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 FACTSHEET

SAFETY DATA

COLLISIONS IN THE LAST 5 YEARS

Total reported collisions by location

Since 2013, there have been 111 crashes on Melrose Ave between 9th Ave E and 12th Ave E.

Collisions involving people walking and biking

In that time, all of the serious injuries occurred on Melrose Ave have involved either a pedestrian or biking.

All but 1 of these crashes occurred between Denny Way and Pine St. All pedestrians involved were walking north or south.

MELROSE PROMENADE

March 2019

PROJECT DESCRIPTION

Melrose Promenade is a public space that provides a safe, tree-lined street for everyone.

Our goal is to make Melrose Promenade pedestrian and bicycle-friendly while maintaining a lively and vibrant atmosphere.

Right now, there are cracks and uneven sidewalks which can be dangerous for pedestrians and cyclists.

Ideas for improving Melrose Promenade have included:
- Traffic calming
- Calm roadsides
- Street trees
- Public spaces
- Bike lanes
- Pedestrian safety

PROJECT BACKGROUND

The construction of Melrose Promenade was completed in 2008, with a goal of creating a safer and more walkable street.

 Starting in 2012, residents of the Melrose community started pushing for improvements to Melrose Promenade.

Since then, various projects have been completed to enhance the street, including the addition of street trees, public spaces, and improved lighting.

GET INVOLVED

We are engaging with the community this spring to learn about concerns and ideas for improving Melrose Promenade.

We want to hear from you! Please visit our website to learn more, take a survey, and get involved.

Visit our website at: www.MelrosePromenade.org
PIKE PINE RENAISSANCE ACT ONE BROCHURE

Big changes are coming to Pike and Pine:

PIKE PINE RENAISSANCE ACT ONE

Pike Pines Renaissance: Act One will set the stage for a safe and enjoyable pedestrian experience from Capitol Hill to Pike/Pine Market and the waterfront.

SAFER
Pike and Pine will be safer and more comfortable for all, reducing speed and improving pedestrian safety. Lowered barriers, better lighting, protected bike lanes and pedestrian friendly streets.

BETTER CONNECTED
Pike and Pine will become a more connected neighborhood, making it feel like one neighborhood. The connection to Capitol Hill will be made easier for pedestrians and drivers. The Pike/Pine Project will have more pedestrian and bicycle movement, and will connect to other transportation systems.

MORE DYNAMIC AND INVITING
Public spaces and sidewalks are public places to relax, programming, more greenery, more active business frontage and outdoor lighting - will create places to linger and enjoy the city.

Proposed improvements:

1ST - 4TH AVENUES
- Curbside Shared Streets near Pike/Pine Market
- Increased legibility at transit stops
- Improved stations and Crosswalks
- Space for activities

1ST - 4TH AVENUES
- Enhanced paving and sidewalks
- Initial greenery trees and street tree planting
- Lighting and landscape
- artistic facade for Pike/Pine

4TH - 7TH AVENUES
- Early lighting, tree plantings

9TH - MELROSE AVENUES
- New sidewalks, building
- Paving and crosswalk upgrades
- Consistent lighting
- Protected bike lanes
- More trees and landscaping

Key continuous features:
- Networked green space throughout the corridor
- Clean streets and sidewalks
- Bike and pedestrian facilities

More activities:
- Weekly outdoor dining and live music
- Summer street fairs
- Art installations
- Events for neighborhood

What will it look like?

Pike facing east from 3rd Ave

Pike facing east from 3rd Ave

Pike facing west from 15th Ave

PIKE PINE RENAISSANCE ACT ONE

City of Seattle

Project background and leadership:

Pike Pines Renaissance: Act One is supported by the City of Seattle Office of the Mayor and the Downtown Seattle Association (DSA). The City will construct these improvements as part of the vision set by the Public Private Development Corporation (PPDC) and the Pike/Pine Neighborhood Association (PNA) to create a neighborhood

Project budget and funding:

The total fixed and construction cost for Pike Pines Renaissance: Act One is estimated to be $40M.

LEARN MORE ONLINE:
waterfrontseattle.org/pike-pine

QUESTIONS OR COMMENTS?
info@waterfrontseattle.org
(206) 684-4640