



## Advisory Group Meeting #3

November 10, 2016

Guiding Principles and Values

Transcribed Breakout Group Discussion Notes

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### Group 1

#### Values

- Human safety (collisions)
- System flexibility (reliability and access)
- Efficiency
- Value the many over the few
- Value people's time
- Emissions reductions
- Active, healthy street life and storefronts
- Fun and beauty
- Pedestrian safety- a top priority
- Bikes need prioritization at SDOT too
- Equity
- Decrease single occupancy vehicles
- Welcoming to everybody
- Incentivize local hire (to lessen number of cars coming to OCC)
- Affordability and economic prosperity for all
- Don't stratify housing

#### Principles

- Create authentic, classic, and timeless public realm
- Make flexible use of row so it can shift uses
  - Be adaptable (like Bell Street)
- Build and design for the streets we want- the way we want the city to be like (not for more car capacity)
- Build in an inclusive process (Equity)
- Use TDM and incentives to get people downtown (particularly in building trades)
- Incentivize choices with social benefits
- Support economic prosperity for all

## Group 2

### Values

- Safety
- Regional access/options
- Recognize tradeoffs/minimize conflicts
- Acknowledge the pain of change
- Affordable transportation options/low income
- Walkable: everyone is a pedestrian

### Principles

- Prioritize non-single occupancy vehicles
- Easy/intuitive to move from one mode to another
- Prioritize opportunities in ROW for public space
- Inviting public spaces
- Convert private surface parking lots for public space
- Flexibility for future tech

## Group 3

### Values

- Access for all abilities- transit/pedestrian only, freight corridor
- Reduce reliance on single occupancy vehicles
- Intersection and design consistency
- More predictable “curb cuts”
- Single occupancy vehicles continued... interconnected
- Network feeding Center City (factors outside)
- Prioritize people and goods
- Safe, connected open/public gathering spaces
- Activate alley or pedestrian corridor-existing street

### Principles

- Prioritize movement of people and goods while prioritizing access to public/open spaces and prioritizing safety, interconnectedness, and accessibility for people of all abilities and diverse communities

## Group 4

### Values

- Convenience/easy
- Accessibility- disabilities, language barrier, nearby, signage/wayfinding
- Challenge preconceived notions
- Activation- incl. for construction projects
- Public entities engaging private development
- How private buildings engage the sidewalk

- Interconnectedness between modes
- Agencies need to share info/budgets
- Quality project - retail/pedestrian experience, how street affects the sidewalk
- Think about relationships between streets/corridors
- Consider neighborhood planning

### Principles

- In order to challenge preconceived notions, consider alternative plans/ideas to existing conditions, infrastructure, policies, and relationships
- Quality of public realm
- Prioritize quality of experience of public realm, focusing on human-centered design
- Convenience/accessibility
- Provide multiple options and prioritize ease of use for all users

## Group 5

### Values

- Affordable- many ways to pay for service
- Mobility = interconnected
- Emphasize race and social equity = inclusive
- Accessibility, physically, legibility- multi lingual formats
- Reliable and efficiency > mobility
- Welcoming environment, cared for equally
- Quality of service and maintenance
- Security- fare enforcement equitable, no turnstiles
- Apply to both transportation and public spaces
- Social service users fitting into community
- Choice- flexibility

### Principles

- Ensure equitable access to transportation and public spaces
- Provide quality mobility and spaces that are welcoming and safe
- Provide mobility and experience that is reliable and efficient
- Optimize how? what?
- Movement of people?
- Build in flexibility in how streets are used
- Ensure public can understand an interconnected (integrated) system
- Make an intuitive, easy to use system
- Economic vitality- innovate for flexible and optimal use of roadways and public spaces

## Phone Group

### Values

- Safe
- Accessible- cost, ease of use, accessible for those living with disabilities

- Reliable

### **Principles**

- Design spaces that are safe for all users
- Create an equitable transportation system that is accessible to all incomes, levels of experience, ages, and abilities
- Design a system that is reliable for all needs throughout the day