



Advisory Group Meeting #6

February 9, 2017

Transcribed Breakout Group Discussion Notes

Discussion Questions

- *How can we make this the best option possible?*
- *How does this option align with the Guiding Principles?*
- *What's missing?*

Group 1: Potential Bus Service Changes

What's missing?

- Doesn't make sense for those coming from north down to ID/PS
- Better access to SLU
- Better data needed for traffic at Husky Stadium
- People are already not taking one-seat rides
- Facilities at transfer- cost, environment, etc.
- Events at Husky Stadium blocks stretches- how to deal?
- Amenities at bus stops- important
- Capacity of light rail
- Look at truncations through equity
- Hub at ID looks impossible- already overwhelmed
- Pioneer Square is a neighborhood too! In response to West Seattle option
- Ensure commute times aren't extended too much
 - ORCA cards and fares

Group 2: Option B

How can we make this the best option possible?

- Maintain sufficient sidewalk space on 5th- remove general purpose lane but don't impact sidewalk (not fully supported)
- Help transit function in true priority street
- Pedestrian and bus/vehicle turns at intersections (Jackson/4th)
- Anticipate private development
- Maintain priority bus treatment outside core
- ORCA on monorail

How does this option align with the Guiding Principles?

- Need to consider all principles for each option
- Rate each option across all principles

What's missing?

- Take construction impacts into account
- Facilitate turns to freeway by S.P.D.
- Provide accessibly pedestrian signals
- Look at entire length of avenues
- Consider different treatments on different portions of each corridor
 - Like one way bike lane on both 4th and 5th
- Preserve sidewalk spaces

Group 3: Option C

How can we make this the best option possible?

- Accommodate PBL on 4th/5th; network must be complete to function
- Protect greenery
- Improve pedestrian realm, not just at hubs, so people want to walk
- It's hard to envision
- How does ST fit into LT? What are LT impacts?
- How to weigh cost impacts? Avoidable funds? Can funds be flexed to address pedestrians and TDM?
- Improvements on 2nd Ave are good
- Signal phasing, intersection improvements are good
- Find solutions for making transit and retail work (4th/5th)
 - Clearly identify what's wrong with 3rd

How does this option align with the Guiding Principles?

- Disconnect with public realm and public space
- Bike improvements are good for pedestrians (stewardship)
- Missing E-W bike connection
- Likes that buses are distributed to multiple streets (flexibility)
- Dedicated bus lanes are good
- Evaluate ride time penalties (optimization)
- User experience is positive when you can go to one street or hub for many routes
- Reduce distance between routes
- Any solution requires lots of education
- What happens outside of map boundaries?

What's missing?

- A leg of a complete bike network
- More pedestrian space
- Remove general purpose lanes (for bike corridors)

- Queue jumps (blocking intersections)
- Pedestrian/bike only N-S corridor

Group 4: Option D

How can we make this the best option possible?

- As a pedestrian, transit only streets are big concern; loss of vitality, not comfortable
- 1-way Pike/Pine problematic- safety issue
- Illuminated/signalized pedestrian crossing
- Loss of access from 5th Ave to express lanes- challenge
- Protect pedestrians from turning vehicles
- Hard to access retailers on transit only streets
 - Crowds of waiting pedestrians
 - Uncomfortable pedestrian environment
- Make it the most beautiful street in the world
 - Public realm enhancement
 - Address crime
 - Trees
- Delineate space for transit riders- free up sidewalk space
- Well-designed bus stops
- Well selected locations for bus stops
- Well-lit alleys
- Provide lots of places for people to get picked up/dropped off
- Provide space for freight delivery/pickup

How does this option align with the Guiding Principles?

- High on transportation, user experience for the bus riders, easy to use
- How to accommodate ride share within this mix?
- Doesn't seem flexible
- Provides separation between bikes/transit- safety
- Biggest disconnects:
 - Need to delineate/slow south end bike routes
 - Negative impacts to public space/access on 5th Ave
 - Pike/Pine:
 - Too much focus of resources on bikes
 - When you complete the bike network, usage goes up
 - Safety
- Presents dedicated bus lanes, which we need
- Most optimal for transit/bike access

What's missing?

- Metrics- measures for number of people getting through
- Person through put
- Net travel time
- Retail activity metrics- sales, tax revenue