



Advisory Group Meeting #10 Summary

July 13, 2017

6:00 – 8:00 PM

Ruth Fisher Board Room - Union Station

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 (Group) members and provided attendees with a reminder of the Advisory Group's purpose and meeting ground rules. Before proceeding with the meeting, Penny asked if any Group members had edits or comments on the draft Meeting #9 summary. One group member shared the following comment:

Comment: Regarding the point about accessibility at 3rd and Bell, it should be edited to explain that Bell is a shared street (it does not have a protected bike lane) with no curb line. It's an example for the Group to think about when considering the needs of people who are sight impaired and trying to navigate a shared street.

Penny thanked the Group member for their comment and agreed to incorporate this edit before considering the meeting #9 summary to be final.

Advisory Group members then shared feedback they had heard from their respective communities since the June 8, 2017 meeting, as well as additional comments:

- Members of the community are confused about the Pike/Pine protected bike lane (PBL) and whether it will move forward.
- There is interest from Uptown Alliance in extending the streetcar into Uptown.
- At the Marketfront Historic Commission's presentation on One Center City, community members expressed concern about impacts to local businesses. It would be beneficial to reach out to that group again to gather detailed feedback.
- I appreciated the letter from north and east King County Mayors regarding the Montlake hub. How will transfers work at the Montlake Hub? Are we creating more transfers?
- Many people in the restaurant industry are not aware of this project.
- First Hill community members have responded with three ideas that might relate to the Madison BRT line, which we look forward to discussing in more detail.

- Many are asking how we will get people from the suburbs into Center City. What is current park-and-ride capacity, how many people will need to transfer and how will this increase people's costs?

Update on near-term projects:

Tom Brennan, Nelson/Nygaard, Susan McLaughlin (SDOT), and Paul Roybal (King County), gave an [update](#) on the near-term projects and discussed next steps, including potential plans for a north/south bike connection. Susan reviewed proposed strategies for improving accessibility and the pedestrian experience in Center City:

1. Implement select near-term opportunities identified in streets concept plans
2. Implement age-friendly improvements in the Center City
3. Update street design standards to meet best practices
4. Improve legibility and wayfinding in the Center City
5. Leverage existing and new programs to enhance the sense of place
6. Improve pedestrian and transit experience at mobility hubs
7. Leverage planned capital projects
8. Build on existing data to develop a protocol to measure public life

Following the presentation, Group members expressed an interest in learning more about the near-term projects. Project staff agreed to set up a workshop in August/September to give Group members an opportunity to look at the near-term projects in more detail.

Group members shared the following questions and comments regarding the presentation:

Question: How are “near-term” and “long-term” defined?

Response: “Near-term” is defined as from the period of maximum constraint in 2019, when the buses are removed from the Downtown Seattle Transit Tunnel, to 2023, when the link light rail expansion opens. “Long-term” has two pieces- an interim five - seven-year plan as well as a 20-year plan.

Question: Is there a way to look at how freight interacts with pedestrians?

Response: Streets Illustrated, the update to the Right of Way Improvements Manual, includes new freight and pedestrian design standards with corresponding new street types that illustrate how these modes can be safely integrated into street design.

Question: Is there an implementation plan and/or funding for any of the pedestrian and accessibility improvements?

Response: *The project team believes these are all feasible within the next six years. These are pulled from planned capital projects and from programs that already exist. The list will be incorporated into the same package as the overall near-term strategies.*

Question: Greater compliance with street signs and signals is needed to improve interactions between freight and pedestrians. Currently, pedestrians walk against lights and between crosswalks. Is greater enforcement of these rules being considered?

Response: *Enforcement is an issue that has come up previously. It is an issue for the Seattle Police department, but SDOT coordinates with them on safety issues. The project team will look into this.*

Comment: Councilmember Sally Bagshaw spoke about the last 50 feet for the delivery of packages. It is a small problem today, but it will be a big problem in the future and needs to be considered.

Comment: The City is hosting a Hackathon at the end of September, which might be an opportunity to inform community members of this project. As part of an age-friendly task force, I would like to see signal light timing at intersections be extended to be more age-friendly.

Response: *The project team is looking into this.*

Comment: One of the biggest hazards in Downtown is people who block the intersection by being caught in a red light. Putting up “don’t block the box” signs in Downtown a few years ago seemed to help. Something needs to be done- people are running red lights every day.

Comment: The adaptive signal system is not working well in Uptown. There is a lot of senior housing in that area, and older people need more time to cross the street.

Recent letters received on near-term projects:

Group members discussed two letters that had been shared prior to the July 13 meeting regarding transit projects and upgrades proposed by One Center City. One letter was written by multiple transit advocacy groups, and the other was written by various King County mayors (mostly representing Northeast King County). The letters shared concerns regarding One Center City’s proposed transit projects, particularly on 4th Avenue and at the Montlake Hub.

Group members discussed the two letters and shared the following questions and comments:

Comment: First Hill is a big employment center and is growing rapidly. It's not enough for most transit to reach downtown - transit also needs to reach the big employment centers. Many employees are travelling a great distance to get to First Hill.

Comment: In addition to outer cities, we need to consider outer neighborhoods. A lack of investments in those neighborhoods will impact how people choose to get to downtown.

Comment: Some of the mayors who wrote the letter feel that these issues haven't been resolved, and are concerned about delays at the Montlake Hub. Maybe there will be more time to resolve this issue with the delay of the Convention Place Station closure.

Comment: We need to take the time to get it right. With the delay in the Convention Center, there's time to further consider the thoughts of the groups that weighed in.

Comment: Group members should discuss the transportation advocates letter in the workshop. Some of the concerns raised by the mayors are shared by those advocates, especially regarding delays. Also, further clarification on plans for Pike and Pine streets is needed.

Response (project team): *The project team is planning to make bicycle improvements on Pike and Pine streets in 2017/2018. The map that was shared at the last Group meeting had the limits of the protected bike lanes on Pike and Pine going from 2nd to Bellevue; initially they would go from 2nd to 8th Avenues.*

Response (Group member): Group members have heard different things about the configuration.

Response (project team): *In general, the configuration that was presented at the June 8, 2017 Advisory Group meeting is correct.*

Comment: I work for the Transportation Choices Coalition, one of the authors of the advocates' letter. Thank you for including the letter and hearing our thoughts.

Question: Did all the mayoral candidates at the housing/transportation forum agree that 5th Ave should be transit only?

Comment: Many residents are uncomfortable with adding new bike lanes on 4th Ave in the near-term. More capacity is needed on this street for buses.

Comment: Like the concern shared by the north and east King County mayors in their letter, I hope that transfers won't cause so much delay that they result in more people driving downtown.

Comment: The letter from north and east King County mayors regarding the hub idea resonated with me. To have a hub at Montlake, it must have room to get downtown and have simple transfers.

Shaping the long-term vision:

Jennifer Wieland (Nelson/Nygaard) presented on the project's long-term vision and goals and expanding outreach online and in person.

Following the presentation, Group members were broken into four small groups for discussions. Each group was given 10 "fill-in the blank" prompts related to the long-term vision and directed to choose three to answer, while also writing a prompt of their own. The custom prompts were later traded among groups for further discussion.

After the discussion, the Group reconvened for a report-out. Penny asked groups about the questions they selected, and the questions they developed. Group members shared the following additional questions:

- *"In order to get me out of my car I would need____."*
- *"When you walk out of your office/home you see____, you smell____, you hear____."*
- *"When my friends come to town and I take them to Center City I want them to feel____, experience____, and remember____."*
- *"If the Center City bus tunnel closed tomorrow we would see____."*

Wrap up and Next Steps:

Penny thanked the Group members for their time and participation in the night's meeting. She reminded all that the next Advisory Group meeting is currently scheduled for September 14 from 6:00 – 8:00 p.m. in the Ruth Fisher Board Room at Union Station.

Identified Action Items:

- Project staff will update the meeting #9 summary and consider it as final.
- Project staff will set up a workshop in August/September to give Group members an opportunity to look at the near-term projects in more detail.

Attendees:

Advisory Group Members:

- Amalia Martino
- Andrew Thompson
- Brie Gyncild
- Carl Leighty
- Cathy Johnstone (for Bernie Griffin)
- Cynthia Foley (for Deanna Dawson)
- Erin Goodman
- Hester Serebrin
- Jeff Kever
- Jeff Myrter
- Jim Erickson
- John Pehrson
- Maiko Winkler-Chin
- Michael Davis
- Monica Smith
- Peggy Martinez
- Rico Quirindongo
- Sabrina Villanueva
- Staci Haber
- Todd Biesold

Observers:

- Alex Hudson
- Gordon Padelford
- Kelsey Mesher
- Lizz Giordano

Agency Staff:

City of Seattle

- Genesee Adkins, SDOT
- Benjamin de la Pena, SDOT
- Aditi Kambuj, SDOT
- Tracy Krawczyk, SDOT
- Jonathan Lewis, SDOT
- Ian Macek, SDOT
- Susan McLaughlin, SDOT
- Lizzie Moll, SDOT
- Meghan Shepard, SDOT
- Eric Tweit, SDOT
- Diane Wiatr, SDOT
- Gary Johnson, OPCD
- Kevin Shively, Mayor's Office

Sound Transit

- Wesley King

King County DOT:

- Frank Abe
- Paul Roybal

Downtown Seattle Association

- Jacqueline Gruber

Other Project Staff:

- Tom Brennan, Nelson/Nygaard
- Jennifer Wieland, Nelson/Nygaard
- Penny Mabie, EnvirolIssues
- Justin McCaffree, EnvirolIssues
- Erin Tam, EnvirolIssues