



## Advisory Group Meeting #7

March 9, 2017

Transcribed Breakout Group Discussion Notes

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### Discussion 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?)*

### Group 1

#### Feedback

- Option B
  - Consider car/bike parking at hubs, consider capacity for bikes on buses/trains
  - Drop percent at hubs
  - Pedestrian movement at hubs
  - Consider hub to outer edge of downtown (i.e. SODO, Stadium)
- Add capacity for transit to accommodate future growth and enforcement of transit priority
- Connected bike network
- Bus transfer: balance time savings with customer need
- Need better data on bus volumes needed to understand impacts
- Impacts to adjacent neighborhoods
- Relationship near-term to long term
- Each constituency has its needs
- Why now? Can we delay closure of DSTT?

#### Option B

- Should be done regardless
- More enforcement/3rd Ave transit only, especially peak. 24/7?
- Speed boarding at bus stops all routes
- Turns on/off 3rd Ave affect flow
- Safety: crime, perceptions of personal security. Improve on 3rd Ave to demonstrate how 5th Ave could work
- Support analysis with additional data, change volume of buses

- Balance “transfer penalty” time versus changing bus
- Incentivize the transfer to encourage/support change in behavior

#### **Option D**

- Partial 2-way 5th Ave versus entire corridor?
- Freeway access
- Understand sidewalk impacts
- Look at other examples of successful transit streets (Zurich)
- Option D “lite” i.e. SB only
- Improve 3rd Ave before addressing 5th Ave
  - How do the two differ? Why?
- Need to better understand extents of transit only on 5th Ave and impacts (in prep for IDS/C neighborhood)
- Option B elements easily implemented - little impact to peoples’ experience
- Real time info at stops improvement and can speed boarding
- Better experience
- Service alerts needed

#### **Group 2**

##### **Feedback**

- Freight, delivery, load-zones, I-5-through traffic - full network
- Mix and match approach - additional capacity
- SB 5th Ave (transit only)? 2-way 6th Ave? Alley use
- Signal conflict/sequence
- Don’t flood ID with buses. Hub further south
- Don’t truncate 550/41
- Better freight data
- Ped improvements to 1st Ave
- Continue 5th Ave analysis transit corridor
- Wayfinding signage (language barriers)
- Low income → fare changes
- Fare free zone
- NB 4th/SB 5th avenues- bike lanes
- Additional SB dedicated bus lane

##### **Option B**

- NB 4th/SB 5th avenues- bike lanes
- Additional SB dedicated bus lane
- 2-way 6th Ave
- No tree removal
- Optimize 3rd Ave (stop frequency adjustment)
- 6th Ave - width for 2-way comfort
- Further investment in TDM

### Option D

- 5th Ave design for transit/public realm can make it work. Better understanding of implementation. Bus numbers
- Impacts outside core (all options)
- Maximize hubs
- Simplify access to ORCA/reload/preload/apps

### Group 3

#### Feedback

- A lot of interest in completion of CCBN
- Lack of general knowledge on what downtown is facing (buses out of tunnel)
- Need more outreach/coverage
- Don't know how routes are changing
- Lot of other transportation efforts- how do these align? Bring these into the fold
- Need more education/media coverage
- Dedicated to bus lanes/signal priority is critical
- Lot of transportation projects/outreach, oversaturation
- Don't want to make 5th Ave like 3rd Ave. Not walkable; no sense of place
- What is it about 3rd Ave that doesn't work?
  - Transit only = no retail
  - Public safety/enforcement
  - Activity on 5th Ave counteracts loitering
  - To make transit on 5th Ave work, we need a block by block approach
- What would the construction transition on 5th Ave look like?  
Shoppers avoid 3rd Ave

#### Option B

- What works? How to strengthen?
- Need a 2-way protected bike lane
- Cannot remove sidewalks
- Works- includes protected bike lane
- Need dedicated transit lanes
- Need to elevate prioritization of transit
- Idea- have buses/streetcar on first
  - Have lack of consensus here

#### Option C

- Like prioritization of transit
  - Dedicated transit lanes
- Like a 2-way, more functional 6th Ave
- Need wider buffer between roadway/sidewalk
- Like spreading transit across multiple streets (2nd, 3rd, 4th, 5th avenues)

## Option D

- How are we going to get more bicyclists on 2nd and 5th avenues?
- What to include in additional analysis?
- Need to justify making 5th Ave a transit corridor
- What would the user experience be?
- Need to know what went wrong with 3rd Ave
- How will you improve the pedestrian experience on 3rd Ave?
  - Prove 5th won't get worse by improving 3rd Ave
- How would Option D impact travel times downtown; when compared with Option B
- How would bus operations on 5th Ave work? Need specificity
- Does this open up any public realm opportunities? (i.e. widening sidewalks)

## Group 4

### Feedback

- SCA: concerns about bus restructure, impacts on the region. Light rail capacity concerns, and fleet arrival. When is analysis ready?
- Basic bike network moving forward. Public realm on 5th Ave. How to keep it a beautiful street. Like legibility of 1st, 3rd, 5th avenues as transit
- Get bike network built. Concerns about sidewalk capacity on 5th Ave. Pedestrian realm needs to be considered during construction. SOVs need to be at bottom of the list
- Separate transit riders/pedestrians with design
- Intuitive design, even transit boarding
- Option B looks good. Parklets, public spaces on 5th Ave
  - For visitors, too
- Bikes, trucks, buses cohabitating in convention center neighborhood with expansion
- Safety, ease of transit
- Wayfinding - neighborhood identity
- Option D did most for transit initially, but willing to pick best elements among options

### Option B

- Signal improvements on 2nd Ave are good
- Sidewalk/curb reduction of 5th Ave - should be maintaining/expanding
- Construction timing and how it fits into near-term strategies
- Looks durable
- Want more from B - stepping stone to D
- More transit priority

### Option C

- Keep: bus couplet for 4th/5th avenues if alleviates option D concerns (for B?). Replace general purpose lane with transit lane (5th Ave)
- Two-way bike and transit capacity on 4th/5th avenues

#### **Option D**

- What is the impact to sidewalks (reduction)?
- More detail on 5th Ave cross-sections
  - Tree canopy
- Retail and transit connections – transparency
- Time savings for 5th Ave passing lane (benefit) vs two-lane configuration
- Access to CID - impact from 5th Ave changes (retail)
- 6th Ave: two-way better for pedestrians and more detail to better understand how this works