



Advisory Group Meeting #2

October 13, 2016

Transcribed Breakout Group Discussion Notes

Group 1

Opportunities

- Public Realm local improvement district (LID)
- Transit All Hours
- Cap Hill/ other opportunities for more transit hubs
- Opportunity for waterfront park
- More diverse planning scheme - to integrate services/housing/business

Challenges

- Youth voice/ cost challenges/ low income / have access/ growth/ congestion/ expensive housing/ I-5/ WSDOT? involvement
- Autonomous vehicles?
- Freight deliveries
- Car sharing use of street space
- East/west connections
- Reducing use of single occupancy vehicles (SOVs)

Indicators of Success

- Affordability
- Decrease significantly SOVs
- Maintain quality of public spaces and safety

Group 2

Opportunities

- Congestion pricing
- Integrate all modes and public realm
- Pedestrian environment right
- National case study for better planning
- Transit corridors/retail effect
- Reduce number of cars and busses
- Creating a sense of urgency

Challenges

- We keep going like this- getting worse for all modes
- We spend limited resources on wrong things
- Our transit agencies wouldn't communicate
- Continue to not address homeless
- Accelerate the pace of improving infrastructure
- Miss opportunity to create great spaces for people to linger not just move through (3rd Ave example)
- Not addressing class separations and access issues

Indicators of Success

- All ages and abilities can bike downtown
- Easy to understand and navigate transit
- Somewhere to kick a soccer ball - with goals
- Increased ridership - first and last mile solution
- Big sporting events don't kill downtown
- Everybody uses it and feels safe
 - Sidewalks
 - Bike lanes
 - Transit
 - Center City in general
- Developers incentivized to invest in public realm
- Goods and services move more efficiently - everybody does
- Mean average speed actually reduced
- Plan actually establishes priorities
- INTEGRATION IS KEY!

Group 3

Opportunities

- Hierarchy of how we think of the urban core - values, how we design - set of priorities
 - Lid over highway
 - 4th Ave train tunnel
- Opportunity to change the norm
- Timing: critical point in our history
 - i.e. innovate re: moving people smarter
- New people - new values; less car ownership, etc. Transition on switching modes - ORCA across platforms
- Ease of transportation - wayfinding - intuitive - good customer interface
- Minimize conflicts between modes- prioritize and mix uses
- Think of CC as its own zone - set apart from other areas - or each neighborhood block's definition.
 - Themes - Tie to experience.

Challenges

- Concern about off street parking - too many! Too much!
 - i.e. amazon
 - old model re: car capacity
- Topography - hard to transition
- Delivery to homes/curbs changes uses, changes in market dynamics
- Constant construction
- “Dead zones”- near highways (I-5, 4th, train tunnel)
- Connecting green spaces, shrinking assets
- Implementation at point of development- need better tools

Indicators of Success

- Safely bike downtown
- Reduction of fatalities pedestrian/bike
- Mode shift from SOV to other modes
- Bus only lane for real
- Make transit equitable, comfortable, safe
- Clear trans. system- wayfinding- continuities, ease of movement, branding
- Map with portal to linkages- see all major projects- help neighborhood groups see linkage- input/influence
- Anyone who wants to can afford to live downtown
- Jobs/housing balance
- ADA accessibility- robust all ages/mobility
- Integrated planning development, infrastructure stuff, utilities

Group 4

Opportunities

- Density/pedestrian growth is opportunity to look at more than just cars
- How to balance commuter vs resident needs?
- Office employee growth is bigger than resident growth
- Waterfront project is an opportunity
- Freight and cruise growth- need to move. Trucks to port should not be stuck in traffic
 - Also preserve family wage jobs
- With busses coming out of tunnel, opportunity to create more high frequency bus corridors
- Make pathways to and for transit more convenient
- Opportunities to reconnect street grid
- Transit hub in north portal area (9th/ Aurora)
- Connect existing infrastructure, fill gaps
- Continue bus speed and reliability improvements

Challenges

- 4 modal plans need to be integrated
- People will need cars (more room) if we don't make it convenient to walk/bike/transit

- Construction is disruptive even if we agree on what to build
- For pedestrians, think about real estate and use (e.g. sandwich boards)
- Lack of incentives for construction workers to travel other than by car, then take customer parking all day
 - Incentivize developers to provide construction workers parking w/ shuttles
 - Prioritize carpool parking (preferential locations)
- Parking should be part of equation more broadly
- Need to make tough decisions on how we allocate space
- Measures of Effectiveness
 - Construction workers willing to work w/city on parking arrangements
- Regional P&Rs fill early, making it difficult to get to Seattle. Turns off people/discouraging
- Need more high density housing near transit stations

Indicators of Success

- Excellent travel options/information, high level of transit options - encourage new users of transit system
 - Apps can't do it all
 - Maps
 - Training
 - Ambassadors
 - Wayfinding (multiple media)
- Have pedestrian/bike/transit/freight plans be mutually consistent
- Create curb space for Transportation Network Companies (Uber, Lyft, etc.)
- More frequent and reliable travel options- reduce travel time variability
- Make it easier to be a pedestrian- more comfortable and safer to cross streets
- More intersections where pedestrians can cross

Group 5

Opportunities

- Yesler Terrace is not listed - surprising
 - Dense
 - Mix of incomes
 - Affordable
- Consistent ways of crossing streets
 - Curb ramps that face path of travel
 - Safe crossings
- Public space; less land available over time. Missing opportunities - existing places where we could create public realm
 - Parks
 - Public rights of way
 - Private dev. with public realm
 - Example, Yesler Terrace using WSDOT ROW along I-5- urban agriculture
- ST3
- Can we ask/require developers to include public space in their developments?

- Planning for future of Seattle center
 - Better connections to downtown and to the waterfront

Challenges

- Gentrification, homelessness, affordable living
 - Equity issue
- People getting pushed out further into areas- need better transportation
- Physical barriers to blind populations
 - Have consciousness over what's allowed - street furniture, grates - need to be detectable to cane users - need consistent design standards
 - Need consistent audible/tactile indicators of when it's safe to cross
- Curbs can be barriers to pedestrians/people with disabilities - curbs are too high. Need more curb cuts/ramps at intersections in center city
- Pop. growth outpacing projected growth and our infrastructure
- Need tactile wayfinding

Indicators of Success

- Affordable to live in CC
- More employment in CC
- Walkability to jobs
- Transition from bus/rail in tunnel to just rail - how transit planning gets adjusted in light of those investments
- Breadth of employment opportunities
- Diversity
- Safe travel, good edge detection
- Unobstructed paths
- Add tree pit grates
- Easy access to daily needs
 - Grocery store
 - Hardware store

Phone Group:

Opportunities

- Integrating different transportation modes presents opportunities for streamlining
- Interest in transportation within Seattle; OCC represents a step to integrate agency planning efforts
- Opportunities to develop transportation beyond single-occupancy vehicles, because Seattle has already reached saturation for these

Challenges

- Sheer number of transportation options represent a barrier. They can be difficult to smoothly integrate with one another
- Older residents may not have the same access to technology, etc. that makes today's transportation and transit options easier to navigate

- Making transportation accessible to everyone, including populations living with disabilities or impairments
- Language barriers within the populations using the Center City
- No more room in the Center City for single occupancy vehicle expansion
- Capacity limit of the Center City area
- Seattle seems to be behind other similar cities w/ regard to development of transportation/transit infrastructure. Have to play catch-up while simultaneously planning for increasing density
- Connecting the Center City with the suburbs is challenging—suburban areas are considering and voting on infrastructure improvements (e.g. ST3) without considering the needs/capacity/limitations/opportunities/etc. of the Center City area.
- Long timelines for new transportation infrastructure (e.g. Link expansion)
- Interagency coordination

Indicators of Success

- Flexible, affordable, accessible
- Center City becomes more than just a pass through and more of a transportation hub
- All can access transportation (see identified challenges)
- System is nimble and able to adjust to changes in needs/use
- Transit does not compete with SOVs for road space (think streetcar v. Link)