



Transportation Committee Meeting – April 2, 2018 – Skyline

In Attendance

- Alex Hudson, FHIA Executive Director
- Ann Ormsby, FH Resident
- Bob Terrell, FH Resident
- Doug Holtom, FHIA Coordinator
- Frank Conlon, FH Resident
- Jim Erickson, FH Resident
- Mark Melnyk, Swedish Medical Center
- Ross Baker, Virginia Mason Medical Center
- Joyce Jackson, Northwest Kidney Centers
- Tom Gibbs, FH Resident

Agenda

- Welcome and Introductions
- Updates
- Collision Data
- Light Rail Advocacy
- City Center Connector Draft Letter Review
- Broadway Corridor Streetcar Improvement Project

Updates

Alex Hudson explained that 9th and Cherry will be receiving a 4-way stop. Jim Erickson said that 8th and Marion is an improvement to the intersection. Alex Hudson suggested that the committee thank Elliot Helmbrecht at SDOT regarding these improvements.

Collision Data

Alex Hudson shared that Broadway and Madison is the most dangerous intersection for pedestrians in the neighborhood with 5 collisions in the past 5 years. Boren and Seneca is the second most dangerous intersection for pedestrians in the neighborhood.

The next step is to review the Pedestrian Master Plan and see if there are any planned updates. At Seneca and Minor, SDOT has been collecting data to see what improvements can be made. Mark Melnyk suggested that collisions year-by-year would be more informative. Pedestrian fatalities at 9th and James and 8th and James are not included in this data. Alex Hudson mentioned that bicycle safety is also of concern.

Light Rail Advocacy

FHIA staff met with Joe McDermott's staff and advocated for a First Hill location for a light rail station. McDermott's staff was interested in what FHIA staff had to say. Most of the concerns regarding a First Hill station are: soil conditions and tunneling under Interstate 5 twice. FHIA is asking for a good faith study of the feasibility of a light rail station in First Hill.



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Capitol Hill Seattle Blog covered FHIA's efforts to get a First Hill light rail station. Sound Transit sees First Hill as already served well because of the Streetcar. FHIA does not have a location set. Alex Hudson said that 8th or Terry would be ideal. McDermott mentioned that Metro would not get funding to wire Yesler Way for the re-route of the 3 and 4 buses.

There are two April Sound Transit Stake Holder Advisory Meeting on: Tuesday, April 17th and Tuesday, April 24th. On Wednesday, May 2nd Sound Transit will host a neighborhood forum regarding the Midtown Station. Sound Transit will present at the FHIA public meeting on May 8th.

Jim Erickson mentioned that FHIA has a good relationship with City Agencies and how FHIA has worked for several years on the Madison BRT. Jim Erickson said that SDOT has been responsive to neighborhood concerns. The webpage for First Hill light-rail is up and running.

The next steps will be:

- > Send the letter to elected officials.
- > Inform neighbors about the Neighborhood Forum in May
- > Meet with more elected officials (O'Brien, Johnson and Bagshaw) Ann Ormsby suggested to loop in Mayor Durkan.

City Center Connector Draft Letter Review

Mayor Durkan halted all work on the City Center Connector to perform a financial review of the project.

Tom Gibbs shared comments from FHIA Board Member, Mary Ellen Hudgins. Mary Ellen Hudgins e-mailed her reservations about the First Hill Streetcar's effectiveness. The \$200 Million cost includes utility replacement on 1st and Jackson, which will happen no matter what. The City Center Connector is paused for up to 6 months. Tom Gibbs explained that there is general acceptance of the project from the Pioneer Square Alliance. Tom Gibbs' letter suggests that FHIA has a stake in the project, due to the First Hill Streetcar outreach process. Tom Gibbs proposes that FHIA support a letter to suggest an engineering report to search for ways to shave \$25 Million off the total cost. Tom says that it important to improve mobility for the First Hill Streetcar through the City Center Connector. Gordon Werner, who is absent, emailed his support for the project, but suggested that FHIA remain neutral. Tom Gibbs suggests that FHIA write a letter in support of the City Center Connector streetcar project.

Bob Terrell said that the First Hill Streetcar would make more sense if there were a City Center Connector. Jim Erickson said that 2 hospitals benefit from streetcar stations along the First Hill line (Harborview and Swedish). Ross Baker asked if streetcars are considered high-capacity transit, which is defined by their frequency. Ross Baker said that bus route improvements could be made rather than a Connector. Alex Hudson believes that the Connector should have been the first line to be built. She also believes that many people have reservations of the productivity of the First Hill Streetcar. Alex Hudson is not convinced that FHIA should get involved due to it being a very contentious issue. Tom Gibbs said that FHIA's interest is creating a streetcar line that works. Frank Conlon asked about transfers and Tom Gibbs said that a transfer point would occur at Westlake. Jim Erickson mentioned that federal funding is competitive, and if the mayor suspends activity on the project, does that diminish the chances of



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future federal funding? Tom Gibbs said that if Seattle rejects funding, that could hurt political capital. Alex Hudson asked if the review by City Council would have the same outcome of a letter from FHIA. Mark Melnyk said that there will be opportunities for feedback and said that it is not necessary for FHIA to respond right now. Ann Ormsby asked who exactly FHIA would send a letter to, which would be Bagshaw's and O'Brien's. Alex Hudson suggested that having a meeting with elected officials could be valuable. Mark Melnyk suggested other methods be used. Alex Hudson said that the Board has the final decision and that Alex Hudson and Tom Gibbs should draft a letter for the Board to review. Frank Conlon said he supports forwarding this to the Board. Ross Baker said that he supports Gordon Werner's stance. The Transportation's Committee recommendation was mixed. The FHIA Board will discuss this topic at their next meeting.

Broadway Corridor Streetcar Improvement Project

SDOT is proposing changes to the First Hill Streetcar, with no turns allow at: Union/Seneca and Madison. Turning opportunities would be: Marion, Harvard, Cherry and James. It is proposed that Southbound Streetcar times from Denny to Yesler would be reduced by 3 minutes.

Joyce Jackson mentioned that there are other clinics/healthcare service providers in First Hill. Mark Melnyk said that these changes are to impact rush hour traffic only. Ann Ormsby does not see benefit to these proposals. Alex Hudson suggested that SDOT meet with all medical facilities in one room to discuss this proposal. Alex Hudson mentioned that the Mayor's distrust of streetcars could be used for our benefit and FHIA should also reach out to Pike/Pine neighbors.