



Transportation Committee Meeting – February 5, 2017 – Skyline

In Attendance

- Alex Hudson, FHIA Executive Director
- Ann Ormsby, FH Resident
- Betsy Braun, VMMC
- Bob Terrell, FH Resident
- Doug Holtom, FHIA Coordinator
- Frank Conlin, FH Resident
- Gordon Werner, Committee Chair
- Jim Erickson, FH Resident
- Mary Ellen Hudgins, Board President
- Robby Smith, FH Resident
- Suzanne Hittman, FH Resident
- Tom Gibbs, FH Resident

Agenda

- Curb Bulbs
- First Hill Light Rail Station
- Madison Bus Rapid Transit
- Move Seattle Updates
- New Business

Curb Bulbs

FHIA has submitted a Your Voice, Your Choice for permanent, concrete curb-bulbs on 9th and Columbia.

First Hill Light Rail Station

Gordon Werner, committee chair, supports a light rail station on First Hill. Sound Transit is planning to build a second downtown light rail tunnel connecting Ballard and West Seattle. The second tunnel is a proposed Mid-Town Station at 5th and Madison. The Transportation Committee is in support of locating the proposed Mid-Town light rail station in First Hill.

Jim Erickson mentioned that we should anticipate challenges to underground boring. Gordon Werner said that WSDOT has problems with the idea boring under Interstate 5.

What makes First Hill an ideal location? Hospital workers, topography makes travel difficult for some, increasing traffic, population density, and Seattle University make First Hill a good candidate for a station. Sound Transit is in the process of giving FHIA estimated ridership data for a potential light rail station.

Alex Hudson mentioned the advocacy proposals for FHIA: certain committee members attend each meeting, an active FHIA social media presence, FHIA newsletters and FHIA speak with elected officials. Alex Hudson suggested that staff fine-tune neighborhood talking points. Ann Ormsby suggested that FHIA and committee members send letters when the a decision is closer to being made. Betsy Braun added that Sawant and Bagshaw should be contacted. Tom Gibbs shared an idea of a direct connection through a pedestrian tunnel (spur) to a downtown station. Betsy Braun worried that a tunnel would deactivate the public realm. Alex Hudson preferred locations at 8th and Madison or Terry and Madison. Gordon Werner prefers a Terry and Madison station because it is on the top of the hill. Tom Gibbs said it was premature to choose a location. Ann Ormsby said that FHIA should identify many locations.



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Betsy Braun mentioned that identifying positives for stakeholders in the area would be a good tool to leverage. Station location should be part of FHIA's phase 2 for this issue.

The Transportation Committee identifies that this is a priority and will be brought to the Board.

Madison Bus Rapid Transit

There are four stops proposed in First Hill (8th and Spring, 8th and Madison, Terry and Madison and Boylston and Madison). Alex Hudson mentioned that SDOT is on their third project manager for this project. Reduction of traffic on Madison, pedestrian safety on Madison and increased transit in First Hill and an increase transit reliability on Madison are all shared goals for SDOT and FHIA.

Tom Gibbs mentioned that buses could end up costing more due to the steep incline requiring another motor on a bus. Betsy Braun mentioned that many people preferred curb lane exits and suggested that could also work. Alex Hudson suggested that Madison WB have better signage to Interstate 5. Many businesses have expressed concerns about no left-turn lanes. Virginia Mason strongly opposes a no-left turn option at 9th Avenue.

Jim Erickson suggested that private drivers to emergency rooms are not necessarily knowledgeable about routes. Gordon Werner asked if SDOT could remove that Terry and Madison bus stop. Jim and Alex agreed that FHIA should not advocate that a stop be removed. Could signage and wayfinding be sufficient for access to the Sorrento parking garage or Virginia Mason's emergency room?

Alex Hudson reminded the committee that this is not opposition to the project, but rather a way to ensure community concerns with SDOT are acted upon. Betsy Braun said that she is in support of an interim bus route along Madison. Jim Erickson said that if he were SDOT, he would be concerned about competition for funding from other cities. Frank Conlin reminded everyone of the current administration. Jim Erickson asked if FHIA could find allies along the proposed routes? The problem with Madison is Interstate 5.

Frank Conlon mentioned that parking was removed on Madison due to construction. Tom Gibbs suggested that FHIA talk with the project manager at SDOT to find out his opinions about center lane versus curb lane, and bus types etc.

The motion proposed, seconded by Tom Gibbs. All in favor and motion passed.

Move Seattle Updates

Curb bulbs will include stop bars.

Madison BRT: SDOT is still working with the current administration to acquire funding.

Paving: According to Tom Gibbs, a lot of money that should have been spent in 2016, wasn't. Tom Gibbs suggested that they are correcting utility problems and not smaller scale projects. Tom Gibbs wants to have someone from Move Seattle come speak with the Transportation Committee meetings.

Alex Hudson gave updates about curb bulbs have been requested, approved, or not approved. 800 Columbia will not get a curb bulb. 615 8th Avenue is still in review and it is undetermined if 8th and Cherry will get a curb bulb. Betsy Braun suggested mid-block crossings. Alex Hudson said that raised crosswalks for 715 8th Avenue could be a possibility. Betsy Braun said that FHIA should urge SDOT to



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give solutions to 8th Avenue to calm traffic and improve pedestrian safety. Jim Erickson suggested a sub-committee form to address this issue specifically. Betsy Braun said FHIA should pressure SDOT about their engineering and design disjoin. Jim Erickson said that FHIA should advocate for transportation issues at early design guidance. FHIA will need to coordinate with SDOT to get an understanding of 8th Avenue.

Betsy Braun asked the committee to prioritize what needs to be done and it was agreed that light-rail is the most pressing issue. Betsy Braun asked who should be informed of street closures and how does it work. Alex Hudson suggested that FHIA connect residents with SDOT regarding construction.