle.
- John C. Little Park: cross 37th; Problems – unsafe after dark due to drug activity
- Businesses on MLK at Myrtle (strip malls on west side): walk east on Myrtle. Problems – drug activity on Myrtle
NOT walk/roll south on MLK because sidewalks are narrow.
- Recreational walking: north on 37th Ave. S. Problems - no sidewalks on either side of 37th north of Willow, vacant property (west side of 37th) is filled with weeds, "Can't developer be required to cut back the weeds that spill onto roadway?"
- MLK: Problems — some sidewalks (especially west side north of Othello) need repair. Areas needing sidewalks
Willow between 37th and MLK, 38th north of Willow

Part II: Building a Great Town Center

Exercise to explore relationships between number of households, retail destinations, parks and walkability. (Creating a town center, housing density, building heights, etc)

- They are comfortable with currently allowed building heights around station area.
- Heights should step down next to single-family homes.

Part III: Emerging Priorities and Opportunities

Capturing new ideas or major concepts (new themes and remaining issues)

Neighborhood Plan Update Phase II Workshop with Seniors & Persons Living with Disabilities

June 30, 2009
Lighthouse for the Blind

Part I: Places and Connections

Exercise to discuss gaps and opportunities for improving pedestrian, bike and transit connectivity. (Where do you live/work/shop and mode of travel)

They walk to:

- Bus stop on I-90: walk north on 25th, east on Massachusetts, north on Rainier to the bus stop. Need an audible & tactile traffic signal at Massachusetts & Rainier. Cross Rainier on the south side of Massachusetts to avoid the vehicles taking a right turn north onto Rainier. Problems – on the east side of 25th in front of the Red Cross (north of Plum), cars often block the sidewalk because the wheel stops are too close to the sidewalk.
- Bus stop on Rainier between Hill and Walker: walk south on 25th, west on Hill, and south on Rainier. Problems – The bus stop is dark and lighting is badly needed, especially on eastside of Rainier. There are often puddles on the sidewalk (west side of Rainier between Hill and Walker) due to a broken and uneven sidewalk that presents serious trip hazards. This is an area with tactile “bumps.” The “turtles” (tactile dots on the crosswalk markings on Rainier at Hill) are helpful but many are missing. They should be checked after each winter as the blind find the turtles very helpful.
- Recreational walking loop: walk south on 25th to Rainier, south on Rainier, east on Bayview, north on MLK. Problems – dark overhanging bushes on MLK between Plum & McClellan. Need audible/tactile traffic signal at Bayview & Rainier. No sidewalks on eastside of 25th by the Pepsi building (between Rainier & Walker). Curbing is needed to keep cars off the sidewalks in this area.
- They will walk to light rail station: south on 25th to Rainier, south on Rainier to station.

Part II: Building a Great Town Center

Exercise to explore relationships between number of households, retail destinations, parks and walkability. (Creating a town center, housing density, building heights, etc)

- All traffic signals within 5 min. walk from light rail station should include audible & tactile signals for pedestrian
- They are comfortable with currently allowed building heights around station area.
- They could support up to 8 stories on the Lowe’s block if the building heights stepped down to the street. Would approve taller heights only with incentives: universal design, green design, affordable housing, affordable commercial spaces
- Make the light rail station plaza a true gathering place with a fountain, benches, etc.
- Clear pathways are needed from the sidewalks to the front doors of businesses.
- There were questions about the parking requirements for residential TOD (transit-oriented design) buildings in the station area.
- Need a way-finding system in the station area.
- Sidewalk eating areas can be a problem for those with limited sight. They should not encroach on the sidewalk. Blind pedestrians using canes need a barrier than can detect. They cannot detect ropes &

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stanchions but need something that forms a barrier at the sidewalk level such as planters or a picket fence. It is better if the barrier forms a curved perimeter rather than one with right angles.

Part III: Emerging Priorities and Opportunities

Capturing new ideas or major concepts (new themes and remaining issues)

- General pedestrian problems
- Corners -- gutters fill with sand/road grit so it is difficult to discern the curb edge. This is a particular problem at 24th and Hill
- During the fall & winter there is often debris on sidewalks. Leaves on sidewalks are wet, messy, dangerous, and slipper. This is a real hazard for those with sight limitations.
- Uneven, cracked sidewalks in many areas but especially 25th north of Rainier.
- Need emergency call kiosks in station area (similar to those at light rail platforms or on college campuses) to ensure safety of night-shift Lighthouse workers.
- Would like to see parking behind buildings rather than in front.
- Would prefer small, local retail shops rather than more big box stores.
- Rainier "Main Street": They did not think it was a good idea due to a concern about the impact it would have on MLK traffic volumes. They were concerned about the number of trucks that would be making the turns required by this diversion and the potential safety impacts on pedestrians crossing those intersections.
- There was interest in a new, experimental infrared information technology that will audibly "read" signs.
- They would like a shuttle from the Lighthouse & Red Cross to the light rail station. The two facilities have many employees as well as people who come for trainings.

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