



Advisory Group Meeting #7 Summary (DRAFT)

March 9, 2017

6:00 – 8:30 PM

Ruth Fischer Board Room - Union Station

Welcome and Introductions:

Penny Mabie, facilitator, welcomed members of the One Center City Advisory Group and led a round of introductions. Penny reviewed the meeting agenda and materials with Advisory Group members and provided attendees with a reminder of the Advisory Group’s purpose and meeting ground rules. The Advisory Group (Group) did not have any comments on the summary of the February 9 meeting and agreed to consider it final. Penny noted that this meeting would last one half hour longer than most Advisory Group meetings, ending at 8:30 p.m. instead of 8:00 p.m., and thanked the Advisory Group members for their time.

Continued discussion of potential near-term strategies:

Eric Tweit, Seattle Department of Transportation (SDOT), and Tom Brennan, Nelson/Nygaard, gave a presentation on near-term strategies progress. Based on feedback from the Group members and received through other outreach efforts, the project team decided to add “safety” as a guiding principle and developed near-term strategies decision criteria based on the updated guiding principles. Eric and Tom went on to explain that Option C for north-south surface streets would no longer be analyzed, while Options B and D would be explored further. Option C was removed from further consideration because it does not further the implementation of the Center City Bicycle Network and does not perform substantially better than Option B in its ability to move transit and other vehicles. Further analysis will look at how to keep 5th Avenue vibrant as part of Option D, while opportunities for enhancing transit service movements in Option B will also be analyzed.

Group members shared the following questions and comments regarding the presentation:

Comment: Slide 11 mentions “Union, Pike, & Pine Surface Street Improvements”, although it should say “East-West Surface Street Improvements”. East-west surface street improvements should not be limited to Union, Pike, and Pine streets.

Comment: The near-term strategies criteria should include freight deliveries, and impacts to freight deliveries should be considered in further analyses.

Following the presentation, Penny invited the project executives to share their thoughts and comments on the projects progress so far:

Gary Johnson (Office of Planning and Community Development): It's very exciting to be beginning the public realm planning portion of the near-term strategies. Quality of public realm is an important consideration as the project team and Group think about near-term options. The project team has heard from many people that 5th Avenue is their favorite street, and that maintaining the tree canopy is important. It's important to remember how these options affect the pedestrian experience, and how the pedestrian experience could be improved.

Victor Obeso (King County DOT): Maintaining an excellent passenger experience and overall transit experience is important to the King County Department of Transportation (DOT), whether passengers are riding a bus, a train, or both. Expanding the reach of the ORCA card system and ORCA lift program is also important. As a reminder, transit restructures of this nature have been successfully conducted in the past, such as in 2005, when the City, King County DOT, and Sound Transit coordinated together to close the downtown Seattle transit tunnel. Whether or not these options take place, King County DOT would like to make improvements to the Montlake, Westlake, and International District/Chinatown Station transit hubs.

Mike Harbour (Sound Transit): To add on to Victor's comments, King County DOT and Sound Transit have been communicating more over the past 10 years, and have even operated a joint bus/rail tunnel. Eastside outreach regarding the restructures of SR 520 has just begun. A challenge that Sound Transit is facing is rebuilding a light rail system that uses the same infrastructure as the bus system. When the buses leave the downtown Seattle transit tunnel, three-car trains will run every 6 minutes- it won't be as crowded as it is today.

Genesee Adkins (SDOT): SDOT is determined to make safety the number one priority. People and goods also need to be moved efficiently as Center City develops. This plan is not just for commuters, but also for people who come into the city for certain occasions, like a doctor's visit or a baseball game. It's a transformative opportunity that needs to be taken advantage of.

Penny thanked the project executives for sharing their thoughts with the committee. She noted that the project team would like the Group to help shape the additional north-south surface streets analysis on Options B and D, as well as identify any pieces from Option C they would like to be retained. Penny divided the Group into four breakout groups and asked them to discuss the following questions:

- What feedback have you heard from your communities about the near-term strategies?
- What do you think works about Option B and where could it be strengthened?
- Are there specific elements from Option C that you would like to see carried forward?
- What would you like to see included in the additional analysis of Option D? (Specific concerns that should be analyzed? Suggestions you've heard from people for how to improve it?)

Following the small group discussions, the Group reconvened and shared key points from their discussions (see transcribed breakout group notes document).

Public Realm Presentation:

City of Seattle Councilmember Sally Bagshaw, Jennifer Wieland, Nelson/Nygaard, and Jon Scholes, Downtown Seattle Association, gave an introductory presentation on public realm and One Center City. They noted the need for intention, deliberateness, and age-friendly planning when creating and improving the Center City's public realm.

Following the presentation, Penny asked Group members to briefly share their favorite Center City public spaces today as well as their ideas for Center City public realm. Group members shared the following locations/suggestions:

- Waterfall Garden Park
- Yesler Hillclimb
- Pike Place Market
- International Fountain
- The steps to Whole Foods in South Lake Union provide a great place to sit and eat lunch
- Free wifi is important
- Better, more comprehensive wayfinding is needed
- More public art is important
- City Hall has free WiFi and is a great place to hang out
- It's enjoyable to see someone playing music at the light rail stations
- Yesler Terrace Park will open one year from now- are there any ideas on how to make it better?
- Get rid of Memorial Stadium and make it an open space
- Create long continuous avenues like in New York City and Vancouver that people would want to walk on for an extended amount of time
- Seating is important. To be age-friendly, a comprehensive bench program is needed, like the one in New York City
- Union Station is a great public space, but it should operate into the evening
- Westlake Park works. That formula should be used for other public spaces
- There is a pilot program with SDOT parks and the Office of Planning and Community Development to create a street conceptual design, wayfinding, public art, etcetera, for First Hill.

The Freeway Parks Association is initiating a community engagement and thematic design process to envision and create improvements.

- The Downtown Seattle Association has done a great job with the tri-park agreement in facilitating the monitoring and maintenance of parks
- East-west corridors are important

Sally, Jennifer, and Jon thanked the Group members for their time and feedback.

Public Comment:

Kelsey Mesher, Cascade Bicycle Club, provided an update on the outreach event held by Cascade Bicycle Club and One Center City on March 1. She explained that between 80 and 100 people attended, and they heard many people express their excitement for having a specific place to bike on Pike and Pine streets. She said that the Pike/Pine corridor is an essential spine for the basic bike network, which will encourage more age groups and women to choose biking over other transportation methods. She thanked the Advisory Group and One Center City team for all their work thus far.

Wrap up and Next Steps:

Penny noted that the Google Groups Advisory Group site had been set up, and that the Group members would receive email invites the following day. Penny asked if any Group members would be unable to attend the April 13 Advisory Group meeting due to the overlap with Seattle Public Schools' spring break. Only a few people said they would not be able to attend, so the Group agreed to keep the April 13 meeting date. Meghan Shepard, SDOT, briefly went over recent and upcoming One Center City outreach events, including a town hall event at Seattle University (Note: Event was held on March 30, 2017). She thanked the Group members for their time and feedback and encouraged them to invite the project staff to speak to their community groups.

Comment: Where is the One Center City project now, and how does the current progress compare with the original timeline?

***Response:** The project team will conduct further analyses on options B and D for north south surface streets as well as B and C for east west surface streets between now and May, after which they will report their findings to the Advisory Group. The long-range planning process will begin shortly. The process roadmaps that the Advisory Group received early on may show the project is one to two months behind.*

Comment: When will the Group receive an outreach one-pager?

***Response:** The project staff has created a one-pager and is waiting until final feedback is received on Tuesday (3/14) night from the Community Liaisons who will translate the handout*

and provide outreach to historically underserved communities , after which it will be distributed to the Advisory Group.

Penny thanked the Group for their time and continued dedication to the project. She noted that the next meeting would take place on April 13, 2017 from 6:00-8:00 p.m. in the Ruth Fisher Board Room.

Identified Action Items:

- Project staff will distribute the One Center City outreach one-pager after receiving and incorporating final feedback on Tuesday, March 14.
- Invites to the Google Group online site will be sent to the Group.

Attendees:

Advisory Group Members:

- Alena Marshak (for Deanna Dawson)
- Anders McConachie
- Brian Ferris
- Brie Gyncild
- Carl Leighty (for Leslie Smith)
- Cary Moon
- Catherine Hennings
- David Blandford
- Erin Goodman
- Hester Serebrin
- Jared Johnson
- Jeff Keever
- Jeff Myrter (phone)
- Jennifer Butler
- Jenny Schmitz
- Jessa Timmer
- Jim Erickson
- John Pehrson
- Michael Davis
- Monica Smith (phone)
- Rico Quirindongo
- Sabrina Villanueva
- Staci Haber
- Tom Graff

Observers:

- Kelsey Mesher

Agency Staff:

City of Seattle

- Councilmember Sally Bagshaw
- Eric Tweit, SDOT
- Diane Wiatr, SDOT
- Meghan Shepard, SDOT
- Candida Lorenzana, SDOT
- Tracy Krawczyk, SDOT
- Kevin Shively, Mayor's Office
- Gary Johnson, OPCD
- Chisaki Muraki-Valdovinos, SDOT
- Genesee Adkins, SDOT

Sound Transit

- Wesley King
- Mike Harbour

King County Metro

- Frank Abe
- Paul Roybal
- Victor Obeso

Downtown Seattle Association

- Jon Scholes
- Jacqueline Gruber

Other Project Staff:

- Tom Brennan, Nelson/Nygaard
- Jennifer Wieland, Nelson/Nygaard
- Penny Mabie, EnviroIssues
- Justin McCaffree, EnviroIssues
- Erin Tam, EnviroIssues
- Tyler Cohen, EnviroIssues