



MELROSE PROMENADE

STAKEHOLDER BRIEFING: DENNY TERRACE MAY 16, 2018

SUMMARY REPORT

EVENT OVERVIEW

On Wednesday, May 16, 2018, we hosted a stakeholder briefing for the Melrose Promenade project at Denny Terrace, 100 Melrose Ave E, in Capitol Hill. The meeting was from 11 AM to noon and included display boards for the promenade project and printed materials on the promenade project and Pike Pine Renaissance.

Seattle Housing Authority owns and operates Denny Terrace and hosted the meeting. We had donuts and coffee for attendees. People found out about the project through SHA communications at Denny Terrace.

The format was casual with engagement taking place both at a large table and at a set of display boards. People came and went and had conversations 1-on-1 with SDOT staff and as a group around the table. Attendees were asked about Melrose Ave and how they get around, where they're going, and what's working and not working with the street today. They were also asked about what kinds of improvements would help them, and what kinds of street design changes and infrastructure upgrades would positively affect their lives and travels.

There were 2 Seattle Department of Transportation (SDOT) staff members, and the SHA facility manager and other SHA staff in attendance.

ATTENDANCE

Approximately 15-20 people stopped by the briefing. Most who attended were residents of Denny Terrace.

PHOTOGRAPHS



FIGURE 1. COMMUNITY MEMBERS DISCUSS THE MELROSE PROMENADE PROJECT OVER COFFEE AND SNACKS.



FIGURE 2. PROJECT DEVELOPER JASON FIALKOFF (CENTER) LISTENS TO COMMUNITY MEMBERS' QUESTIONS AND CONCERNS.

WHAT WE HEARD

This drop-in session provided an opportunity for the project team to hear community feedback about needed improvements to Melrose Ave. Generally, those who live in the neighborhood seem to walk and take public transit to get where they need to go.

Common walking destinations include:

- Errands to convenience stores
 - City Market on Olive Way and Melrose Ave
 - Hillcrest on E Denny Way and E Olive Way
- For health, exercise, and/or fun
 - Up and down Denny Bridge
 - North throughout the neighborhood

The most commonly reported issue was trouble crossing major intersections. Those walking stated they often did not have enough time to cross major streets during the pedestrian signal, and sidewalk quality is often poor. Residents reported there is often speeding on Melrose Ave and in the alley next to Denny Terrace.

People talked about issues of concern on Melrose Ave and changes they'd like to see with this project. Below are detailed comments organized by topic: Safety, community, parking.

Safety

Safety concerns included feeling at risk of collisions with vehicles (especially those driving quickly), bikes, and skateboards; not having enough time to cross the street safely; and occasional crime that could be improved with better lighting. Specific comments included:

- Break-ins at night. Masked by ambient highway noise.
- No cars should be allowed here. They're scary as a pedestrian.
- Better lighting for crime prevention. Facility has done lighting upgrades to exteriors, but more can be done.
- Several people here have been hit by cars
- There's not enough time to cross the street safely
- Feels really open by the retaining wall so people drive fast
- People have been hit by people biking and skateboarding on sidewalks
- Wish you'd get the cars out of here so people can walk. There aren't enough places for people to walk in the neighborhood.
- Want safe places to walk
- People cut through the alley
- People go through garbage and litter so need an alarm or warning sign

Community

Residents shared their visions for their community and the Melrose Promenade. This included more open, public space, that is safe. Specific comments included:

- Food and coffee carts at the promenade would be great
- Close Melrose Ave to cars on Sundays or different days of the week so people can walk and bike and hang out in the promenade space
- Want to preserve skyline views from the Denny Terrace front patio. People BBQ, garden and enjoy flowers, and hang out.
- Kids and pets from Denny Terrace play here and need to be safe next to and in the streets
- Want to be outdoors, get exercise by walking the street. Love the history and looking at 1920s buildings and the old staircase, which should be incorporated into any design done here.
- Prefer to see plants and trees in the street instead of parked cars
- The national trend is toward less cars and more public space. Want to encourage that kind of project.
- Denny Terrace is tearing out the cherry trees in the planting strip. SHA is getting city permits and would install native trees. New vegetation needs to be hardy and resilient to pollution.
- Green spaces could be a concern if they're designed in a way that attracts homeless encampments or crime
- People here also ride bikes and walk
- For exercise, a lot of residents walk a loop on Melrose Ave and Bellevue Ave between E Denny Way and E Roy St
- Benches for people to sit instead of parked cars
- Really hope this project goes through. We need it.

Parking

Parking focused on finding a balance between open space and preserving parking access. Specific comments included:

- People do want some parking. Waitlist at Denny Terrace is a couple of years to get a parking spot.
- Losing the parking on Melrose Ave would be a disaster
- Hard for visitors and commuters to find parking in this part of Capitol Hill, so people circle the block multiple times looking for a spot, getting more frustrated and aggressive the longer they look. It's scary to be a pedestrian when they drive fast after getting frustrated.

APPENDIX A: MATERIALS

The following materials were available for attendees to review.

DISPLAY BOARDS

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
You'll see community stakeholders who came up with the Melrose Promenade vision and representatives from Pike Pine Renaissance: Act One. We're all working together.

Schedule

COMMUNITY-LED VISIONING

PLANNING

DESIGN

CONSTRUCTION

COMMUNITY-LED OUTREACH → PUBLIC INVOLVEMENT

We are here

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

PROJECT DESCRIPTION

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

Our goals build off the community-driven promenade vision, focusing on connecting people and places and improving transportation safety. The corridor is a key walking and biking route in our citywide network.

Right now, there are crash patterns, streets can be difficult to cross, people driving use Melrose Ave as a cut-through to I-5, and sidewalks can be missing or narrow.

Ideas for updating Melrose Ave have included:

- traffic calming
- sidewalk upgrades
- street crossings
- public space
- lane redesign
- wayfinding signs
- lighting
- seating
- bike facilities
- pavement repair

Melrose Ave is in our Bicycle Master Plan and part of the project area is a designated pedestrian zone.

Project Map

TRAFFIC DATA

Traffic Volumes*

Traffic Speeds**

Speeds are highest along the retaining wall north of Denny St.

The most traffic is leading to the I-5 northbound on-ramp at Olive Way.

Both speeds and volumes are higher than desired for a business district like we see between Pike St and Pine St.

South of Pike St is quieter, with less traffic and lower speeds.

* Traffic Volume is the number of vehicles that travel in either direction during a 15-minute period.
** Speeds are in MPH and are based on a 15-minute period. This is the speed at which 85% of all vehicles are traveling at or below.

PROJECT BACKGROUND

The construction of Interstate 5 created a barrier between Capitol Hill and its downhill neighbors. Melrose Ave was rebuilt atop a high retaining wall with western views and a trail through the park at the north end, and remained a neighborhood street among historic buildings and a business district at the south end.

Starting about 8 years ago, Capitol Hill residents, businesses, and regional safe streets advocates worked to reimagine what Melrose Ave could mean to the community. Their vision saw potential in the street and proposed a "vibrant and visually stunning promenade."

Since this concept aligns with our mission and vision for Seattle, we applied for and were awarded a grant to continue developing the vision and construct as much of it as possible.

Interstate 5 construction in 1957 Melrose Ave on Capitol Hill from Fairchild. Photograph taken by Walter J. Gagner/ager on November 22, 1954. © Seattle Public Library

In recent years, street-level retail and businesses have opened on Melrose Ave and more people are enjoying a day at L.L. Bean's nearby headquarters on the hill.

Views of Melrose Ave offers sweeping views of downtown Seattle: the Space Needle, Love U on, Queen Anne, and the Olympic Mountains.



MELROSE PROMENADE FACTSHEET

MELROSE PROMENADE

March 2018

FACT SHEET

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GET INVOLVED
 We're engaging with the community this spring to learn what's working and what's not with the corridor, and to better understand what people want us to invest in and where. Construction starts as soon as 2020.

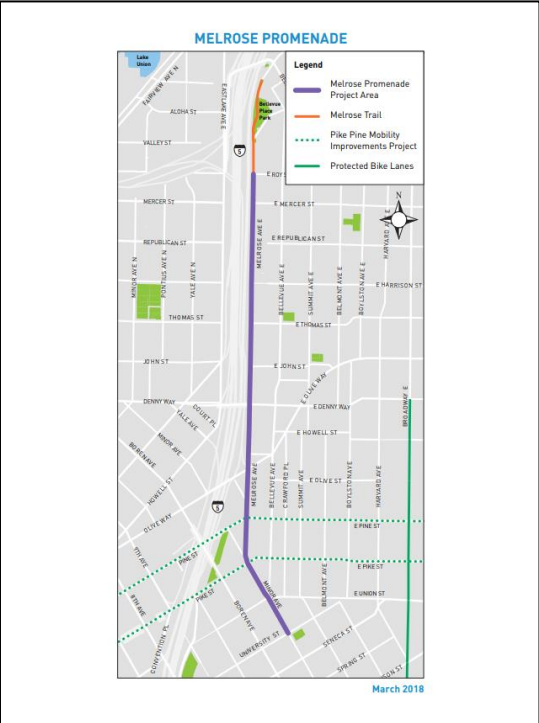
We want to hear from you today. Please visit our website to learn more, take a survey, and get in touch with the team.

See project map on other side.

These projects are funded by the 9-year Levy to Move Seattle, approved by voters in 2015. Learn more about the levy at: www.seattle.gov/LevytoMoveSeattle

INFORMATION & CONTACT

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PIKE PINE RENAISSANCE ACT ONE BROCHURE



PIKE PINE RENAISSANCE ACT ONE

Big changes are coming to Pike and Pine!
Pike Pine Renaissance: Act One will set the stage for a safe and vibrant pedestrian experience from Capitol Hill to Pike Place Market and the waterfront.

SAFER
Pike and Pine will be safe and comfortable for all users, with shorter, more visible crosswalks, wider sidewalks, better lighting, protected bike lanes and more street activity.

BETTER CONNECTED
Pike and Pine will have a more consistent character and identity from end to end. The connection to Capitol Hill over the freeway will be more welcoming, with wider sidewalks, new hand rails, greenery and pedestrian lighting. The connection to Pike Place Market will feature curbside streets to calm traffic and welcome pedestrians.

MORE DYNAMIC AND INVITING
Public seating and sidewalk cafes – plus programming, more greenery, more active business frontages and iconic lighting – will create places to linger and enjoy city life.



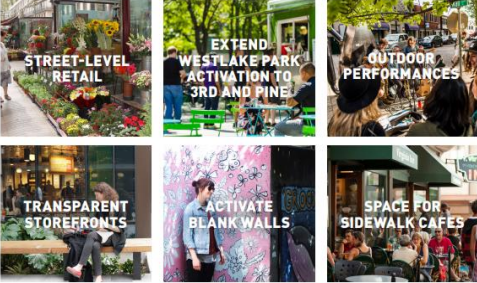

Proposed improvements
Block-by-block improvements will address existing conditions and build on what's already working well.

<p>1ST - 4TH AVENUES</p> <ul style="list-style-type: none"> Curbside shared streets near Pike Place Market Increased legibility at transit station entrances Repaired sidewalks and crosswalks Space for activation 	<p>4TH - 9TH AVENUES</p> <ul style="list-style-type: none"> Enhance paving and crosswalks Infill missing trees and prune existing trees Lighting and landscaping to tie to full corridor Build on successful activation and programming 	<p>9TH - MELROSE AVENUES</p> <ul style="list-style-type: none"> Wider sidewalks, buffering pedestrians from freeway noise Higher railings with integrated lighting Increased landscaping Gateway markers
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Key continuous features
Consistent features throughout the corridor will create continuity and identity on Pike and Pine streets.

- Paving and crosswalk upgrades
- Consistent lighting
- Protected bike lanes
- More trees and landscaping

More activities
We are working with the Downtown Seattle Association (DSA) and local businesses to increase street vitality and help Pike and Pine feel safer and more welcoming.



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What will it look like?

Pike facing west from 2nd Ave



Pike facing east from 3rd Ave



Pike facing east from 9th Ave



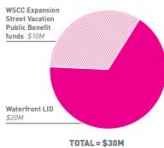
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Project background and leadership
Pike Pine Renaissance: Act One is led by the City of Seattle's Office of the Waterfront and the Downtown Seattle Association (DSA). The City will construct these improvements as a part of the Waterfront Seattle Program, and in doing so will achieve a key objective of Waterfront Seattle: to improve east-west connections between the waterfront and surrounding neighborhoods.

Project budget and funding
The total design and construction budget for Pike Pine Renaissance: Act One is \$30 M.

The upcoming Waterfront Local Improvement District will fund the project improvements in the area between 1st and 9th avenues. Project improvements in the area between 9th and Melrose avenues will be funded through the public benefits package associated with the Washington State Convention Center Expansion street vacation process (public benefit funding subject to City Council approval in 2018).

BUDGET SOURCES



Year	2016	2017	2018	2019
DESIGN	CONCEPT	DESIGN DEVELOPMENT		Anticipated construction start, 2020
COMMUNITY ENGAGEMENT	Jan. 17 open house	Oct. 3 concept design open house	OUTREACH TO SUPPORT DESIGN DEVELOPMENT	

LEARN MORE ONLINE
waterfrontseattle.org/pike-pine
QUESTIONS OR COMMENTS?
info@waterfrontseattle.org
(206) 499-8040

Designing with the community
To ensure the project is informed by community input throughout the design process, we will invite the public to participate throughout design and construction, including public meetings and pop-up events at public spaces along Pike and Pine. These events are free and open to all.

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