

MADRONA COMMUNITY COUNCIL MINUTES, 3 MARCH 2015

PRESENT: Holly Smith, Julius Rwamashongye (SDOT), Caylen Beaty (SDOT), Bill Mahoney, Barney Mansavage, Jay and Deirdre McCrary, Scott Gelband (Seattle Music Partners), Stacey Kryman, Susan Minogue, Jerry Arbes, David Rader, Brenetta Ward, Dan Sanchez, Rob Ward, Paul Gomez, Kate Sellers (SPL), Steve DeVecchio (SPL), Barbara Parker, Susan Fondren, Winky McCoy, Anne Knight, Benjamin Tilton, Casey Losh, Marty Liebowitz

SEATTLE MUSIC PARTNERS: Stacey invited Scott Gelband from this group to the meeting because she would like to develop a partnership between MCC and SMP, which is now at Madrona K8 offering individual music instruction to students who can't afford lessons, in addition to working with the school's band. SMP covers all expenses-- instruments, music, even transportation home, etc. The PTA helps with expenses, but Stacey suggested that MCC might get involved, as Leschi has with a book sale, in helping the group raise funds. Scott described his group's effort over the past 15 years to work in low-income schools in the Central District by recruiting musicians from the community to work one-to-one with fifth and sixth grade students, providing a weekly individual lesson plus a weekly small-group instruction to focus on theory. SMP serves 100 kids with 100 volunteers and a staff of four, all community-funded. More information and photos are available at <http://www.seattlemusicpartners.org>. Anyone is welcome to view a live demonstration at Madrona K8 on a Tuesday or Thursday. In addition there will be a 15-year celebration, fund-raiser, and re-connection with former students on March 25 at Wing Luke Museum. One idea proposed is to involve SMP in our summer concerts.

IMPACTS OF 23RD AVENUE CONSTRUCTION: Caylen, who supports community outreach, and Julius, who is a construction manager, presented plans and took comments and questions regarding the construction that will begin in April to address this much-used roadway, with 13,000 cars and 6,000 transit users a day, plus pedestrians and bikes. With over 900 collisions on this stretch of road last year, SDOT needs to make it safer for all with changes in pavement, lanes, sidewalks, lighting, and signals. Between East John and South Norman reconfiguration will include wider sidewalks, three lanes (one each direction and a center left-turn lane), and landscaping. The work will be done in phases, with the first phase starting April 15. Metro will notify patrons when re-routing is to occur--#48, 4, and 8 will be affected. Concern was expressed about left turns onto MLK from east-west streets during the re-route and requests were made for signal lights at those intersections to help with back-ups for both cars and transit being re-routed. Julius said that there will be signal lights set up to monitor north-south traffic, but he will investigate whether there can be east-west signals and send his answer to Holly to disseminate. Some attendees would like to see a permanent solution for the back-ups in east-west traffic crossing MLK and requested a future meeting with signal designers.

Regarding the Union crossing, one proposed idea from an attendee would be a bike corrale (taking a parking spot and converting it to bike racks on the southwest side of Union just before the intersection with MLK) to improve visibility for both cars and pedestrians at that intersection.

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Regarding the school crossing at Alder and MLK, SDOT plans to have uniformed police there at school openings and closings, with flaggers and signs to keep traffic moving.

Others expressed concern that Route #8 might not be reinstated after the changes and that MLK would remain synchronized to favor north-south over east-west traffic.

Traffic impacts will include northbound closures, reduced southbound traffic, occasional night work, multiple weekend closures at intersections, short-term driveway closures, sidewalk detours, temporary and short-term loss of parking spaces on side streets, and re-routing of Metro 4, 8, and 48. There is no budget for disruption of business, but SDOT tries to accommodate needs of individual businesses with generic signs and by scheduling work around their hours. SDOT plans such mitigations as local access signs, uniformed police and flaggers, modifications in signal timing, left-turn restrictions, and neighborhood greenways (using 22nd and Columbia to 25th) to encourage walking and biking. In addition there will be an onsite community liaison, a 24-hour hotline, weekly website updates and construction forecasts by email, community group briefings and events, monthly drop-in sessions, and translations and interpreters. The hotline is 206-727-8857. The next open house is at Garfield on March 5, 5:30 to 7:30; SDOT will be at the CADC meeting on March 12, and there will be a community drop-in at an as-yet undecided date in mid-April.

DRAFT LETTER TO CITY COUNCIL AND MAYOR REQUESTING INCREASED FUNDING FOR TREES AND SIDEWALKS:

A full agenda prevented distributing and considering of Wayne Duncan's draft letter. It will be distributed by email to Board members for consideration.

NEIGHBORHOOD APPRECIATION DAY: Barbara reported that the successful event drew a large crowd including over 20 former recipients.

MAYFAIR: Kate from SPL hopes the library will be able to bring some materials for checkout at Mayfair and some activities. Except for a still-to-be-found parade sponsor, all events have sponsors, which offsets about \$3,000 of the cost of the event. It was believed that people do donate individually, but perhaps we need to do more asking, since we barely covered costs last year. Stacey will work on a poster to ask delicately. Both required permits have been applied for; the insurance certificate needs to be provided 30 days in advance. The only remaining unfilled job, Volunteer Coordinator, was graciously filled by Rob Ward.

Madrona K8 will again hold an auction and is looking for local donations. A repeat of last year's Council-sponsored item, a birthday package using the Shelterhouse, was proposed and passed unanimously.

34TH AVENUE PARKLET: There was no information on the progress of the plan, and Bill will follow up, as well as inviting Soni and SDOT to present the status at a future MCC meeting and inform us whether the comment period is still open.

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BOOM: The representative from the Alehouse didn't attend, so there's no change or action on the idea to engage more with BOOM.

TREASURER'S REPORT: Paul reported expenditures for Mayfair that reduced the checking account by about \$2,000 and made statements available for view.

MADRONA NEWS: Barbara still needs a volunteer for the design position on the newsletter.

KRAUS APPLICATION: Stacey presented the group's plan on behalf of Jackie Hubenet and Richard Marshall. The playground renovation in 2000 included a planned stage with grassy amphitheater, which was not completed because of lack of funding. The group proposes to finish the stage area and provide benches on the north perimeter with a gazebo-like structure on posts above, including an art piece specific to Madrona and created by students at Coyote Central. Local architect Dave Neiman is donating his services. The group would hire a contractor to build the structure, possibly involve a landscape architect, and pay for materials used by the Coyote students. Suggestions were made to coordinate completion with the summer concert series and the 40th anniversary of Mayfair. All favored the plan and design. The proposal to cap funding from Kraus at \$20,000 and, if permission can be formally obtained from Marie Doyle, use the \$11,000 remaining from the playground fund for any cost over-runs. The proposal passed unanimously to fund the plan as stated.

BRT ON MADISON: Anne Knight and Jerry Arbes reported on the Bus Rapid Transit plan proposed on Madison. The estimated cost for the route is \$87 million, begging the question: *What is the real benefit and can we accomplish satisfactory improvements on Madison for less expenditure?* There will be a chance to comment on the proposal once it is posted, and there might be a Metro public outreach in March, at which time planned changes in bus routes will become public. Anne suggested that MCC invite the BRT contingent to the April meeting before the BRT study is finished in June. Anne will give Bill and Holly the email address required for them to invite the representatives.

Adjourned at 9PM

Submitted by Deirdre McCrary, Secretary