MELROSE PROMENADE

OPEN HOUSE 1:
APRIL 3, 2018

SUMMARY REPORT
EVENT OVERVIEW

On April 3, 2018, we hosted our first city-led open house meeting for the Melrose Promenade project at Melrose Market Studios (1532 Minor Ave) in Capitol Hill. The meeting was from 5:30 to 7 PM and included partner projects Pike Pine Renaissance and the community-led Melrose Ave planning group for the business district between Pike St and Pine St, as represented by Berger Partnership.

There were 2 Seattle Department of Transportation (SDOT) staff members and 1 SDOT consultant at the meeting. Pike Pine Renaissance had 1 staff person. Berger Partnership had 2.

ROOM LAYOUT

The room was set up with multiple stations:

- SDOT sign-in table
  - Welcome board with contact info and timeline
- Pike Pine Renaissance table
- Berger Partnership board set
- SDOT Melrose Promenade project boards
  - Project background board
  - Project overview board
  - Traffic data board
  - Safety data board
- Aerial map table
  - Melrose Ave corridor
  - Close-up of Melrose Ave between Pike St and Pine St
  - Melrose toolbox laminated legend with stickers
  - Stickers for toolbox feedback
  - Sticky notes and pens for written feedback
ATTENDANCE
More people attended the meeting than expected, with 41 people signing in. Anecdotally, we thought more than 50 people were there. The photos below show the room and how people interacted with the different stations and staff.

PHOTOGRAPHS

FIGURE 1: STAFF ANSWERING QUESTIONS AT MAP TABLE
FIGURE 2: DISCUSSION AT PROJECT BOARDS

FIGURE 3: ATTENDEES PLACING STICKERS TO INDICATE IMPROVEMENTS THEY WANT TO SEE ON THE CORRIDOR
WHAT WE HEARD

Throughout the drop-in session, we were looking for feedback from the community on improvements to the Melrose Promenade corridor. We developed large maps for participants to provide feedback using colored dots, written comments and verbal comments on transportation needs in the area.

The improvements participants could choose from included:

- Art
- Bike parking,
- Community activities
- Lighting
- Natural drainage
- New/improved crossings
- New/wider sidewalk
- Parklet/streateries
- Pavement repair
- Plazas
- Traffic calming

We’ve collected that community feedback and presented it in street segments below. The numbers indicate how many of that type of change or improvement were suggested. For example, in the section on “E Olive Place and Melrose Ave,” “1 new/wider sidewalk” means 1 new or wider sidewalk was suggested between E Olive Place and Melrose Ave.

WRITTEN FEEDBACK ON MAPS

**Melrose Connector Trail**

- Severe water leakage for years
- This is a garbage dump. Cleaning would help.
- Trail cleaning, planting improvements

**Melrose Ave (between Denny Way and E Olive Place)**

- Sidewalk north of S 106 at Denny way over I-5
- Protected Bike Lane 1st Ave to Broadway
- 1 New/wider sidewalk
- 1 lighting
- 1 pavement repair

**E Olive Place and Melrose Ave**

- California rolls at the stop sign
- Always spilling garbage
- Yes, filthy! Hate to go here
- 1 New/wider sidewalk
- 1 lighting
- 1 New/improved crossings

**E Olive Way and Melrose Ave**

- Poor signal compliance
- Can we close this slip lane and force traffic to turn left at light?
- 11 new/improved crossings
- 2 natural drainage
- 2 traffic calming
- 3 New striping
- 3 bike parking
- 1 Parklet/streateries
- 1 art

**E Olive Place (between Melrose Ave and Bellevue Ave)**

- Bulb out at E Olive Place to widen crossing
- 1 parklet/streateries
- 2 traffic calming
- 1 new/improved crossings
- 1 plazas
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Melrose Ave (between Olive Way & Yale Ave)
- 1 wider/newer sidewalks
- 1 bike parking
- 2 new/improved crossing
- 2 natural drainage
- 1 lighting (pine all the way to 16)

Melrose Ave and Yale Ave
- 2 natural drainage
- 1 lighting
- 1 parklets/streateries
- 1 new/improved crossings

Melrose Ave and E Pine St
- 3 natural drainage
- 1 new/wider sidewalks
- 2 traffic calming
- 2 lighting
- 1 bike parking
- 2 new/improved crossings
- 2 parklets/streateries

Melrose Ave (between Pine St and Minor Ave)
- 2 natural drainage
- 3 streateries/parklets

Melrose Ave, Minor Ave and E Pike St
- Make Melrose between Pike & Pine
  Pedestrian & bike only (until parking garage)
- 3 natural drainage
- 1 new/wider sidewalks
- 1 bike parking
- 1 community activities

Melrose Ave and Pike St
- 2 Art
- 2 new/improved crossings
- 4 lighting
- 1 traffic calming

Minor Ave (between Pike and Union)
- 1 bike parking

Minor Ave and Union
- 1 new/improved crossings
- 1 bike parking

University St and Boren Ave
- General request no specific suggestion for placement: art, lighting, trees/planting
- 1 lighting
- 1 natural drainage
- 1 art

E Denny Way and Melrose Ave E
- Sidewalk noise of Denny Way
- Can we improve the island of death at the NW corner?
- Trash clean-up all along side
- More trees along the length of Melrose!
- Yes! (agreeing to more trees) And green stormwater infrastructure, i.e., rain gardens, etc.
- Melrose & olive way has a no left turn sign that is completely ignored
- Accessible gardening
- 4 new/improved crossings
- 4 bike parking
- 3 wider sidewalk (2 along Denny Way bridge over I-5)
- 4 natural drainage

John St and Melrose Ave E
- John St welcomes a few dangers, there was a shooting a while back too ‘round SHA building. It would be very beneficial to give this John/Melrose area a facelift, and add community hangout area
- Bike & pedestrian areas would be also helpful as John St. is the first street when you enter promenade from Denny
• 1 new/improved crossings
• 2 traffic calming
• 2 pavement repair
• 1 bike parking

Melrose Ave (between John St. and E Thomas St.)

• Protected promenade along Melrose. Include shielding from dust/sound from I-5, all the way to Bellevue Place Park!
• Vegetation and bioswales everywhere
• 3 new/wider sidewalks

Melrose Ave and E Thomas St

• Bulb outs at all corners where parking is retained. Or remove all parking
• 2 parklets/streeteries
• 2 natural drainage
• 1 pavement repair

Melrose Ave between E Thomas St and E Mercer St

• Harrison stairs could be widened, have formal landscaping
• Garbage cans and recycle and compost?
• Explore potential closing of I-5 with elevator assist in conjunction with new development at Harrison (or Republican)
• Can we remake the street so we can widen sidewalk and landscaping?
• All Melrose should be a bikeway connection to Eastlake?
• Explore I-5 crossing with possible public-private partnership with new development on Eastlake in this area
• Need to maintain parking on one side
• Globe street lights on Queen Anne Blvd
• 5 lighting
• 7 pavement repair
• 3 traffic calming
• 4 natural drainage

• 2 new/wider sidewalks
• 3 bike parking
• 1 art
• 1 parklet/streeteries

E Mercer St and Melrose Ave E

• Food Trucks
• There’s a trail by Mercer, this area is underutilized. Adding bikes for this trail entry would make the trail more useful and popular
• 1 lighting
• 2 bike parking
• 1 pavement repair
• 1 traffic calming

Melrose Ave E (between E Mercer St and E Roy St)

• 5 parklet/streeteries
• 1 traffic calming
• 2 bike parking

E Roy St and Melrose Ave E

• Food Trucks
• Rain Gardens
• 1 pavement repair
• 2 lighting
• 1 parklet/streeteries
• 1 bike parking

Melrose Connector Trail

• This is a garbage dump; cleaning would help
• Severe water leakage for years
• Trail cleaning; planting improvements
• 3 natural drainage

I-5

• Freeway noise needs to be mitigated!
• Placemaking and parklets don’t sound successful with freeway noise. Put them on Bellevue

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VERBAL COMMENTS

- What’s going to happen to cars getting from First Hill to the freeway?
- Truck traffic is where congestion comes from. Allow loading/unloading during certain hours or at certain places only. Freight areas shrinking.
- We could prohibit parking between Pike and Pine on Melrose. Maybe put a bike lane there too.
- No left turns are allowed at Olive Way to Melrose, so we use Olive Place to get to homes on Melrose
- Parking on Melrose retaining wall is chaotic. People don’t park efficiently; they use too much space.
- Parking lot entrances to apartments on north end of Melrose are accessed via Melrose only. Can’t get to apartment garages from another street.
- Not enough visitor parking on-street or in garages for north Melrose apartments. One large apartment has only 6 spaces for example.
- Repair people, deliveries for the north Melrose use/need street parking.
- One side of parking is fine.
- Long school buses use Republican. They run over traffic circles.
- Parking permits have helped with Park & Ride behavior on Melrose by commuters. Buildings on Bellevue don’t have off-street parking.
- Best thing would be cleaning & maintenance. Dumpsters even have trash around them. Looks dumpy.
- Not clean
- Property owners need to care. But wish city would do more.
- Scared to bike here
- What about a bridge across I-5 and using the private developers on the west side of I-5 for public/private partnership dollars to build it.
APPENDIX A: NOTIFICATIONS

In addition to the notifications shown below, an email announcement was also sent to the project list serv.

MAILER
Melrose Promenade

WELCOME

Thank you for coming. Please sign in and explore the project from 5:30-7 PM.

Learn More, Tell Us What You Think

We're here to talk with you about the community-driven Melrose Promenade vision, and get your feedback.

Give specific feedback by leaving notes on the big maps and filling out a survey either here or online.

Partners

This is a community-driven project, with the Melrose Promenade vision and input from the Melrose Promenade project team.

Schedule

COMMUNITY ENGAGEMENT PLANNING DESIGN CONSTRUCTION

COMMUNITY OUTREACH PUBLIC INVOLVEMENT

We are here

CONTACT

Olan Anderson
(206) 684-8165
melrosepromenade@seattle.gov

www.seattle.gov/transportation/melrose-promenade-improvement

PROJECT BACKGROUND

The construction of the Interstate 5 freeway created a barrier between Capitol Hill and its downtown neighbors. Melrose Ave was rehabilitated into a vibrant pedestrian-friendly street, which encouraged people to walk and enjoy Melrose Ave.

Starting about 8 years ago, several community groups and local businesses and residents organized and advocated for Melrose Ave to be improved.

Since then, the community has debated what the street could become. Melrose Ave has been a part of the community's vision for the neighborhood.

PROJECT DESCRIPTION

We're launching the Melrose Promenade project to create a vibrant, inviting street for everyone.

Our goal is to create a community-driven vision, focusing on connecting people and places and improving transportation safety. The corridor includes walking and biking routes for residents and visitors.

Right now, there are several challenges, including:

- Traffic calming
- Sidewalk upgrades
- Street connectivity
- Public space
- Lane redesigns
- Wayfinding signs
- Lighting
- Street furniture
- Pavement repairs

Idea for Melrose Ave improvements:
- Traffic calming
- Sidewalk upgrades
- Street connectivity
- Public space
- Lane redesigns
- Wayfinding signs
- Lighting
- Street furniture
- Pavement repairs

Melrose Ave is part of the Bike Route Plan and part of the project area is a designated pedestrian zone.

TRAFFIC DATA

Traffic Volumes

Traffic Speeds

The traffic is expected to grow in the future. The city plans to design the street to accommodate this growth.

Traffic volumes are expected to increase, and traffic speeds will also increase. This may lead to more traffic congestion and slower traffic speeds.

Traffic calming measures will be implemented to reduce traffic volumes and speeds, which will help to improve traffic flow and make the street safer for pedestrians and cyclists.

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