

# FAUNTLEROY WAY SW BOULEVARD PROJECT



## Walk and Talk summary 4/10/2017

### Executive summary

- The most common topics identified by participants were related to bicycle and pedestrian infrastructure. The majority of the comments expressed support for protected bike lanes, improved crosswalks, and protected sidewalks on Fauntleroy Way SW. Many people described feeling unsafe walking and biking in the project area. Several other respondents expressed concerns about the 60 percent design focusing on the needs of cyclists and pedestrians.
- Participants were asked to review the landscaping plan, and almost half provided feedback. Most people expressed positive or neutral feelings about the landscaping design, including comments about maintenance and proposals for plant-types. A few participants were concerned that the landscaped area would not be properly maintained.
- Another key comment theme was related to project construction-related impacts. Participants were asked to provide feedback on two different options to reroute traffic during construction (one-way traffic on Fauntleroy Way with a detour, or maintaining two-way traffic on Fauntleroy Way), and respondents were almost evenly split. Many commenters voiced concerns that traffic congestion would increase dramatically during construction, and that local businesses would be adversely affected.

### Engagement at a glance

- Mailers sent: **8,560**
- Participants at the March 16 and March 18 Walk and Talk events: **115**
- Comments collected: **61**
  - In-person paper comments during events: **26**
  - Online comments and emails: **35**

### Background

The Seattle Department of Transportation (SDOT) hosted two public "Walk and Talk" project corridor tours, on Thursday, March 16, 2017 from 12 to 1:30 PM and on Saturday, March 18, 2017 from 10:30 AM to 12 PM. The purpose of the Walk and Talks was to share the 60 percent design in an interactive setting with residents and stakeholders and to gather feedback from attendees. The walking tours began in front of LA Fitness (3900 SW Alaska St) and ended inside West Seattle Brewing Co. (4415 Fauntleroy Way SW). A total of approximately 115 community members participated in the Walk and Talks.

After receiving an overview of the project and planning history, including project history from community member Sharon Meeks, members of the project outreach team walked with participants down Fauntleroy Way SW, identifying existing conditions and planned design elements. The tour ended inside West Seattle Brewing Co., where attendees were encouraged to ask questions of project team members and staff from the City's Office of Economic Development and Department of Neighborhoods, complete comment forms (a copy of the

comment form is available in Appendix B), and review project display boards. Display boards, also included in Appendix B, provided information on the following topics:

- Project Overview
- Planning History
- Landscaping Concept
- Landscaping Examples
- Design Features
- Construction Planning
- Working with You During Construction
- Timeline

Information on the public art component of the project was also available, as were materials about other West Seattle projects.

For those unable to attend the events in-person, Walk and Talk materials were posted on the project webpage, along with an online comment form, which was open for comments from March 14 through March 31, 2017.

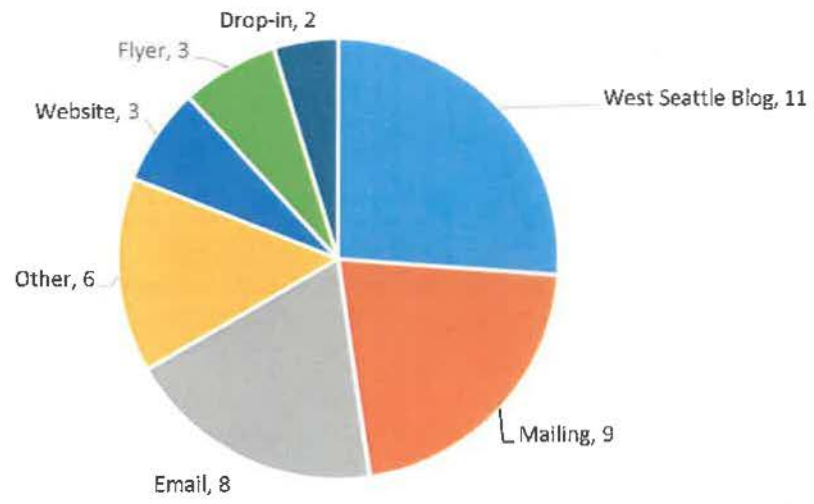
### Meeting notifications

Notification efforts for the Walk and Talks included:

- Postcards mailed on February 27 to approximately 8,560 addresses roughly within the boundaries of SW Charleston St, 45th Ave SW, SW Juneau St, and 26th Ave SW
- Email newsletter sent on February 23, 2017 to over 300 subscribers
- Meetings with area business owners in February and March
- Briefings given to community organizations in February and March
- Announcement on the project website

At the Walk and Talk events, attendees who signed in were asked to indicate how they heard about the event, and 41 answered.

### How did you hear about this event?



## Comment summary and methodology

We provided Walk and Talk attendees and community members with multiple options for providing feedback about the project:

- Written comment forms at both Walk and Talks
- Online comment form, available on the project webpage from March 14, 2017 to March 31, 2017

We categorized all comments by topic and conducted a qualitative analysis for major themes. Key themes and findings are described below. A tally of the topics explored in the comments is available in Appendix A. The full text of all comments is available in Appendix C.

## Key themes

### Overall project support

Out of the 61 total respondents, 23 people expressed support for the Fauntleroy Boulevard Project, while 10 responded with a negative overall assessment of the project. The remaining 28 respondents were mixed or neutral in their assessment of the 60% design. The majority indicated that they accepted the overall aims of the project but had their own suggestions for how it could be improved, while a few people strongly advocated for a more fundamental shift in direction.

Representative comments:

*"The idea to create a more user-friendly passage AND an 'entrance' to the neighborhood is fantastic. You've done a good job balancing both needs. Please do not compromise on the need to make pedestrians, bikers, and visitors feel just as welcome as motorists."*

*"The 3 lanes each way between Avalon and Oregon MUST remain. I think the project should be scrapped and then simply rebuild and/or repave what we have exactly the way it is for cars. Clearly, the sidewalks need improvement and at least 1 good additional pedestrian crossing."*

### Landscaping

The first question in the comment form asked for feedback on the landscaping plan, and 29 people answered this question. The majority of respondents expressed their approval of the landscaping plan. Several had comments on the type of plants that could be used, with requests to solely use native plants, plants with low water requirements, and low-maintenance foliage. A few people indicated that they would be interested in volunteering to maintain the new landscaping, but two others said that the work would be too dangerous for volunteers during periods of peak traffic. Two people opposed the landscaping plan because they believed that the landscaped area would not be properly maintained by the City.

Representative comments:

*"I do think the landscaping provides an important buffer between people in cars and people on the bike path and sidewalk. I also think plantings in the median will present*



*drivers entering West Seattle with an aesthetically pleasing gateway. These plantings will also hopefully serve as an additional traffic calming measure as vehicles enter this busy urban center. "*

*"I was skeptical about trees in the median. But - after hanging out here, I see that the area desperately needs noise abatement and I think the trees would be a great help with this."*

*"I don't think it's necessary. The city will probably just let it become overgrown anyway. Why not focus on cleaning up the last stretch of the West Seattle bridge from SW Andover St to 35th Ave SW instead? It's overgrown and ugly."*

### **Bicycle infrastructure**

Twenty-nine people mentioned bicycle infrastructure in their comments, and 12 of these commenters were in favor of adding protected bike lanes on Fauntleroy Way. These commenters cited safety concerns for people who bike on the current Fauntleroy Way, and several mentioned wanting to bring their children by bike but feeling that the arterial is too dangerous in the current configuration.

However, a few respondents were mixed or neutral on whether protected bike lanes were fully necessary. They questioned whether it would be sufficient to remove the free right-turn lanes from Fauntleroy Way onto SW Oregon St (westbound) and SW Avalon Way (eastbound), or to improve other bike connections such as those on 35th Ave. Eight others were strongly opposed to adding protected bike lanes to Fauntleroy Way, as they felt any change in the lane configuration of the road would on Fauntleroy Way would increase vehicle traffic significantly. Those who opposed the bike lanes characterized Fauntleroy Way as primarily a space for people driving cars.

### **Representative comments:**

*"In its current configuration, Fauntleroy is extremely unpleasant and unsafe for pedestrians and cyclists. As a father who travels by bike and foot frequently around West Seattle, often with my young child, I appreciate efforts like this to make our roads safer for all users."*

*"I think it's inappropriate to cram every mode onto Fauntleroy. The West Seattle Triangle Plan envisioned a bike route on Alaska/36th/Avalon, and this is sensible to me. In contrast, I don't understand why the Bicycle Master Plan calls for protected bike lanes on Fauntleroy and 35th, each of which is a car-heavy road, or why it envisions a complete triangle of protected bike lanes when a simple intersection will do."*

### **Pedestrian infrastructure**

Similarly, 23 people commented on the effect the project would have on pedestrian infrastructure, with the majority in favor of protected sidewalks and improved crosswalks. Several area residents said that they feel unsafe walking in their own neighborhoods. A few

respondents mentioned that improved sidewalks and reduced vehicle speeds might make them more likely to patronize the small businesses on Fauntleroy Way.

Three respondents also advocated that the project be extended to include improvements to the crosswalk at the intersection of 35th Ave and Fauntleroy Way.

Representative comments:

*"I believe that it is of the utmost importance to prioritize the safety and comfort of the community in this design, as you show in the 60% plans. I fully support the re-alignment of the streets intersecting Fauntleroy to reduce crossing distance and improve drivers' visibility of people walking and riding bikes."*

*"This project should include safer pedestrian cross at intersection of 35th and Fauntleroy, including SW Genesee! Crosswalk near Peco's BBQ is dangerous for pedestrians!!!"*

#### **Right-turn pockets from Fauntleroy Way**

The 60% project design presented at the Walk and Talks proposes maintaining two lanes of traffic in each direction on Fauntleroy, but eliminating the right-turn pockets on Fauntleroy Way at Oregon St and Avalon Way. Seventeen people commented on the right-turn pockets. Five of these commenters favored the plan to remove the free right-turn pockets while eight people felt it was important to retain them, and the remaining four respondents were mixed.

Those who favored removing the right-turn pockets maintained that they were dangerous for people walking or biking trying to utilize the crosswalks. Meanwhile, those who wanted to keep the right-turn pockets said this change would significantly increase traffic congestion.

Representative comments:

*"Safety at intersections and protected bike lanes are most important! Eliminating slip lanes at Oregon westbound and 36th/Avalon eastbound are essential to safety for people on foot and bike."*

*"I strongly believe that the dedicated right turn lane from Fauntleroy to Avalon must be maintained. This turn is essential when traffic backs up on the eastbound ramp to the bridge. This just occurred last Tuesday where traffic was backed up past the last light and without this option, commuters would be stuck in the back up when they could be taking this other option to move traffic along. In addition, it would put the commuters taking the lower bridge into the traffic lane trying to get on the high rise."*

#### **Left-turn access on Fauntleroy Way**

The 60% project design presented at the Walk and Talk includes a landscaped center median on Fauntleroy Way, which would restrict left-turns except at signalized intersections. Of the four people who specifically mentioned this change in left-turn movement, all opposed reducing left-turn capability for people driving. They voiced concerns that removing left turns would limit access to nearby businesses, such as Tom's Automotive and Elliott Tire, as well as to residences.



#### Representative comments:

*"We nearby residents need left turn lanes to reach our homes without going backwards and one-way. I like it that I can walk to stores, restaurants, and services, but it is frightening to ride my bike on Fauntleroy and frustrating to drive. This is a colossal compromise!"*

*"We need a left turn onto 37th to access the businesses in the Triangle area. It will have a major impact on access if it's missing."*

#### Business impacts

In addition to comments about specific design elements and traffic routing options, several people speculated about how the project would affect businesses in the area. Four commenters offered suggestions on how to engage with local businesses to mitigate any negative impacts from construction on Fauntleroy Way, including adding adequate signage to inform pedestrians that businesses are still open during construction, or offering monetary support.

Three other respondents said that they believed the Fauntleroy Boulevard Project would help local businesses by providing better access for people who walk and bike. Two indicated that they do not currently patronize the businesses in the Triangle area because they feel unsafe or did not know that what businesses are there.

#### Representative comments:

*"The small business owners like Realfine Coffee and Rudy's, wardrobe cleaners will lose business during construction. Please assist them better than the SDOT and Econ Development Office did for those businesses on 23rd Avenue. Monetary assistance for marketing is meaningless to MA+PA businesses that don't do any advertising in the first place."*

*"Often, a gap in the construction cones/markers is not enough to make it clear that access to business is available. Construction is often a confusing time and I encourage SDOT to come up with some creative and collaborative ways to sign for the adjacent businesses along this corridor."*

*"That stretch of Fauntleroy has added several commercial businesses in the past several years and unfortunately has not felt like much more than a highway on-ramp to those not in cars, discouraging those on foot and on bike to not patronize our local businesses in the area."*

*"If you build it we will come! Businesses I was totally unaware of before coming to meetings on this project: Realfine Coffee, Shoe Repair!!!, Rudy's Barbershop. I won't come by car, I will come by bike!"*

#### Traffic

Many people voiced worries about increased congestion, but most of them attached those comments to their remarks about other issues such as bike lanes, right-turn pockets, and left-

turn access. However, several commented on separate issues pertaining to traffic. Four people supported the speed limit reductions in the 60 percent design plans, and three of them brought up the need for speed limit enforcement in the project area. Another person recommended posting an officer to direct traffic on Fauntleroy during morning and evening commute hours.

Three respondents provided their own ideas for ways to reroute traffic coming from the Fauntleroy Ferry Dock away from the Triangle entirely. Two people recommended directing ferry traffic up to SW Barton St to turn onto 35th Ave. The other person suggested that ferry commuters be diverted to the 1st Ave Bridge.

Representative comments:

*"Speed limit enforcement. Will project staff coordinate with police enforcement or speed warning lights to limit the speed of traffic to 25 mph."*

*"In your anticipated studies, please retain a minimal disturbance to the off-flow of westbound traffic on the West Seattle Bridge. We cannot have another choke point similar to the I-5 NB access off the bridge. We are already at the point of having several light cycles during peak hours at 35th. Reducing capacity throughput back to Alaska Street is a major concern."*

### **Parking and loading**

Three people mentioned parking in their comments. One local business owner was concerned with access to her parking lot during construction, saying that the addition of a bike lane and the widening of the sidewalk would limit available parking spots on her land. Another person suggested that the central median and planted strips along the sidewalks in the 60 percent design be replaced with more street parking. The third respondent expressed discontent with the city approving apartment buildings that do not provide residents with parking space.

Representative comments:

*"I'd remove the large, continuous planted strips along the sidewalks... Instead, add street parking where possible and adjust the location of the pedestrian walkway vs. bike path to put pedestrians astride the street parking. This way, slower pedestrian traffic is near the opening doors of parked cars and not cyclists."*

### **Construction impacts**

Several people were worried about increased congestion during construction, as well as the effect that construction could have on access to small businesses. Many disapproved of the speed of past construction projects in Seattle, and a few suggested that nighttime construction work could be necessary to minimize the daytime impacts.

Representative comments:

*"The construction periods are simply too long, and you can make people happy by getting the work done faster. Even 12 months is an unreasonably long time to reconstruct less than half a mile of roadway. SDOT needs to show that it has learned from its mistakes in the 23rd/Central District project and can get this done efficiently and with less disruption."*



*"Just think of the emergency vehicles! ... Probably one of the worst feelings you'll never want to imagine is having to be transported by an 'A-car' and hear the driver say no one can move out of our way."*

### **Construction routing options**

The display boards outlined the pros and cons of two potential construction routing options (one-way traffic on Fauntleroy Way with a detour, or maintaining two-way traffic on Fauntleroy Way) and the comment form specifically asked attendees to note which routing option they preferred and why. Despite an overall concern with construction congestion, only 17 respondents chose between the two options for how traffic could be routed, and they were almost evenly split.

The eight people who favored one-way routing said they prioritized speed and a shorter timeline for construction. However, a few recommended that the bus-only lane on Alaska St be opened to access for people driving during the construction period.

The nine people who supported two-way routing expressed concern that businesses on the eastbound side would be adversely affected by one-way traffic. Two respondents were also worried about the impacts detouring traffic to 35th Ave and Alaska St would have on the ride times of the Rapid Ride C and other bus lines that use this route.

Several other respondents did not choose one of the two options because they expressed disapproval of both.

### **Representative comments:**

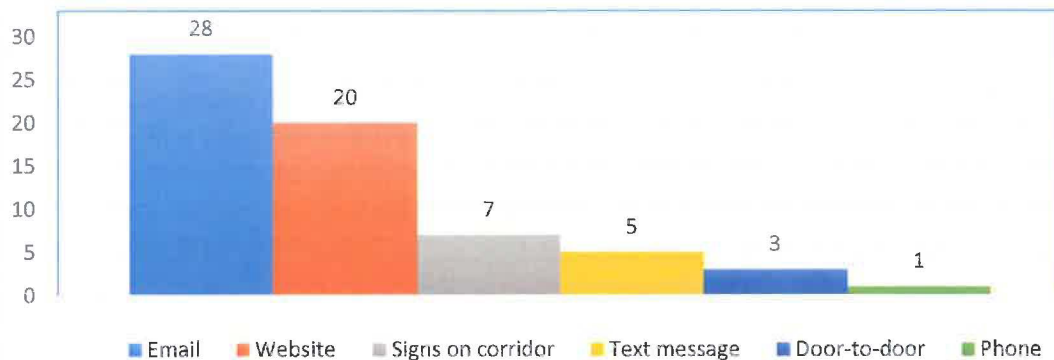
*"1-way routing. This needs to get done quickly!"*

*"I prefer the two-way routing option. Even though this will present more congestion and a longer construction period, I think it is important to provide the business on either side of Fauntleroy (particularly those new and more economically sensitive businesses) with a fair share of access to customers during this construction period."*

### **Construction outreach**

Event attendees and online respondents were presented with checkboxes on the comment form to indicate the kinds of notification methods that they preferred for construction outreach. Thirty-three people answered this question, and most checked more than one box. The majority (28) of respondents prefer to receive construction updates via email, and the second most preferred method is via a project website. A few respondents wrote-in comments, including that any signage in the corridor should be clearly visible and frequent. Four people who did not check any other boxes indicated that they expected to see the latest information on the project at the West Seattle Blog, including construction updates.

### How would you like us to communicate with you during construction? (check all that apply)



#### Other topics

Individual commenters also addressed several disparate issues. They are summarized below:

- One person cited concerns that the dry-cleaning businesses in the area would contribute to groundwater contamination.
- One person suggested that the project scope be expanded to include the Seattle City Light substation.
- One person recommended that lighting only be added where really needed for safety, citing concerns of light pollution.
- One person said that the standard width of lanes should be 12 feet.
- One person called for the city to use the money for the Fauntleroy Boulevard project for suspension maintenance on 3rd Ave in downtown Seattle.

## List of comment topics and frequency

Total number of comments = 61 *(Because comments could address multiple topics, percentages listed total more than 100%.)*

Topic	Quantity	% of total comments
Bicycle infrastructure	29	47%
Landscaping	29	47%
Pedestrian crossing and sidewalks	23	37%
General construction impacts	20	32%
Traffic	19	31%
Right-turn pockets	17	27%
Safety	13	21%
Outreach and engagement	12	19%
Construction congestion	12	19%
Construction access	7	11%
Construction access to the Triangle	6	10%
Business viability	6	10%
Left-turn access	4	6%
Parking and loading	3	5%
Growth/development/gentrification	2	3%
Lighting	1	2%
Other	8	15%

# Appendix A-

## Common topics and frequency



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# Appendix B-

# Meeting materials

# Display boards

# WELCOME!

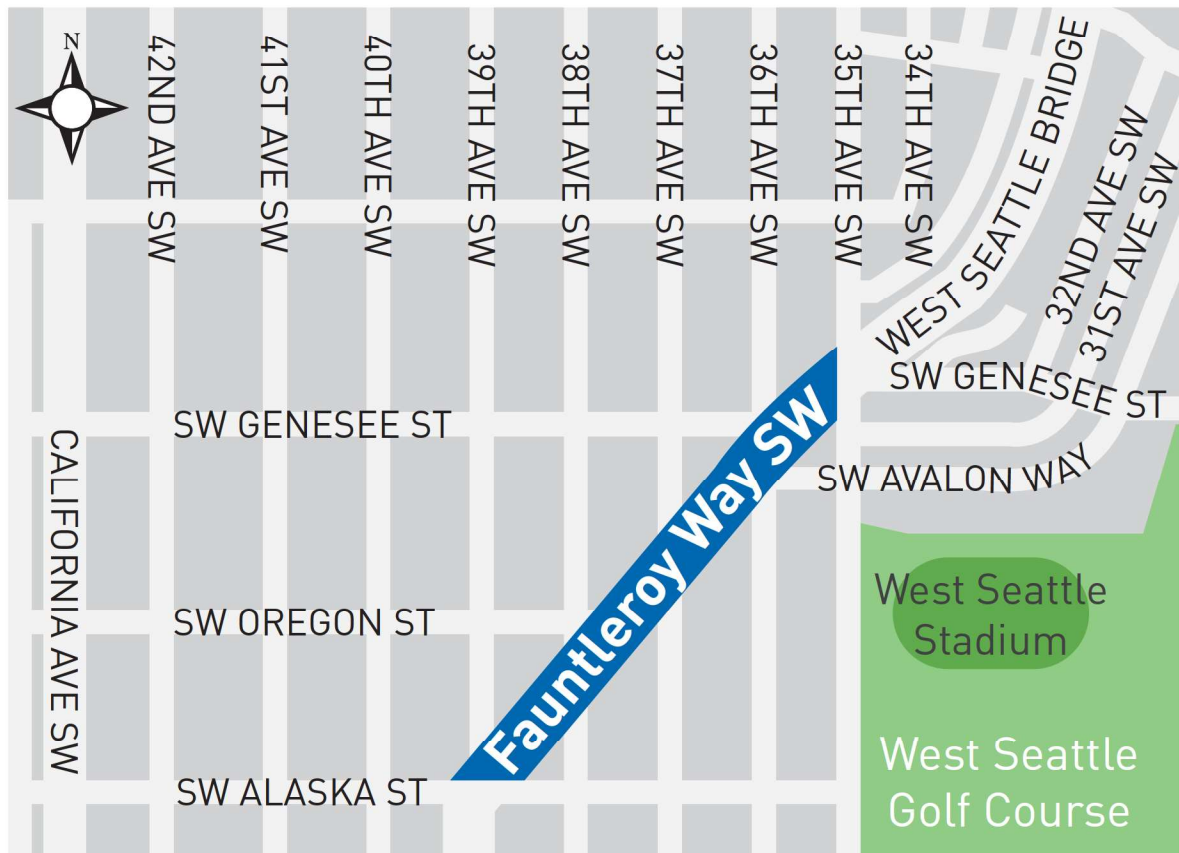
## Project Goals:

- **Respond to community needs** identified in the West Seattle Triangle Plan and the Bicycle Master Plan
- **Improve mobility** by organizing the street to be more predictable and comfortable for everyone
- Enhance Fauntleroy Way's role as a **gateway entrance** to West Seattle



*We're designing and building improvements for Fauntleroy Way SW between 35th Ave SW and SW Alaska St*

## Project area





# PLANNING HISTORY

The Fauntleroy Boulevard Project builds on previous planning work by the community:

**1999:** West Seattle Junction Hub Neighborhood Plan calls for streetscape improvements

**2008-2010:** West Seattle Triangle Planning Advisory Group continues discussion of improvements

**2012:** Community selects preferred streetscape plan, which is formally adopted as a director's rule by the city

**2014:** Seattle Bike Master Plan designates Fauntleroy Way for a protected bike lane

**2014-2015:** Early design, including meetings with residents and businesses, and a public open house

**2015:** Project put on hold at 60% design pending funding

**December 2016:** Project re-initiation with funding from Move Seattle levy

Images from project open houses in 2010 and 2014



*Proposed recommendations from the West Seattle Triangle Plan (adopted in 2012 as a director's rule by the Seattle Department of Transportation and the Department of Planning and Development)*



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*Proposed recommendations from the West Seattle Triangle Plan (adopted in 2012 as a director's rule by the Seattle Department of Transportation and the Department of Planning and Development)*



# LANDSCAPING EXAMPLES

## Planting strip and boulevard median



### Selected plants



Mt Vernon  
Laurel



Georgia Blue  
Speedwell

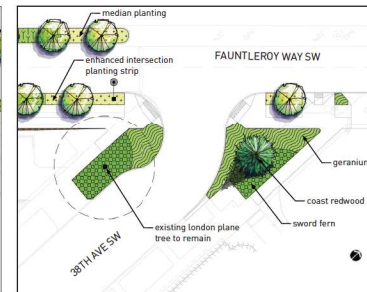
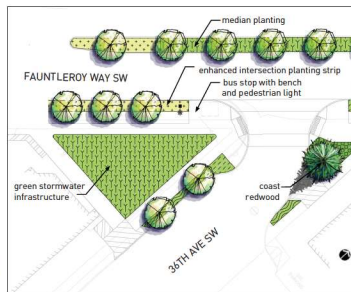


Musashino  
Japanese  
Zelkova

Landscaping for the boulevard median and planting strip is designed to provide visibility and be low maintenance



## Street corner planting



Additional landscaping at select street corners is designed to be adaptable to the urban streetscape and provide green stormwater infrastructure



## Enhanced intersections



### Selected plants



Japanese  
Blood Grass



Geranium



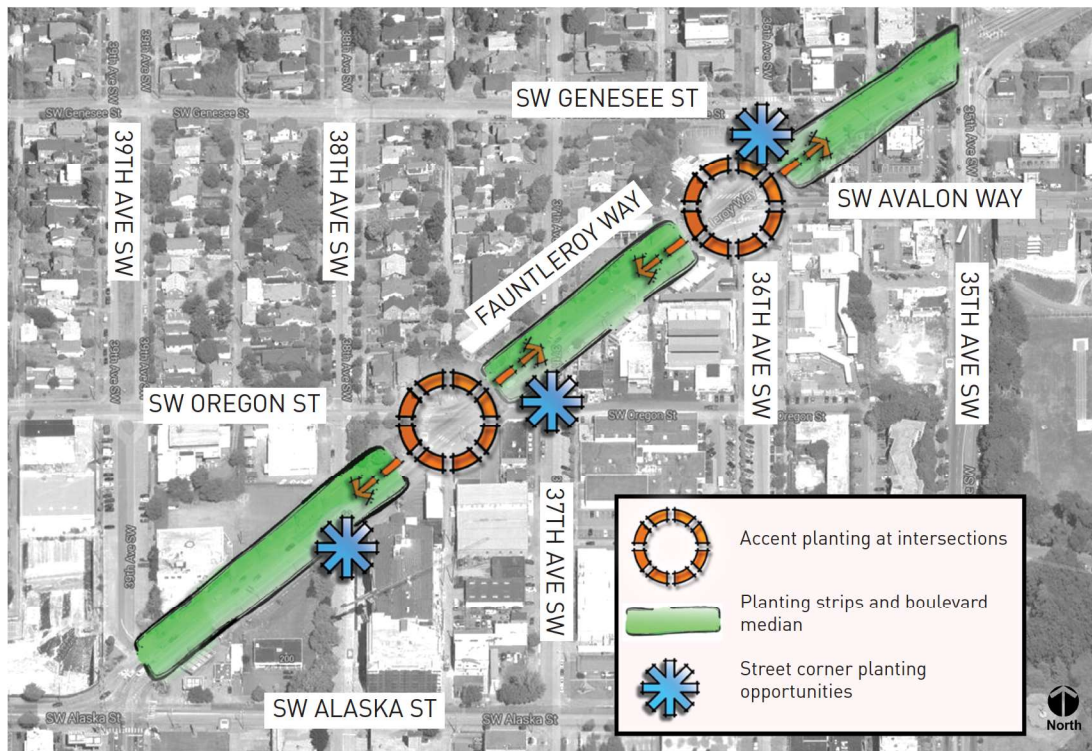
Angelina  
Sedum



Sour Gum

Accent plantings at intersections will provide year-round seasonal color and texture while still providing visibility and being low maintenance

# LANDSCAPING CONCEPT



*New landscaping will provide a gateway entrance to West Seattle as well as help separate people walking and biking from the street*

## Landscaping maintenance

SDOT will provide primary maintenance for the new landscaping along Fauntleroy Way. We're also exploring community stewardship opportunities.

Are you or your community group interested in discussing community landscaping? **Share your contact information on a comment card.**



# DESIGN FEATURES

## Lighting and utilities



*Pedestrian lighting*



*Current conditions*



*Rendering of signal mast arm*

*Reduced overhead wires by adding signal mast arms and consolidating utility wires*

## Pedestrian features



*Curb bulbs*



*New signalized crosswalk at 38th Ave SW*

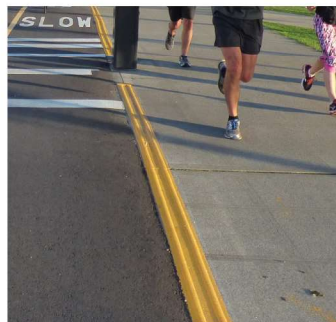


*Shorter crossings (created by re-aligning side streets)*

## Protected bike lane (PBL) elements



*1-way PBL on either side of street*



*Raised yellow strip to separate sidewalk from PBL*



*Green paint where PBL crosses driveways*

# CONSTRUCTION PLANNING

## Tell us what you think!

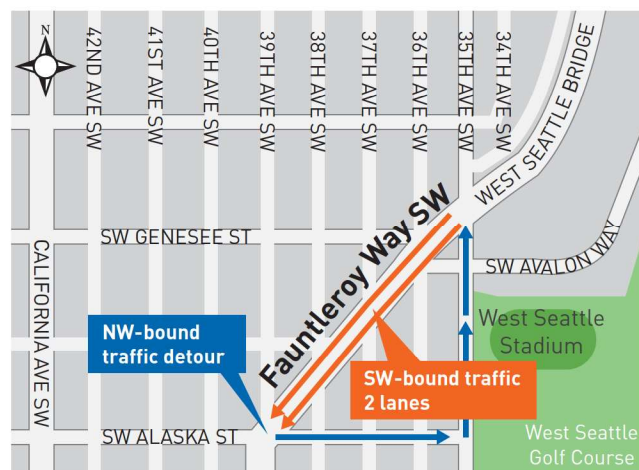
We're considering 2 options for routing traffic during construction.

Share your thoughts about routing during construction on a comment card.

We will maintain access to shops and businesses at all times. Please continue to do business on Fauntleroy Way throughout construction to support these locally owned businesses!

### 1-way routing

- Construction duration ~12-15 months
- Fauntleroy Way maintains 2 travel lanes, but open only to SW-bound traffic
- NW-bound traffic detoured on 35th Ave SW and SW Alaska St
- Signal timing adjustments to accommodate temporary constriction traffic pattern



*Proposed traffic directions. Tell us what you think!*

### 2-way routing






- Construction duration ~15-18 months
- No traffic detours
- Maintains business exposure to 2-way traffic
- Greater congestion on Fauntleroy Way
- Signal timing adjustments to accommodate reduced travel lanes on Fauntleroy Way





# WORKING WITH YOU DURING CONSTRUCTION

Here's how we'll work with the community during construction:

-  A single point of contact to provide advance notice and regular updates – email, phone, and door-to-door
-  Business and directional signs and maps
-  Encourage construction crews to park in a designated lot
-  Adjust construction schedule around key community events
-  Coordinate with private development

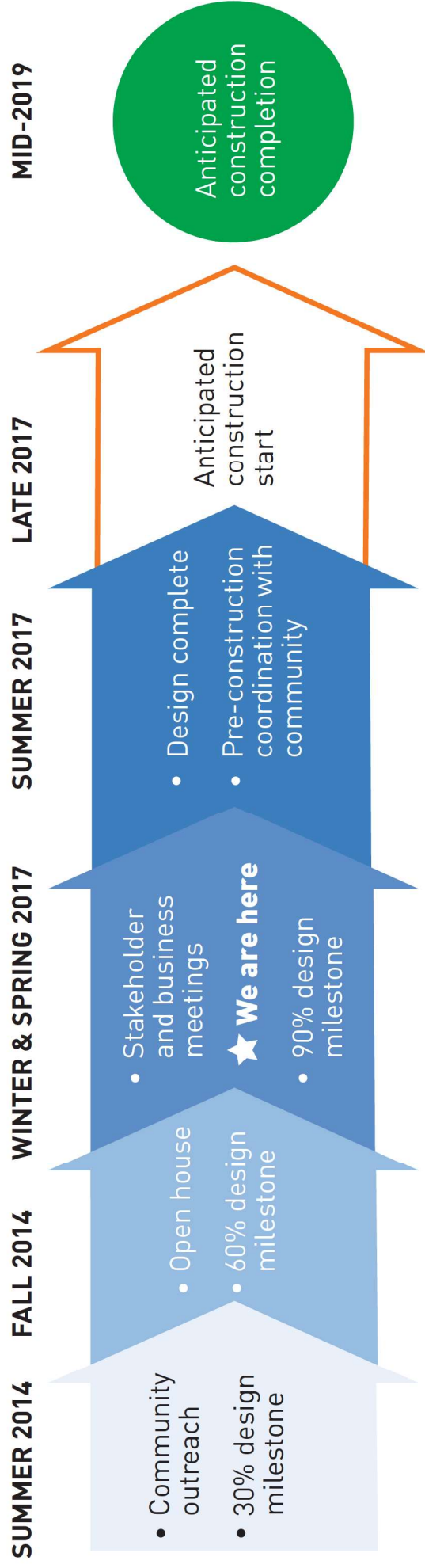
**What else would you find helpful during construction?**  
**Share your thoughts on a comment card.**

We've partnered with the Office of Economic Development to assist Fauntleroy businesses as they prepare for construction and beyond.

## Resources include:

- Free business consulting
- Restaurant assistance
- Advocacy during City permitting and utility processes
- Financial consulting

# TIMELINE

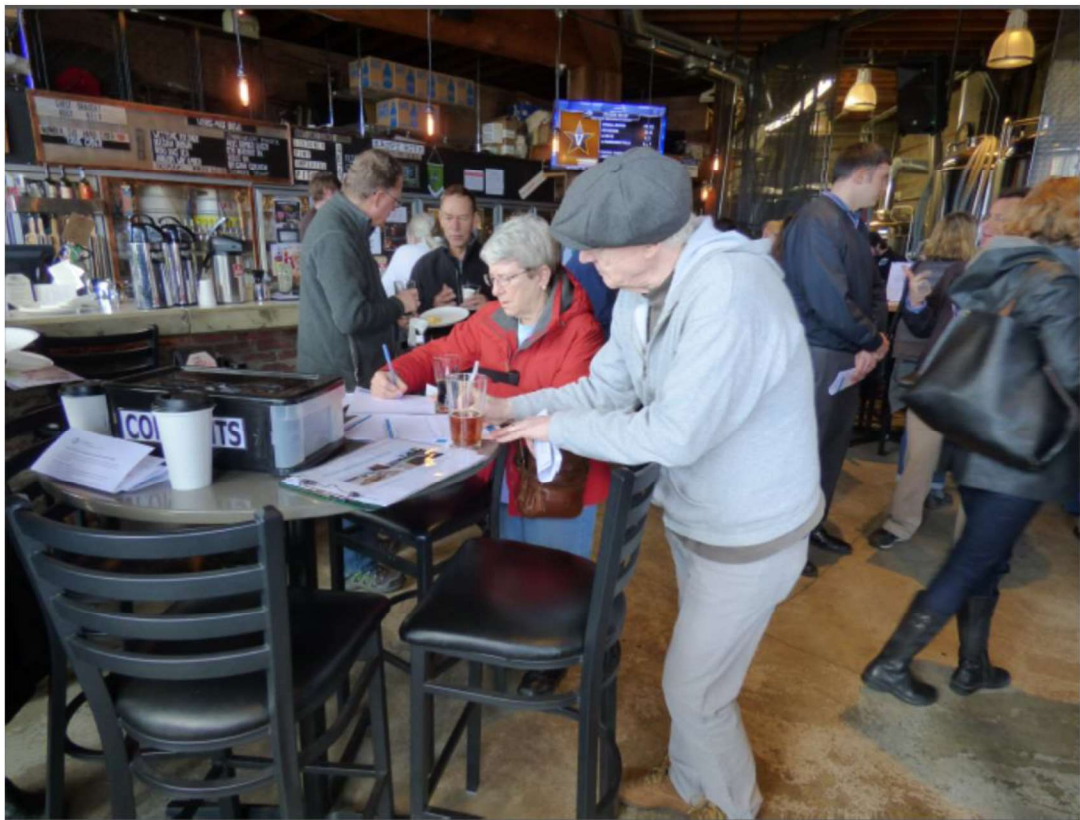


# FAUNTLEROY WAY SW BOULEVARD PROJECT



## Photos







# FAUNTLEROY WAY SW BOULEVARD PROJECT



## Rollplot







# Comment form

# FAUNTLEROY WAY SW BOULEVARD PROJECT

Share your feedback on the Fauntleroy Way SW Boulevard Project

## LANDSCAPING

Do you have feedback on the landscaping plans shared today?

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☐ Are you interested in assisting with community landscaping maintenance? If so, please share your contact information below

## DESIGN

Do you have feedback on the design?

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## CONTACT INFORMATION (optional)

Name: 

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Email: 

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Phone number: 

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# FAUNTLEROY WAY SW BOULEVARD PROJECT

Share your feedback on the Fauntleroy Way SW Boulevard Project

## CONSTRUCTION

Which of the construction routing options do you prefer? Why?

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Do you have additional ideas for how we can best work with the community during construction?

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We'll use a variety of methods to communicate during construction. Which methods do you prefer:

- ☐ Website
- ☐ Signs on corridor
- ☐ Door-to-door visits and flyers
- ☐ Email
- ☐ Text message
- ☐ Phone

## OTHER

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# Appendix C - Full text of public comments

# Written comments

# FAUNTLEROY WAY SW BOULEVARD PROJECT



## Written Comments at Walk and Talk

**Do you have feedback on the landscaping plans shared today?** Can the City and Parks Dept. work together to sell the 2 triangular areas off of Fauntleroy and then buy an area that could actually be used as a park?

**Do you have feedback on the design?** One concern - corner by Fauntleroy Way SW between 35th and Alaska, where the tour began. Crossing across Alaska is dangerous! Cars turning right do not stop. Cars turning left have a stop sign end up stopping past the sign to turn onto Alaska.

**Which of the construction options do you prefer? Why?**

**Do you have additional ideas for how we can best work with the community during construction?**

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?**

**Other:** Work with JuNO. Prefer construction communication via WS Blog.

**Do you have feedback on the landscaping plans shared today?**

**Do you have feedback on the design?** I am so grateful for your work and very supportive of the design!! I am a West Seattle native and have long avoided/been unable to walk on the corridor. This is long overdue. I am excited to take my kids on the new protected bike lanes.

**Which of the construction options do you prefer? Why?** Use best expert judgment

**Do you have additional ideas for how we can best work with the community during construction?**

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Website, Email

**Other:**



# FAUNTLEROY WAY SW BOULEVARD PROJECT



Seattle  
Department of  
Transportation



**Do you have feedback on the landscaping plans shared today?** It will be nice to see more "green". I live near the Triangle between 36th/Genessee and Fauntleroy which was neglected and overgrown for years, finally cleaned up last year. The approach from the bridge to 35th has always looked like a briar patch with the "kids playing on logs" in the middle. In Canada, that would be all [unreadable].

**Do you have feedback on the design?** We nearby residents need left turn lanes to reach our homes without going backwards and one-way. I like it that I can walk to stores, restaurants, and services, but it is frightening to ride my bike on Fauntleroy and frustrating to drive. This is a colossal compromise!

**Which of the construction options do you prefer? Why?** Detour. I guess we'll get used to it. At least there will be movement.

**Do you have additional ideas for how we can best work with the community during construction?**

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Website

**Other:** I am frustrated that we have outgrown infrastructure, but the city continues to permit big residential projects with not enough parking.

**Do you have feedback on the landscaping plans shared today?**

**Do you have feedback on the design?** 1. Speed limit enforcement. Will project staff coordinate with police enforcement or speed warning lights to limit the speed of traffic to 25 mph. 2. Can Midas and Elliot Bay Tire be encouraged to beautify their properties and lose the "Aurora/99 look"? 3. I don't see how the pedestrian crossing at Fauntleroy and Oregon right turn lane will be safer. 4. I appreciate all your work and efforts. As a nearby resident living 1/2 block up on 36th from Fauntleroy, I walk it almost every day. I don't believe planners and designers have a resident's full perspective of the traffic.

**Which of the construction options do you prefer? Why?**

**Do you have additional ideas for how we can best work with the community during construction?**

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?**

**Other:**

# FAUNTLEROY WAY SW BOULEVARD PROJECT



Seattle  
Department of  
Transportation



**Do you have feedback on the landscaping plans shared today?**

**Do you have feedback on the design?** This project should include safer pedestrian cross at intersection of 35th and Fauntleroy, including SW Genesee! Crosswalk near Peco's BBQ is dangerous for pedestrians!!! You can try to make this area safer and nicer, but try getting people and businesses to not litter and pick up their garbage. This "pedestrian" zone is dirty and local businesses (Starbucks, Taco Time, etc) don't help keep it clean, sadly. How about a "keep our city clean" campaign? And start fining drivers to speeding. I walk up this street every day and it stinks. It needs to be cleaned up and safer for pedestrians. I believe removing the right-turn lane at Avalon and Fauntleroy is a huge mistake!

**Which of the construction options do you prefer? Why?**

**Do you have additional ideas for how we can best work with the community during construction?**

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Website, Signs on corridor

**Other:**

**Do you have feedback on the landscaping plans shared today?** We would be interested in landscape maintenance. Also - please use native plants! And flowering plants for bees!

**Do you have feedback on the design?**

**Which of the construction options do you prefer? Why?**

**Do you have additional ideas for how we can best work with the community during construction?**

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?**

**Other:**

**Do you have feedback on the landscaping plans shared today?** Don't plant trees that will buckle the paved sidewalks with their roots as they age.

**Do you have feedback on the design?**

**Which of the construction options do you prefer? Why?**

**Do you have additional ideas for how we can best work with the community during construction?**

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Email, Signs on corridor

**Other:**

# FAUNTLEROY WAY SW BOULEVARD PROJECT



Seattle  
Department of  
Transportation



**Do you have feedback on the landscaping plans shared today?** Who will maintain the landscaping and how frequently?

**Do you have feedback on the design?** We need a left turn onto 37th to access the businesses in the Triangle area. It will have a major impact on access if it's missing.

**Which of the construction options do you prefer? Why?** Without the details of how both will work makes it difficult to choose. It would seem as it's drawn now option #2 would be the best.

**Do you have additional ideas for how we can best work with the community during construction?** Keep businesses informed and involved. Overcommunicate! Lots of signage as well.

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Website, Email, Door-to-door visits and flyers, Signs on corridor

**Other:**

**Do you have feedback on the landscaping plans shared today?** I was skeptical about trees in the median. But - after hanging out here, I see that the area desperately need noise abatement and I think the trees would be a great help with this.

**Do you have feedback on the design?** It looks good - I'm concerned if we can't provide protection for people walking and biking at the Avalon & Oregon free right turns.

**Which of the construction options do you prefer? Why?** Concerned about impact on Rapid Ride C Line bus-only lane on Alaska. What will the bike routes be like? Please provide clear well-signed detour route for people biking.

**Do you have additional ideas for how we can best work with the community during construction?** If you build it we will come! Businesses I was totally unaware of before coming to meetings on this project: Realfine Coffee, Shoe Repair!!!, Rudy's Barbershop. I won't come by car, I will come by bike!

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?**

**Other:** I will watch the West Seattle Blog.



# FAUNTLEROY WAY SW BOULEVARD PROJECT



**Do you have feedback on the landscaping plans shared today?** I would be interested in communications regarding community landscaping. One thought: I have gone through Master Gardener Program. As part of the program - Master Gardeners are required to put in a number of volunteer hours per year. It might be worth contacting MG Foundation to explore the idea of this project as a volunteer opportunity.

**Do you have feedback on the design?**

**Which of the construction options do you prefer? Why?**

**Do you have additional ideas for how we can best work with the community during construction?**

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Text message

**Other:**

**Do you have feedback on the landscaping plans shared today?** Yes! Love the landscaped median - safer for cars and pedestrians to eliminate some of the crazy right hand turns.

**Do you have feedback on the design?** Great project - I think eliminating the free right turn on Oregon is really important for pedestrian safety and changing the environment to make it inviting to walkers. I think that it is difficult for people to envision how the neighborhood is changing - more residential, more people, more pedestrians, more transit riders who walk to destinations - that is the future. I am a driver, cyclist, pedestrian, transit rider - if there were a better way to get from north of Fauntleroy to bike connections south of Fauntleroy (like improving 35th Ave from Fauntleroy to Oregon so there is a safe path for cyclists) then I could see eliminating the bike lane planned for this project. We just need overall safer connections!

**Which of the construction options do you prefer? Why?** Both seem tough - going to need more transit in the course of construction. Push people to use transit - telecommute whenever possible. Night construction options??

**Do you have additional ideas for how we can best work with the community during construction?** Lots of communication. Synchronized signals. Signage. Reveal secret short-cuts (ha!)

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Website, Email, Text message

**Other:** Text message only when urgent



# FAUNTLEROY WAY SW BOULEVARD PROJECT



**Do you have feedback on the landscaping plans shared today?** Vegetation in the median must serve/include several attributes. Low maintenance, visibility and limited foliage debris. Another consideration is that median doesn't serve as a way point for scofflaws that will cross mid-block using the median as a way point. This already occurs at Admiral Way between the Fairmont Ravine Bridge and Olga Street. [in response to "Are you interested in assisting with community landscaping maintenance?"] Hell, no! This is a median on a arterial with heavy traffic volumes requiring closing a lane to traffic. This is not a site practical for volunteers.

**Do you have feedback on the design?** So far, so good. I am concerned with the removal of the right-turn lane from Fauntleroy onto Avalon. This will cause a backup for AM commute, as will the loss of turn lane from Fauntleroy to Oregon.

**Which of the construction options do you prefer? Why?**

**Do you have additional ideas for how we can best work with the community during construction?** The small business owners like Realfine Coffee and Rudy's, wardrobe cleaners will lose business during construction. Please assist them better than the SDOT and Econ Development Office did for those businesses on 23rd Avenue. Monetary assistance for marketing is meaningless to MA+PA businesses that don't do any advertising in the first place.

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Website, Email

**Other:**

**Do you have feedback on the landscaping plans shared today?**

**Do you have feedback on the design?**

**Which of the construction options do you prefer? Why?** I don't prefer either option because there is not a good option. Directing traffic onto Alaska during construction will cause huge backups because there is only one lane on Alaska open to cars. Something would have to be done about the bus lane to open it up to cars.

**Do you have additional ideas for how we can best work with the community during construction?**

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?**

**Other:**

# FAUNTLEROY WAY SW BOULEVARD PROJECT



Seattle  
Department of  
Transportation



**Do you have feedback on the landscaping plans shared today?**

**Do you have feedback on the design?** General improvement to sidewalks is great. As a regular cyclist I don't see much value in bikeways on Fauntleroy. Greenways on side streets would be awesome. #1 concern is if the project is overall well-conceived with volume of traffic coming in and out of West Seattle. Any pleasant landscaping refinements are moot if the traffic delays are increased.

**Which of the construction options do you prefer? Why?**

**Do you have additional ideas for how we can best work with the community during construction?**

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Website, Email

**Other:**

**Do you have feedback on the landscaping plans shared today?** I support the landscaping

**Do you have feedback on the design?** Safety at intersections and protected bike lanes are most important! Eliminating slip lanes at Oregon westbound and 36th/Avalon eastbound are essential to safety for people on foot and bike. Great improvement at new 60% design.

**Which of the construction options do you prefer? Why?** Either. Consider bike detours and bike pedestrian detour routes for after it is built, when private projects come along.

**Do you have additional ideas for how we can best work with the community during construction?**

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Website, Email

**Other:**

**Do you have feedback on the landscaping plans shared today?**

**Do you have feedback on the design?** My main concern is for traffic backup when turn lane to Oregon going west on Fauntleroy is lost as well as turn lane (funnel) from Fauntleroy to Avalon going east.

**Which of the construction options do you prefer? Why?**

**Do you have additional ideas for how we can best work with the community during construction?**

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Email

**Other:**



# FAUNTLEROY WAY SW BOULEVARD PROJECT



Seattle  
Department of  
Transportation



**Do you have feedback on the landscaping plans shared today?**

**Do you have feedback on the design?** Taking out right turn lanes on Fauntleroy will cause congestion as well as crosswalk light on 38th and Avalon to 36th (bike lanes) to Alaska.

**Which of the construction options do you prefer? Why?**

**Do you have additional ideas for how we can best work with the community during construction?**

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Phone

**Other:** Catering to 3-4% maybe up to 10% at the expense of 90% is not practical and will add to the already bad congestion.

**Do you have feedback on the landscaping plans shared today?**

**Do you have feedback on the design?**

**Which of the construction options do you prefer? Why?** One-way - "get err done"!!!  
Time is money!

**Do you have additional ideas for how we can best work with the community during construction?** Just think of the emergency vehicles! ... Probably one of the worst feelings you'll never want to imagine is having to be transported by an "A-car" and hear the driver say no one can move out of our way

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Email

**Other:** Don't listen to the NIMBY's stay on message and scope. Enjoy your project

**Do you have feedback on the landscaping plans shared today?**

**Do you have feedback on the design?**

**Which of the construction options do you prefer? Why?** Avalon to 36th SW to Alaska for bike lanes

**Do you have additional ideas for how we can best work with the community during construction?** How are Trump voters created? By supposed liberals creating bike lanes on our major arterial because bike riders are so superior to car drivers. This is unrealistic and will create backlash and you will end up wasting millions putting bike lanes and tearing it out

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?**

**Other:**

# FAUNTLEROY WAY SW BOULEVARD PROJECT



**Do you have feedback on the landscaping plans shared today?**

**Do you have feedback on the design?**

**Which of the construction options do you prefer? Why?** Single junction traffic - it is faster

**Do you have additional ideas for how we can best work with the community during construction?** Please keep West Seattle friendly for walking!

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Website, Email, Text message

**Other:**

**Do you have feedback on the landscaping plans shared today?** I plant trees for a living and therefore, love them. However, how I see the city, SDOT and SDPR, maintain what they plant as very lacking. There are trees on this right of way now that are sick and undernourished. I think refreshing what is existing is good enough for now. [in response to "Are you interested in assisting with community landscaping maintenance?"] Hell no - this is too dangerous for volunteers to try and maintain

**Do you have feedback on the design?** Fresh traffic data needs to be acquired! Accurate traffic data needs to be acquired. The 3 lanes each way between Avalon and Oregon MUST remain. I think the project should be scrapped and then simply rebuild and/or repave what we have exactly the way it is for cars. Clearly, the sidewalks need improvement and at least 1 good additional pedestrian crossing. How about a pedestrian/bike bridge from the corner at Wardrobe Cleaners over to the park triangle at Oregon. Use alternate streets to vector bike traffic to the bridge. The 12 feet of total width for bike lanes is huge and unnecessary expense when there are good alternate routes for bikes.

**Which of the construction options do you prefer? Why?** I have not yet had a chance to review.

**Do you have additional ideas for how we can best work with the community during construction?**

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Email

**Other:** Like I said, I plant trees for a living and I am an avid and active cyclist. Nobody with half a brain and/or healthy lungs rides on this section of Fauntleroy.



# FAUNTLEROY WAY SW BOULEVARD PROJECT



Seattle  
Department of  
Transportation



**Do you have feedback on the landscaping plans shared today?** Use native plants (xeriscaping). This will assist in requiring less maintenance.

**Do you have feedback on the design?** Lighting - try to reduce light pollution by only adding lights where required for safety. I would consider adding more bike boxes at the intersections. More material changes to the design could assist in reduced speeds of vehicular traffic - this could help support pedestrian and bike traffic.

**Which of the construction options do you prefer? Why?**

**Do you have additional ideas for how we can best work with the community during construction?**

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?**

**Other:**

**Do you have feedback on the landscaping plans shared today?**

**Do you have feedback on the design?**

**Which of the construction options do you prefer? Why?** Option 2: Two-way routing. I prefer this construction method because it will keep traffic away from Alaska Ave and 35th Ave SW where the C Line and multiple other buses travel. Therefore if Option 2 is selected a majority of the major bus lines traveling from West Seattle to downtown will hopefully not be as affected by construction traffic.

**Do you have additional ideas for how we can best work with the community during construction?**

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Website, Email, Signs on corridor

**Other:**

**Do you have feedback on the landscaping plans shared today?**

**Do you have feedback on the design?** Why don't you test the right turn lanes by blocking them off for 3-4 weeks then getting feedback.

**Which of the construction options do you prefer? Why?**

**Do you have additional ideas for how we can best work with the community during construction?**

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?**

**Other:**

# Online comments

# FAUNTLEROY WAY SW BOULEVARD PROJECT



## Online Comments

**Do you have feedback on the landscaping plans shared today?** no

**Do you have feedback on the design?** Your scope should include the Seattle City Light substation. It is sited at a natural link with Avalon neighborhood. It is the true focal point gateway.

**Which of the construction options do you prefer? Why?**

**Do you have additional ideas for how we can best work with the community during construction?** better ways to get information out there

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?**

**Other:**

**Do you have feedback on the landscaping plans shared today?** The more the better! Let's invest in a gorgeous gateway to the community.

**Do you have feedback on the design?** The idea to create a more user-friendly passage AND an "entrance" to the neighborhood is fantastic. You've done a good job balancing both needs. Please do not compromise on the need to make pedestrians, bikers, and visitors feel just as welcome as motorists.

**Which of the construction options do you prefer? Why?** 2-way

**Do you have additional ideas for how we can best work with the community during construction?**

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?**

**Other:**

# FAUNTLEROY WAY SW BOULEVARD PROJECT



Seattle  
Department of  
Transportation



**Do you have feedback on the landscaping plans shared today?**

**Do you have feedback on the design?** The Seattle geology map (troost et al) indicates underlying geology at the proposed stormwater infiltration area may be lacustrine (i.e., fine grained materials=poor infiltration). Furthermore, stormwater infiltration in the area of two dry cleaners may be problematic. In my experience, dry cleaners = groundwater contamination.

**Which of the construction options do you prefer? Why?**

**Do you have additional ideas for how we can best work with the community during construction?**

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?**

**Other:**

**Do you have feedback on the landscaping plans shared today?** Yes - we should be planting native plants & trees as they require less maintenance, and support the birds and insects to vital to our community.

**Do you have feedback on the design?** Yes. I strongly believe that the dedicated right turn lane from Fauntleroy to Avalon must be maintained. This turn is essential when traffic backs up on the eastbound ramp to the bridge. This just occurred last Tuesday where traffic was backed up past the last light and without this option, commuters would be stuck in the back up when they could be taking this other option to move traffic along. In addition, it would put the commuters taking the lower bridge into the traffic lane trying to get on the high rise.

**Which of the construction options do you prefer? Why?**

**Do you have additional ideas for how we can best work with the community during construction?** Can you redirect traffic coming off the WS Ferries during the morning commute onto 35th instead of adding this load onto Fauntleroy? Will you also direct traffic to take a right turn onto Alaska street during this same time frame to alleviate the volume going thru to Fauntleroy?

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Email

**Other:**



# FAUNTLEROY WAY SW BOULEVARD PROJECT



Seattle  
Department of  
Transportation



**Do you have feedback on the landscaping plans shared today?** Is there a plan to improve the stretch along the road leading from the bridge to the beginning of the project? The brush on the sides of that stretch of road is over grown and is a catch all for litter. It would be great if, as part of the overall improvement plan, this brush could be cut back and cleaned up. I'd be willing to help with it if that's a viable part of the overall plan to make this entrance into West Seattle more attractive. Thanks!

**Do you have feedback on the design?**

**Which of the construction options do you prefer? Why?**

**Do you have additional ideas for how we can best work with the community during construction?**

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Email

**Other:**

**Do you have feedback on the landscaping plans shared today?** my concern on the landscaping plans is that it will take away from turning lanes and the cost maintenance on this maybe it should be eco friendly not water usage.

**Do you have feedback on the design?** It looks great

**Which of the construction options do you prefer? Why?**

**Do you have additional ideas for how we can best work with the community during construction?** I think nightly work would move the project faster and would eliminate the traffic concerns.

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Email

**Other:**

# FAUNTLEROY WAY SW BOULEVARD PROJECT



Seattle  
Department of  
Transportation



**Do you have feedback on the landscaping plans shared today?** No. Looks fine, but I am not to be trusted with plants.

**Do you have feedback on the design?** Yes. I think it's inappropriate to cram every mode onto Fauntleroy. The West Seattle Triangle Plan envisioned a bike route on Alaska/36th/Avalon, and this is sensible to me. In contrast, I don't understand why the Bicycle Master Plan calls for protected bike lanes on Fauntleroy and 35th, each of which is a car-heavy road, or why it envisions a complete triangle of PBLs when a simple intersection will do. Consistent with the West Seattle Triangle Plan, I would keep PBLs off Fauntleroy and preserve space for Fauntleroy's useful right-turn-only lanes onto westbound Oregon and eastbound Avalon, because these turn lanes reduce congestion. Otherwise I generally support the aesthetic, landscaping and pedestrian improvements included in the design.

**Which of the construction options do you prefer? Why?** I prefer two-way routing because it is important for maintaining access to the Bright Horizons child care at 38th & Fauntleroy and to the Rudy's/Realfine businesses. As described below, both routing alternatives contemplate an unacceptably long construction period.

**Do you have additional ideas for how we can best work with the community during construction?** The construction periods are simply too long, and you can make people happy by getting the work done faster. Even 12 months is an unreasonably long time to reconstruct less than half a mile of roadway. SDOT needs to show that it has learned from its mistakes in the 23rd/Central District project and can get this done efficiently and with less disruption. I cannot emphasize this point strongly enough.

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Website, Email

**Other:**

**Do you have feedback on the landscaping plans shared today?**

**Do you have feedback on the design?** We really need protected bike lanes through this area.

**Which of the construction options do you prefer? Why?**

**Do you have additional ideas for how we can best work with the community during construction?**

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Website, Email

**Other:**



# FAUNTLEROY WAY SW BOULEVARD PROJECT



**Do you have feedback on the landscaping plans shared today?** The landscaping plans look acceptable to me; however, I don't have a great eye for those details. I do think the landscaping provides an important buffer between people in cars and people on the bike path and sidewalk. I also think plantings in the median will present drivers entering West Seattle with a aesthetically pleasing gateway. These plantings will also hopefully serve as an additional traffic calming measure as vehicles enter this busy urban center.

**Do you have feedback on the design?** I believe that it is of the utmost importance to prioritize the safety and comfort of the community in this design, as you show in the 60% plans. I fully support the re-alignment of the streets intersecting Fauntleroy to reduce crossing distance and improve drivers' visibility of people walking and riding bikes. The current right-turns westbound onto Genesee and Oregon are constant sources of discomfort for people attempting to cross. As a person who commutes by bicycle through this area (currently along the marked route on 36th and Alaska), I am excited to see the proposed physically separated bike path. I see that a good amount of consideration has gone into the connections of this path into the existing bike network. In the 90% plan, I hope to see a clearer connection for people on bikes traveling NW along Fauntleroy and trying to connect to the bike lane going eastbound on Avalon. Lastly, I also support the reduction in speed from 30 MPH to 25 MPH. We must start prioritizing safety above vehicular level of service and this reduction has been shown to go a long way to increasing safety.

**Which of the construction options do you prefer? Why?** I prefer the two-way routing option. Even though this will present more congestion and a longer construction period, I think it is important to provide the business on either side of Fauntleroy (particularly those new and more economically sensitive businesses) with a fair share of access to customers during this construction period.

**Do you have additional ideas for how we can best work with the community during construction?** I think it is imperative to make it very clear how access to businesses during construction is available. Often, a gap in the construction cones/markers is not enough to make it clear that access to business is available. Construction is often a confusing time and I encourage SDOT to come of with some creative and collaborative ways to sign for the adjacent businesses along this corridor.

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Website, Email, Signs on corridor

**Other:**

# FAUNTLEROY WAY SW BOULEVARD PROJECT



Seattle  
Department of  
Transportation



**Do you have feedback on the landscaping plans shared today?**

**Do you have feedback on the design?** Please make it safe to walk across SW Oregon St along Fauntleroy Way SW. There is a crosswalk, but cars turning onto Oregon St usually don't stop and I have almost been hit several times. Now is a good time to fix this issue. Feel free to contact via e-mail.

**Which of the construction options do you prefer? Why?**

**Do you have additional ideas for how we can best work with the community during construction?**

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Email

**Other:**

**Do you have feedback on the landscaping plans shared today?** Love the greening elements. The street currently looks like some post apocalyptic scene from terminator 2.

**Do you have feedback on the design?** Keep the street designed for people in the corridor by keeping traffic calm and retaining the protected bike lanes and enhanced sidewalks. No cue lane for Avalon is required as it is used heavily for people circumventing entering west Seattle bridge by way of avalon or even Delridge.

**Which of the construction options do you prefer? Why?** No preference

**Do you have additional ideas for how we can best work with the community during construction?**

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Email

**Other:**

**Do you have feedback on the landscaping plans shared today?**

**Do you have feedback on the design?** Use the money to fix other streets!!! I'll bet METRO would save thousands of dollars on suspension maintenance if 3rd Ave was rebuilt.

**Which of the construction options do you prefer? Why?**

**Do you have additional ideas for how we can best work with the community during construction?** Spend our money wisely!!!!

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?**

**Other:**



# FAUNTLEROY WAY SW BOULEVARD PROJECT



**Do you have feedback on the landscaping plans shared today?**

**Do you have feedback on the design?** Eliminating the right turn lane onto Oregon Street from Fauntleroy is stupid. Traffic will back up and drivers will take Genesee Street west from Fauntleroy, where children cross to the Tae Kwan Doe school, and the restaurant. Drivers drive way too fast through that intersection - I have almost been hit there myself. Bicyclists should stay on Avalon, 35th and Alaska, rather than routing them to Fauntleroy for such a small space, having them cross traffic in the heaviest congestion area. I can tell that the people who designed this plan don't live here or work here - or you would know how things really work in West Seattle.

**Which of the construction options do you prefer? Why?**

**Do you have additional ideas for how we can best work with the community during construction?**

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?**

**Other:**

**Do you have feedback on the landscaping plans shared today?** I like the plan

**Do you have feedback on the design?** We need the protected bike lanes in order to get more people on bikes to make progress towards vision zero, the BMP, and reduce congestion for those who need to drive.

**Which of the construction options do you prefer? Why?**

**Do you have additional ideas for how we can best work with the community during construction?**

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Email

**Other:**

# FAUNTLEROY WAY SW BOULEVARD PROJECT



Seattle  
Department of  
Transportation



**Do you have feedback on the landscaping plans shared today?** 36th / fauntleroy park make it easy for bus to see people waiting

**Do you have feedback on the design?** Make signals stay green longer for ferry traffic

**Which of the construction options do you prefer? Why?** Its going to be a shit show, who ever designed this is an idiot.. west bound traffic is going to bottle neck.. 2 way is best choice

**Do you have additional ideas for how we can best work with the community during construction?** I would divert ferry traffic south from the ferry to 1st ave bridge and give busses priority to get thru this mess.

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?**

**Other:** west seattle blog

**Do you have feedback on the landscaping plans shared today?**

**Do you have feedback on the design?** lke lanes should be put on neighborhood side streets not along side major roads. They should be establisjphed where there is less traffic already! Whoever is designing these road directs should be fired. They have increased travel times and slowed down traffic. Slowing down traffic is a bad idea for commute times and the environment. Real solutions are light rail to west Seattle and designated bike only trails. Seattle city transportation planing is terrible. You ask the wrong questions. Everyone I talk to feels the same way.

**Which of the construction options do you prefer? Why?**

**Do you have additional ideas for how we can best work with the community during construction?**

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?**

**Other:** West Seattle blog

# FAUNTLEROY WAY SW BOULEVARD PROJECT



Seattle  
Department of  
Transportation



**Do you have feedback on the landscaping plans shared today?**

**Do you have feedback on the design?** Shouldn't the width for all of the lanes be 12', that is the standard.

**Which of the construction options do you prefer? Why?**

**Do you have additional ideas for how we can best work with the community during construction?**

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Email

**Other:**

**Do you have feedback on the landscaping plans shared today?**

**Do you have feedback on the design?** The pbl still doesnt seem comfortable for all due to busy street and driveway xings.

**Which of the construction options do you prefer? Why?** 1 way. But cinsider making fauntleroy ferry traffic go up barton to 35th rather than take fauntleroy because surges of nw traffic are. A problem already.

**Do you have additional ideas for how we can best work with the community during construction?** As long as the detour is static and i kniw how to get to trader joes, people will be fine! Tweets for this project only would be nice.

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Website, Text message, Door-to-door visits and flyers

**Other:**

**Do you have feedback on the landscaping plans shared today?** Taller trees

**Do you have feedback on the design?** Appreciate the trees and biking space

**Which of the construction options do you prefer? Why?**

**Do you have additional ideas for how we can best work with the community during construction?** Do it fast

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?**

**Other:**



# FAUNTLEROY WAY SW BOULEVARD PROJECT



**Do you have feedback on the landscaping plans shared today?** Suggest using low maintenance, slow growing native evergreen materials to prevent obscured visibility, plugged street drains and shutting down at least one lane of traffic for cleanup and pruning.

**Do you have feedback on the design?**

**Which of the construction options do you prefer? Why?**

**Do you have additional ideas for how we can best work with the community during construction?**

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?**

**Other:**

**Do you have feedback on the landscaping plans shared today?** LOVE IT, can't wait

**Do you have feedback on the design?** I've commented on this previously - LOVE IT, can't wait.

**Which of the construction options do you prefer? Why?** 35th/Alaska - BUT SDOT must implement safety assurances along both Alaska and 35th to ensure that people walking and biking remain safe with the sharp increase in car traffic that will occur with construction. Pedestrian-activated crosswalks should be placed somewhere on Alaska between Fauntleroy and 35th - I cross here regularly when picking up/dropping off my kids at the Mount's preschool on the bus and it's already very difficult to cross. It will get much worse during construction. Same goes on 35th Ave - I don't cross here as much, but regularly see people scampering across the road between Alaska and Avalon. A safe pedestrian crossing must be provided along that stretch. Additionally, protections need to be put in place on 36th Ave near Snoqualmie - this is the marked bike route and the uncontrolled intersection at that location is already very unsafe for cyclists and for people walking (the YMCA and several MF developments are right there so it's quite an active area). This area will see even more traffic as people undoubtedly will use it to circumvent Alaska/35th intersection (cars already do this, and this will inevitably worsen with construction traffic). PLEASE USE THIS OPPORTUNITY TO IMPLEMENT MUCH NEEDED IMPROVEMENTS TO PROTECT PEOPLE AND WALKING ALONG/WITHIN THE ALASKA/35th SIDES OF THE TRIANGLE!!!

**Do you have additional ideas for how we can best work with the community during construction?** See above.

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?**

**Other:**

# FAUNTLEROY WAY SW BOULEVARD PROJECT



**Do you have feedback on the landscaping plans shared today?** Good tree size and placement both on the sides and in the median - traffic calming.

**Do you have feedback on the design?** Looks great. Love the traffic calming trees. This will help West Seattle appear less third world given the terrible state of our roads and infrastructure.

**Which of the construction options do you prefer? Why?**

**Do you have additional ideas for how we can best work with the community during construction?**

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?**

**Other:**

**Do you have feedback on the landscaping plans shared today?** I don't think it's necessary. The city will probably just let it become overgrown anyway. Why not focus on cleaning up the last stretch of the West Seattle bridge from SW Andover St to 35th Ave SW instead? It's overgrown and ugly.

**Do you have feedback on the design?** The proposed bike lanes are unnecessary. Almost all bikers in West Seattle avoid Fauntleroy by using SW Alaska St and 36th Ave SW because they're not used as heavily by automobiles. A solution for cyclists is already in place so there's no need to add that to the major arterial access point for West Seattle. This road should be designed for getting vehicles in and out of West Seattle first and foremost. Pedestrians focus should be second in priority, with pretty landscaping and bike lanes being a waste of monetary resources.

**Which of the construction options do you prefer? Why?** Both options are terrible but I think the one way routing would be best. Morning traffic is awful and if you do the 2-way route filtering northbound traffic over to 35th via Alaska, it will severely back up 35th which is heavily used as well. Better to make the Fauntleroy traffic merge into one lane south of Alaska St for the least amount of impact to 35th Ave and all of the bus traffic that uses Alaska St.

**Do you have additional ideas for how we can best work with the community during construction?** Work in segments if possible. DON'T do whatever the construction plan was for 23rd Street in the Central District. That was a confusing, messy disaster that dragged on forever and seemed to jump all over from Jackson to Union with no rhyme or reason.

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Website, Email, Door-to-door visits and flyers

**Other:**



# FAUNTLEROY WAY SW BOULEVARD PROJECT



Seattle  
Department of  
Transportation



**Do you have feedback on the landscaping plans shared today?** I'm all for a nice looking area, but I feel that traffic flow should be the priority in this section of Fauntleroy.

**Do you have feedback on the design?** I'm concerned about the loss of a lane from 3 to 2 between Avalon and Oregon. Currently, where Avalon turns onto Fauntleroy, there are 3 lanes until the right turn only lane turns on to Oregon. It is similar the other direction during morning commute times. For driving Oregon to Fauntleroy to Avalon, there is an extra (3rd) lane that again helps decompress some of the compression. I worry that losing those lanes are going to cause significantly more congestion on Fauntleroy. Also, has there been consideration of having a bike/walk lane on only one side so that Fauntleroy could actually be wider with more traffic lanes in each direction?

**Which of the construction options do you prefer? Why?** I'm worried about both. It's already difficult enough to travel that section. I think the one-way plan is marginally better.

**Do you have additional ideas for how we can best work with the community during construction?**

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Website

**Other:**

**Do you have feedback on the landscaping plans shared today?** bad idea, more landscaping that gets full of weeds and rarely cleaned out

**Do you have feedback on the design?** not a good idea, another way to jam up traffic, make bike lanes that get minimal use

**Do you have additional ideas for how we can best work with the community during construction?** dont make business along fauntleroy lose their places of business, we need our barer shop, shoe repair etc....

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Email

**Other:**



# FAUNTLEROY WAY SW BOULEVARD PROJECT



**Do you have feedback on the landscaping plans shared today?** Few trees would be great but that lower, native plantings should be the norm to help tie both sides of the street closer together.

**Do you have feedback on the design?** I walk and patronize businesses in this area often but believe the design can do more for those businesses and for lessening the chasm Fauntleroy is between sides of the street. First, I'd remove the planted, center median. Forcing cars closer together in this way will help slow traffic but this will also help the street feel less wide. I'd also remove the large, continuous planted strips along the sidewalks (keep plantings in bulb-outs and elsewhere -- but low to keep cross-street sight lines). Instead, add street parking where possible and adjust the location of the pedestrian walkway vs. bike path to put pedestrians astride the street parking. This way, slower pedestrian traffic is near the opening doors of parked cars and not cyclists.

**Which of the construction options do you prefer? Why?** I prefer to keep traffic on Fauntleroy during construction even if it elongates the timeline. Alaska is already a very busy bypass and transit street, is in poor condition, and is immediately adjacent to neighborhoods with families walking to/from the nearby YMCA and day care.

**Do you have additional ideas for how we can best work with the community during construction?** Though I couldn't make it, walking tours are great.

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Website, Email, Text message

**Other:**

**Do you have feedback on the landscaping plans shared today?** Looks similar to other low water, low maintenance plans that work well in the city.

**Do you have feedback on the design?** The 2012 recommendation didn't include a bike lane on Fauntleroy. Why does the new one create a bike lane that doesn't connect to anything? Please keep the bikes on the quieter, flatter streets indicated in the 2012 plan, saving room on the boulevard for cars, buses and trucks. The curb bulbs and cross walk improvements should aid in the pedestrian experience.

**Which of the construction options do you prefer? Why?** Option 2, keep both way traffic in place with signal improvements.

**Do you have additional ideas for how we can best work with the community during construction?** Man an officer on site during the morning and evening commute rush to improve traffic flow.

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Website, Email, Signs on corridor

**Other:**

# FAUNTLEROY WAY SW BOULEVARD PROJECT



Seattle  
Department of  
Transportation



**Do you have feedback on the landscaping plans shared today?** No

**Do you have feedback on the design?** I know there have been complaints about the separate bike path, but it is crucial to have in my opinion. I live North of Fauntleroy and currently it is very dangerous and hard to get North of Fauntleroy from Avalon, which is the main bike arterial from any where outside of West Seattle. I would like for this to remain as part of the design.

**Which of the construction options do you prefer? Why?** The One Way routing. I believe the traffic will flow better in the afternoon and will be a definite path for ingress and egress. The 2 way option will cause backups both directions, morning and afternoon commutes, and will give people the idea that they have another option of leaving WS by using Alaska, which will just clog things up even more.

**Do you have additional ideas for how we can best work with the community during construction?** I live one block off of Fauntleroy, on 38th, between Oregon and Dakota. Please try to keep through traffic away from Single Family neighborhoods.

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Website, Email, Signs on corridor

**Other:**

**Do you have feedback on the landscaping plans shared today?** I would encourage as much ground cover as possible for the planted areas to avoid weeds and excessive maintenance requirements.

**Do you have feedback on the design?** Please keep bike lanes separated from sidewalks, and not just visually. There needs to be as strong barrier so pedestrians are encouraged to stay out of bike lanes.

**Which of the construction options do you prefer? Why?** 1-way routing. This needs to get done quickly!

**Do you have additional ideas for how we can best work with the community during construction?** Don't let naysayers slow the progress of this project. Please make a decision soon and decisively!

**We'll use a variety of methods to communicate during construction. Which methods do you prefer?** Website, Email

**Other:** Please avoid excess printed materials whenever possible.

# Emails



# FAUNTLEROY WAY SW BOULEVARD PROJECT



## Emails

Hello,

Neither of the options for construction detours during the Fauntleroy Boulevard project sound particularly pleasant.

Has there been any consideration of making two lanes on Fauntleroy REVERSIBLE during the day? In my experience, traffic on that road is very directional and reversible lanes could still meet that demand.

Hello-

I wanted to send over my support of the new redesign on Fauntleroy Way SW in West Seattle. Thank you so much for working toward a design that incorporates cycling and walking in addition to autos. That stretch of Fauntleroy has added several commercial businesses in the past several years and unfortunately has not felt like much more than a highway on-ramp to those not in cars, discouraging those on foot and on bike to not patronize our local businesses in the area. Currently there is a lot of unclear traffic markings/signals that make it unsafe for all individuals using Fauntleroy--the redesign could incorporate more clear signals for drivers, cyclists and pedestrians to improve safety and efficient driving.

As a former resident of Fauntleroy Way SW, this couldn't come soon enough--wish I was nearby to take more advantage! Looking forward to improved safety, transportation and livability to the area.

Thank you.

Hello,

I just wanted to write to express my strong support for the Fauntleroy Way SW street safety project being planned for West Seattle. In its current configuration, Fauntleroy is extremely unpleasant and unsafe for pedestrians and cyclists. As a father who travels by bike and foot frequently around West Seattle, often with my young child, I appreciate efforts like this to make our roads safer for all users.

Thanks for your work on this project.

# FAUNTLEROY WAY SW BOULEVARD PROJECT



I can't make it to the walk and talk events. Thank you for keeping Seattle a beautiful city in which to live and commute. And thank you to the pothole rangers.....

In your anticipated studies, please retain a minimal disturbance to the off-flow of westbound traffic on the West Seattle Bridge. We cannot have another choke point similar to the I-5 NB access off the bridge.

We are already at the point of having several light cycles during peak hours at 35th. Reducing capacity throughput back to Alaska Street is a major concern.

We already see major egress issues out of West Seattle when a backup on the West Seattle bridge occurs. Many times, the only alternative is to drive to Burien and return North on 509. I will often turn around and wait for a couple of hours before attempting another run at getting to the office. The Fauntleroy Boulevard project cannot be that "choke point" or daily impending event with the proposed improvements. While we improve the aesthetic, bicycle and pedestrian experience, we cannot lose throughput capacity.

When the changes were made at Fauntleroy and Alaska with regards to bus only lanes, it more than likely improved transit times, but created bottlenecks on Alaska that were never present in the 20 + years I've lived in West Seattle. My fear is that the current proposed changes will create a similar backlog, pushing awaiting Fauntleroy traffic west past California Ave SW back into the neighborhoods and classic arterial feeders streets. These chokepoints in the morning will more than likely contribute to the concern of a bridge backlog in the evening commute.

You can witness this type of morning backlog near the West Seattle golf-course if the bridge is backed up. People wait 20 or more minutes to access Delridge as an alternative to Fauntleroy. The same is true of Alki Ave into Spokane Street - if you miss the alternative side street back to California....you are in for a long wait. I fear the boulevard project as constructed may have a similar impact to the neighborhood flow into the Fauntleroy arterial.

I don't have the luxury or ability to take transit as my job requires multiple visits to Puget Sound locations throughout the day. I also carpool with 4 early at 6:30 AM into Capitol Hill for my daughter's school. If we miss the window by more than 5 minutes, we will experience heavy traffic even that early. Most of the time, we go over Beacon Hill rather than attempt an I-5 experience.

I ask that you keep our arteries clear, whether that is for transit, cars, bikes or all three. Please keep these comments in mind as you continue your planning and deployment process.



# FAUNTLEROY WAY SW BOULEVARD PROJECT



Dear Project Team:

As a long time community member of West Seattle, I decided to try and become informed and therefore attended your walk-through on March 16th. I am very concerned about the flow of traffic through this corridor especially during peak hours in the morning and evening. I don't know when your traffic studies were done but traffic is only going to increase with the massive increases in the number of apartments being developed in our community. And a number of those apartments are still under construction and not even occupied at the current time. Did your traffic studies project any increase in the number of vehicles entering and leaving West Seattle? Even more troubling to me is the elimination of the designated lanes to turn right onto Avalon or onto Oregon. Your spokesman said that right turns could still be made but it appears that it would potentially back up traffic even further for those not turning right but still having to stop for those ahead desiring to turn right. Also, it seems that your design will negatively impact businesses along the corridor who depended upon traffic flow - House of Kleen, Rudy's Hair Salon, Shoe Repair, Wax Bar, Radiator Repair and Tom's Automotive. I don't think you'll have to worry about dropping the speed limit to 25 MPH. It will become so congested that drivers would welcome the opportunity to go 25MPH. Whatever you do, please coordinate the timing of the traffic signals. With new signals and crosswalks going in I believe it will be imperative there is some logical sequencing of traffic signals to help the flow of traffic.

Is the Dept. of Transportation going to assume responsibility for the maintenance of all the landscaping and planting areas? If so, what is the budget for that? It seems to me the SDOT can't even keep up with the maintenance of our existing roads. I urge you to travel on the 35th Ave. SW and tell me if the roadway between Holden and Guadalupe Church is satisfactory. In my opinion, the deterioration of our roadways that we depend upon for traveling north and south (35th Ave. & California Ave.) through West Seattle is a travesty.

Finally, I was disappointed to learn that the City is designating 1% of this budget to the arts to beautify this corridor. If my math is correct, this amounts to \$180,000. When our Mayor and other officials complain that we have a serious homelessness problem (to name just one) and then we turn around and allocate funds for art on a heavily travelled roadway it makes me wonder where our priorities lie and who is making these kind of decisions.

I look forward to your reply to my concerns and urge you to take a second or even a third look at some of these plans. Thank you.