



Advisory Group Meeting #8

April 13, 2017

Transcribed Breakout Group Discussion Notes

Discussion Questions

Center City is our region's transportation and economic hub. As our region grows and more people travel to and through Center City each day, what steps do we need to take over the next 5, 10 and 20 years to ensure that Center City works well for all users?

- **MOVE:** What are your ideas – large or small – about how people and goods can move efficiently within and between Center City neighborhoods in the future?
- **CONNECT:** What are your ideas – large or small – about how people and goods can move efficiently between the region and Center City in the future?
- **EXPERIENCE:** With so many people relying on Center City as a regional destination and transportation hub, how do we ensure a positive experience for everyone who lives, works, visits and plays in Center City?

Move

- Hill/grade accessibility
- Using public spaces to improve access/reduce challenge of connections on hills/grades – in long term
- Freeway Park/Lid on I-5
- No personal vehicles in the Seattle core
- Connections to the Waterfront/Interbay from Queen Anne
- New street connections – emphasis on multimodal connections north of Denny
- Easy north-south express transportation
 - “Connector”, a wormhole (some are in the pipeline)
- Fare payment barriers
- Intuitive, frequent, reliable transit
- Moving sidewalk
- Mitigating conflict between pedestrians and vehicles
- Wayfinding (“it’s a mess out there”)
- Tunnel entrances look like back alley
- A complete bike network including neighborhood to neighborhood– trips should not be a life/death situation

- An intuitive place to find travel information (web, digital)
- No continuity, not legible, user experience/design
- Increase in pedestrians/walking to work
 - Going N/S or E/W – any data
 - Investment should match
 - Need to experience
- Transit and pedestrians
 - Pedestrian movements are not intuitive
- Re-time signals to pedestrian speeds
 - Experience greatest in downtown core
- Lid BNSF tracks
- Improve E/W connections
 - Have resources – need to make better
 - Freeway Park, Pike/Pine, Denny, etc.
- Increase pedestrian counts
- Hierarchy? Pedestrians/transit/bike/goods/cars?
- No/less cars – accommodate mobility impaired
- Recreational access limited by transit
- Blow-up I-5
- Multi-modal
- Walking and safety
 - Sidewalk width
 - Time of day
- Delivery important
- Better route maps, more intuitive transit
- Revision IDS-MegaHub
- Accessible pathways
- More trees

Connect

- Streetcar connections to U-District
 - More streetcars in core to move people through center city
- High speed rapid transit
 - Bullet trains (SEA→PDX) + VAN/other west coast destinations (San Francisco)
- Improved E/W connections
- Georgetown/SODO growth means connections are needed
- Port truck movement – need to move efficiently
- Our current capacity constraints result in one incident affecting all corridors
 - Need modes to communicate with each other
 - Need our system to be flexible/viable
- ORCA acceptance on Monorail
- Contactless transportation options
 - No need to “tap” a fare card
- Virtual wayfinding

- Transit systems are integrated
- Seamless connections
- Staff and human element for customer service
- Transit only lanes on I-5 are needed
 - More people will take bus if it is given priority (statewide!)
- Goods delivery by drone? Parking garages repurposed (futureproof assets)
- Self-driving vehicles
- Congestion pricing-downtown to surface street and interstate
- Need hubs further outside Center City
 - E.g. Ballard, Northgate, West Seattle, Montlake
- Transit run times (Sounder)
- Make transit hubs places
 - Full service, placemaking
- Increase in resident's downtown will help with placemaking
- Major improvements in transit hubs (think Denver/San Francisco)
- Park and rides outside Center City
- Ditch car before downtown
- Apps not required – wayfinding
- More grade separated transit
- Eliminate surface parking
- Free ride downtown circulator
- 3rd Ave bus circulator N/S
- E/W circulator/bus

Experience

- Public spaces/respites Denny Triangle to SLU
- Leverage private development for public spaces
- Wayfinding
- Wider sidewalks
- Seamless transit navigation
- Downtown transit access (ex. Park car north or south of downtown, parking fee gives you access to all downtown transit)
- “Common Cabs” – move all kinds of people, including those with limited abilities
- Public restrooms
- Transit/pedestrians – design with both in mind
- Reducing car traffic is good for people
- Pedestrian only areas and pedestrian priority
- Parks activation, active public space should be the norm
- Lid I-5: connect neighborhoods!
- Options for people who need to drive
- Family friendly options, rideshare and transportation for all ages
- Restrooms!
- Access for persons with disabilities
- Rental strollers and share goods

- New bike share
- Activation of vertical space – parks in the sky (parking garage park)
- Transit hub activation – food, flowers, vendors
- Buskers and performance spaces – e.g. hotspot on Waterfront, SeaTac airport performers
- What is the next Space Needle?
 - What’s our next icon?
 - Forward looking architecture, not just preservations
- Pier performing arts space
- Pike Place Market – expanding the space, creating a space unique to the NW
- Parks in each of the downtown neighborhoods
- Technology to communicate the next “green” spaces
- Waterfront, Seattle Center (someday) redevelopment
- Jackson Street
- Ties to Occidental/Stadiums
- A la National Mall
- Close streets/pedestrian streets
 - Belltown
- Quality materials needed/consistent
- Battery Street Tunnel use?
- Wayfinding
- Promote larger public spaces (Waterfront/other)
- I-5 Lid East Link to Eastlake
- Programming/activation of spaces
- Bell Street with better curbs/accessibility
- Universal accessibility/design
- Bike/pedestrian/transit only corridors (Broadway)
- More greenspace/covered spaces, more restaurants
- Eliminate tree pits
- Pedestrian friendly everywhere
- Safety/security