



Advisory Group Meeting #5 Summary (DRAFT)

January 26, 2017

6:00 – 8:00 PM

Union Station – Ruth Fischer Board Room

Welcome and Introductions:

Penny Mabie, facilitator, welcomed members of the One Center City Advisory Group and led a round of introductions. Penny reviewed the meeting agenda and materials with Advisory Group members and provided attendees with a reminder of the Advisory Group's purpose and meeting ground rules.

Advisory Group members shared the following relevant interactions with the community since the January 26, 2017 meeting:

- The biking community is concerned with how One Center City might affect protected bike lanes downtown.
- The Pike/Pine Renaissance Act One Open House on Tuesday, Jan. 17 was well attended. Advisory Group members should be aware of the Pike/Pine Renaissance Act One project.

Guiding Principles Discussion:

Penny invited the Advisory Group members to provide feedback on the draft Guiding Principles, which had been revised following the January 12, 2017 meeting.

Comment: The Advisory Group should agree on how the Guiding Principles are published. The press received the one-word summary version, which was not fully communicated to the Advisory Group. In the future, both versions of the Guiding Principles documents should be released together.

Response: *In the future, both versions of the Guiding Principles will always be shared together.*

Comment: The Guiding Principles should not be in alphabetical order, as it draws greater attention to the less important guiding principles.

Response: *The Advisory Group agreed to alphabetize the Guiding Principles at the January 12th meeting so as not to imply the priority of any particular guiding principle(s).*

No feedback was given on specific guiding principles. The Advisory Group agreed to make these the interim guiding principles to be used over the next few meetings. The Advisory Group will then decide if any final revisions need to be made to the guiding principles document.

Potential Near-Term Mobility Strategies:

Scott Kubly, SDOT, welcomed Advisory Group members and thanked them for participating in this process. He provided a brief introduction of the night's presentation on potential near-term mobility strategies, which was presented by Tom Brennan, Nelson/Nygaard. During the presentation, Tom reviewed four 2019 surface street options for north-south travel:

- **Option A:** baseline or “do nothing” scenario
- **Option B:** operational enhancements on 2nd, 3rd, and 4th Avenues
- **Option C:** 4th and 5th Avenue transit couplet
- **Option D:** 5th Avenue transit spine

Eric Tweit, Seattle Department of Transportation (SDOT), noted that SDOT is moving forward with extending the protected bike lane northbound on 4th Avenue to Pine Street later this year. It was noted, however, that north-south travel Option C would conflict with this protected bike lane.

In addition, Tom presented three 2019 surface street options for east-west travel:

- **Option A:** baseline or “do nothing”
- **Option B:** downtown couplet with Pike Street protected bike lane pair east of 8th Avenue
- **Option C:** one-way couplet on Pike and Pine Streets

Following an intermission, Victor Obeso, SDOT, introduced the final portion of Tom's presentation, which focused on bus service and transit hub restructuring options.

Members shared the following questions and comments about the potential near-term mobility strategies presentation:

Question: Regarding north-south travel Option B, operational enhancements on 2nd, 3rd, 4th, and 5th Avenues, what operational enhancements could be used to get right-turning vehicles out of the transit lanes (and therefore out of the way of buses) more quickly?

Response: *Protected permissive signal phasing (a right-turn arrow light) would be the primary method.*

Question: How will these options affect trucks/large delivery vehicles?

Response: *Access to business is important, so there is a focus on curb space and loading space for the delivery of goods. Further measures may be needed, depending on which of the potential strategies is selected.*

Question: Are the transit travel time numbers based on the current demand or the projected demand for 2019-2023?

Response: *The transit travel time numbers are estimated for 2019. They are based on current averages and the current average growth rate.*

Question: What are the long-term impacts of these near-term solutions? How will these options impact businesses?

Response: *Page 14 of today's documents ("Information on Potential Near-Term (2017-2021) Mobility Strategies" on OneCenterCity.org) explains some of the potential long-term conflicts, including any potential interference with other upcoming projects.*

Comment: The metrics should include measures of efficiency, usage of public space, stewardship, flexibility, etc.

Comment: Some of the cross-section street views within each option do not include the sidewalk. It is important to see how sidewalk use may change in each of these options, as well.

Response: *Nearly all presented options do not extend past the curbs. North-south travel Option B, which includes adding a southbound protected bike lane on 5th Avenue, is the only option that has the potential to move the curb.*

Question: Regarding the potential change in bus service of West Seattle/Burien/Vashon peak routes service to First Hill, James Street is currently a challenging street for buses. This plan puts more buses on James Street, but says no capital improvements are required. Could a bus-only lane be included on James Street to ease traffic in that area?

Response: *Specific capital improvements have not yet been looked at in that area.*

Question: Many of these options rely on local connections to Link light rail, metro buses, or the streetcar. Will these connecting modes of transportation have the capacity to absorb projected increases to ridership?

Response: *Sound Transit is doing a separate internal analysis of light rail capacity.*

Question: If a passenger who used to take one bus now must transfer to Link, will that double their fare?

Response: *Not if the passenger uses an ORCA card to pay their fare.*

Comment: It is very important to have working elevators at transit hubs. When elevators don't work, it may cause people to have to take different buses, which is a huge impediment to them.

Question: In the options overview, what does “-5” mean for transit travel time?

Response: *The minus sign means a decrease in transit travel time. It indicates a pro, not a con, in this instance.*

Question: Regarding the conceptual International District/Chinatown Station Hub improvements, the bus layover at Jackson Street and 5th Avenue is a challenge for cyclists— it is often hard for them to understand if stopped buses are about to leave or if they will be waiting there for a while. Could the bus layover area be moved?

Response: *The bus layover area on 5th Avenue would be removed under Options C or D.*

Question: There was also some discussion at the last meeting regarding bike connections between 2nd Avenue to Dearborn Street— will that be discussed at this meeting?

Response: *There are options for this topic, although a preferred option has not yet been selected. This topic can be explored further at future Advisory Group meetings.*

Comment: More people downtown are walking than biking. If people can walk reliably from east to west they will likely do so. Walking should be encouraged.

Question: Could moving existing bus stops improve any of the options presented tonight? The location of some existing bus stops on Pike Street and Pine Street create some challenges.

Response: *Moving the location of existing bus stops has not yet been considered. However, measures to speed up passenger boarding have been considered at some existing bus stops to improve boarding efficiency.*

Comment: The metrics should include impacts to pedestrians crossing at intersections. People tend to drive faster on one-way streets, so there may be impacts to safety.

Question: Regarding Pike, Pine, and Union Streets (east-west travel)—is it possible to create a dedicated transit lane in Option B (downtown couplet with Pike Street protected bike lane pair east of 8th Avenue) as was done in Option C (one-way couplet on Pike and Pine Streets)?

Response: *The number of dedicated transit lanes does not change between these two east-west Options. Option C includes a parking lane east of Eighth Ave that could be designated as a transit lane for all or part of the day. The analysis assumes this lane is reserved for parking.*

Question: Is the One Center City staff working with the Pike/Pine Renaissance project staff to ensure the two projects are planned cohesively?

Response: *One Center City staff have been attending meetings for Pike Pine Renaissance; Act One. We will continue to collaborate with this project moving forward.*

Public Comment:

Two meeting attendees provided comment:

One meeting attendee presented information on the Basic Bike Network, a campaign created by the Cascade Bicycle Club and Seattle Neighborhood Greenways. The attendee explained that bike lanes on Pike and Pine Streets are needed to form connections to currently isolated bike lanes on Broadway and 2nd Avenue, and that people would be more likely to bike downtown if these connections were made.

One meeting attendee expressed concern over the potential bus service reroutes and additional costs that may come with transferring without an ORCA card. It was noted during the meeting that one would only have to pay for their transfer from bus to light rail if they were not using an ORCA card. The attendee said that many people do not have ORCA cards, possibly due to ORCA card's relatively expensive initial purchase cost of five dollars.

Wrap-up and Next Steps:

Tom thanked Advisory Group members for sharing their perspectives and questions. He noted that the February 9th meeting would provide members with additional opportunities to discuss potential solutions and continue conversations from the January 26th meeting.

Meghan Shepard, SDOT, told the Advisory Group members they would receive a link the next day to a One Center City online open house, which they could then forward to members of their community. To follow up on an action item from the previous meeting, she explained that the project team was considering several online platforms which Advisory Group members could use for communicating outside of meetings, and that these options would be emailed to them in a poll for their input. Lastly, she explained that an online Q&A session would be scheduled before the next Advisory Group meeting to go over any remaining clarifying questions on the material presented at this meeting. An online poll will also be sent out to pick a date and time for the online Q&A session.

Question: What should the Advisory Group members do before the February 9th meeting in terms of reaching out to their organizations and community members?

Response: *By the next meeting, the project team would like for Advisory Group members to feel that they understand the material presented thus far. Please let the project team know if they can come speak to the organizations of Advisory Group members, or if they can provide Advisory Group members with the tools to present this information themselves.*

Comment: The project team should make a direct ask to the Advisory Group members to share the online open house and to coordinate presentations at their organizations meetings, otherwise it will not be done. It would be helpful to have an actual list of things to do and organizations to present to, as well as what Advisory Group members should bring back from their communities.

***Response:** Please do share the link to the online open house with your community, and please email the project team about upcoming meetings that they can present at.*

Comment: Some of these maps are too detailed/specific to easily explain to others.

Question: Will the online open house be made accessible to people who speak various languages and have various abilities?

***Response:** It will be ADA tagged for a screen reader and can be translated into other languages through Google Translate.*

***Response:** Google Translate can create unintended errors. Please consider other translation options.*

Comment: If youth are intended to participate in the online open house, some of the language should be changed/made less dense. Even if it is not intended for youth, it may still be too dense for some audiences.

Penny thanked Advisory Group members for their attendance and noted that an online Q&A session would take place before the next Advisory Group meeting, which will be on Thursday, February 9th, at Union Station in the Ruth Fisher Board Room.

Identified Action Items:

- One Center City staff will develop and share specific action items to help Advisory Group members facilitate communication and information sharing with their respective communities

Attendees:

Advisory Group Members:

- Alena Marshak (for Deanna Dawson)
- Amalia Martino
- Brian Ferris
- Brie Gyncild
- Cary Moon
- Catherine Hennings
- Cindy Zwart
- David Wiggins
- Hester Serebrin
- Holly Houser
- Jared Johnson
- Jeff Kever
- Jennifer Butler
- Jenny Schmitz
- Jessa Timmer
- Jim Erickson
- John Pehrson
- Maiko Winkler-Chin
- Michael Davis
- Monica Smith
- Monty Anderson
- Peggy Martinez
- Reese Tanimura
- Rico Quirindongo
- Thatcher Bailey
- Tom Graff

Observers:

- Andrew Katz
- C.J. Grove
- Deanna Martin
- Genesee Adkins
- Jeremy Fichter
- Kelsey Mesher
- Lizzie Moll
- Lyle Bicknell
- Mark Bandy
- Tate Van Patten
- Tom Fucoloro

Agency Staff:

City of Seattle

- Andrew Glass Hastings, SDOT
- Candida Lorenza, SDOT
- Chisaki Muraki-Valdovinos, SDOT
- Diane Wiatr, SDOT
- Eric Tweit, SDOT
- Gary Johnson, OPCD
- Kevin Shively, Mayor's Office
- Meghan Shepard, SDOT
- Scott Kubly, SDOT
- Tracy Krawczyk, SDOT

Sound Transit

- Juan Higuera
- Mike Harbour

King County DOT:

- Frank Abe
- Jeff Switzer
- Kim Becklund
- Paul Roybal
- Stephanie Pure
- Victor Obeso

Downtown Seattle Association

- Don Blakeney
- Jacqueline Gruber

Other Project Staff:

- Tom Brennan, Nelson/Nygaard
- Tyler Cohen, EnviroIssues
- Penny Mabie, EnviroIssues
- Justin McCaffree, EnviroIssues
- Erin Tam, EnviroIssues