



Advisory Group Meeting #4

January 12, 2017

Guiding Principles and Indicators of Success
Transcribed Breakout Group Discussion Notes

Discussion Questions

- *How well do the four solution types presented align with the draft guiding principles?*
- *For your group's assigned guiding principles, develop 2 to 3 indicators of success that could be used to evaluate how well potential solutions support that principle.*

Group 1 (*Flexibility and User Experience*)

- Flexibility
 - Restructure- challenge idea of one seat ride may or may not add flexibility
 - Allows replacement of transit service
 - More opportunities of where to go
 - Will changes made now support 2023 changes?
 - Change causes user stress
 - 2023 represents more hub use
 - Address conflicts in users- bike network vs other modes
 - Bike network may offer support/flexibility
 - Pedestrian realm improvement should be done in any scenario
 - Flexibility greater if pedestrian realm is safer
 - Change in street operations can vary by time of day, can increase or decrease flexibility
- User experience
 - Off board fare improvement
 - Need overlay of other model plans
 - Bike network supports multimodal connectivity
 - Pedestrian/public realm supports user experience
 - Benefits of bike lane implementation to pedestrian user experience
 - Transit restructure may be negative impact to user experience

Indicators of Success

- User Experience
 - Retain or increase transit ridership
 - Greater safety perceptions
 - Reducing transit delay or average trip time

- More bike users
- Flexibility
 - Improvements today evolve over time → 2023

Group 2 (Equity and Well-being)

- Congestion pricing not explicit in solution types - it is not very equitable, especially for low income populations
- Transit service restructuring
 - Equity
 - Who is impacted?
 - Who benefits?
 - Is it equitable to not have bus stops downtown (transfer penalty)?
 - People who are not able bodied will experience greater impacts
 - People who can afford to drive and park may make different choices
 - Well-being
 - Transfers can be a burden to many
 - Removing cars from streets can help improve everyone's well-being
- Surface transit operations
 - Equity
 - Supports
 - Well-being
 - Supports
- Pedestrian and public realm
 - Equity
 - Supports
 - Well-being
 - Supports
 - Could improve passenger waiting/comfort experience
- Center city bike network implementation
 - Equity
 - Add more bike lanes, test whether a fully connected network truly has forecasted benefits

Indicators of Success

- Equity
 - Economic prosperity for all (idealistic- define)
 - Point to point travel times
 - Equal access from point a to point b
- Well-being
 - If equity goal is met, we have well being
 - Less crime
 - Fewer injuries

Group 3 (*Optimization and Transportation*)

- Optimization and Transportation
 - Freight demand/delivery data by street?
 - Where does delivery happen?
 - Needs vary by area and activity - access for goods and people
 - Pedestrian volumes?
 - Center City Bike Network is supported by this- critical that we implement
 - Missing information outside downtown
 - Employment numbers by neighborhood to guide decisions
 - Times- of different peaks
 - Transit service restructuring very consistent
 - Pedestrian and public realm- queuing people
 - Facilitate pedestrian passage
 - Types don't address goods movement
 - Getting people on/off transportation more quickly
 - Improving accessibility
 - Also improve through education as well as design
 - Need bigger picture to select one versus the other (for example, priorities for different streets)
 - What are we prioritizing?

Indicators of Success.

- Optimization and Transportation
 - Travel time
 - Predictability
 - Safety- how to measure number of conflicts, feeling secure and comfortable (for example, lighting)
 - Accessibility- can all trips/all people still make the trip?
 - Ease of transfer

Group 4 (*Public space and Stewardship*)

- Transit designed with public in mind
 - AA, greenery
 - Overwhelming the public realm in short-term
- Recognizing community plans within our work and aligning them
- Bikes- quicker improvements now that can help
- Bike planters add to public realm

Indicators of Success

- Public Space
 - Usage
 - Sidewalk café permits
 - Pedestrian activity, ability to move through

- Public realm plans (First Hill, etc.) aligned with transit changes
- Stewardship
 - Decrease in single occupancy vehicles, increase in other modes of transportation (increased mode share)
- Emissions: increase in transit ridership