

working at this campus. There are other challenges and underlying issues that the Transportation group will have to dig deeper on.

He mentioned that Swedish Cherry Hills current SOV rate of 56% is based on the survey conducted in May 2016. The First Hill campus SOV rate is in the low 40's. The next survey will be conducted in Fall 2017.

In the month of May, the group hosted the 1st Annual Bike Breakfast to get ready for the Bike Month, and there were about 50 attendees came. a Bike Fix It Stand will be installed at the Plaza Garage, and there are plans to host a Bike-To-Work Day station next week that will be available to the public.

A comment was made about the percentage of bike use on campus. Mr. Melnyk noted that the mode split for the campus for bikes is 2.9% for commute trip, that is up 1 percentage point from the previous cycle. He added that with regards to mode split, Swedish has decreased the number of transit and carpool/vanpool trips to campus. He mentioned that they must analyze the cause since there was no significant barrier for getting bus passes. One of the reasons may be due to a significant portion of the campus population is at a compressed work week.

A comment was made about the number of staff that were surveyed and its response rate. Mr. Melnyk noted that the survey was done to all employees of the entire campus (Swedish, LabCorps, NW Kidney, and other support staff) and had a 70% response rate.

He briefly discussed the Caregiver Commute and its function. Caregiver Commute is a fully integrated transportation commute hub that brings together commuter data from HR & Payroll, Parking and Commuter Program. This information allows Swedish to identify and customize a message to audiences that may want to change their commuter behavior. This service allows Swedish to come up with incentive campaigns and provide additional services. He added that they are actively getting the information out to employees and staff through transportation fairs, bike workshops, and incentive campaigns.

He concluded that there is a lot of work that needs to be done and they plan to use all the available resources, such as partnering with neighboring organizations and institutions to reach the goal and address the transportation needs of Swedish.

Mr. Letrondo asked about combining shuttle service with other organization. Mr. Melnyk noted that the shuttle service they provide is currently to Swedish campus and expanding to other organizations creates liability issues. He added that they will keep exploring other ideas.

A comment was made about transportation programs and SOV rates with other institutions. Mr. Melnyk commented that it is a hit or miss, and acknowledged that Swedish has more work to do compared to other institutions, but emphasized that they are invested with their transit programs, and have had organized meetings with Metro and their neighbors to identify priorities.

Mr. Letrondo asked if a 12-hour is a typical work shift. Mr. Melnyk noted that they have a variety of work shifts, but the nursing staff is generally at a compressed work week.

Mr. Letrondo commented if Metro can provide services for these late shifts. Mr. Melnyk commented that this is where a unified voice is needed to communicate their priorities to influence the long-range transit planning and he added that starting the conversation down the line is important.

A comment was made about if these neighborhood meetings are open to a wide audience. Mr. Melnyk mentioned that these neighborhood meetings came from the Integrated Transportation Board (ITB) that meets bi-monthly and involves time commitment. Mr. Melnyk indicated the ITB consists of representatives from Swedish, campus wide employees, Republic Parking NW, neighbors Bill Zosel and Dylan Glosecki, Commute Seattle, SDCI, King County Metro and SDOT. He added that if there are other groups that are interested to join and participate, he is happen to open it to a larger group.

A comment was made about getting more information to the neighbors and if they are aware of the history of Swedish employees' parking in the neighborhood and the tension it created. Mr. Melnyk commented that he is aware and not ignoring the issue and there is a need to act and offer improvements.

A comment was made if the streetcar is a possible mode of transportation to provide relief. Mr. Melnyk mentioned that in the survey, they did discuss the streetcar, and since it is new, they need to observe and incorporate this mode in their message and in their transportation portfolio.

IV. Concept Streetscape Design Plan for 18th Avenue

Ms. Danielle Simpson from CallisonRTKL provided a brief outline and overview of the MIMP conditions and progress as well as the concept streetscape design.

She noted that the new MIMP was approved with a set of conditions. There are 103 conditions in total and some of these conditions are specifically applicable to the 18th Avenue project. These conditions range from building design requirements, building performance, transportation issues, holistic landscaping and wayfinding. She added that some of these conditions need to be reviewed and addressed before any construction.

Condition 12 will be the focus of tonight's presentation. She summarized some of the key features of Condition 12. Condition 12 needs to be addressed as part of the MUP (Master Use Permit) or prior to submittal. The concept streetscape design that will be presented at this meeting has been shared with SDOT, and already received preliminary comments.

The key items for the design plan is that it must be consistent with the Seattle Right-of-Way Improvements Manual. Also, if 18th Avenue is a designated greenway, it must follow SDOT & Seattle Greenway standards. It must include wayfinding for pedestrians and bicyclist, pedestrian-scale lighting and landscaping along frontages, and any elements and design requirements may be modified by SDOT.

Concept Streetscape Design Plan

Mr. Jason Henry from Berger Partnership introduced himself and noted that they have been involved in greenways plans and streetscape designs both in public and private entities.

He noted their study area is between Jefferson and Cherry. He mentioned that they are looking at improving the east side of 18th avenue in conjunction with the development of the medical office building. He showed a diagram of the existing 18th avenue streetscape.

He introduced Ms. Anna O'Connell from Berger Partnership to walkthrough the proposed 18th avenue streetscape design.

Ms. O'Connell showed a diagram of the proposed 18th Avenue streetscape. She noted that there will be new trees along 18th, and the large street trees at the corner of Cherry and Jefferson St will remain. Most of the pedestrian related improvements are part of the greenway requirement, but also satisfy MIMP requirements. These pedestrian improvements include creating benches and seating opportunities, pedestrian scale lighting, and bike racks.

She showed a proposed diagram for above ground utilities. She added that they are keeping a 12' wide planting area, but making improvements. These plantings may include a combination of GSI or rainstorm infrastructure planting. One change that they are making is widening the sidewalk to 8' instead of 6'. She also showed a diagram for underground utilities. The ideal scenario will have conduit area under the GSI planting strip.

She then showed a visual diagram of the streetscape features that include potential snapshots of planting and trees as well as materials for seating, lighting, bike racks, wayfinding, and paving samples.

Mr. Kliewer commented about the bike racks and if they were part of Swedish's TMP or is it more for public use. Ms. O'Connell mentioned that it will serve both purposes. There will be several bike racks that will be required based on the number of employees, but the streetscape racks are for whomever wants to use them.

Mr. Letrondo commented about an earlier discussion regarding walking and exercise paths and park nodules, and asked if they are included in this design. Ms. O'Connell mentioned that this does not fall directly on the site according to the MIMP. She noted that across 18th and Cherry there is a designated pocket park open space.

Mr. Kliewer requested a link to the greenway standards for them to review. He also asked if there has been discussion about new traffic signals at Jefferson. A comment was made that there have been a few different offsite improvements indicated in the conditions across 18th at Jefferson, but they will go ahead and look at it.

SDOT Comments

Ms. Sheehan introduced Ms. Sara Zora for SDOTs initial thoughts on the concept plan.

Ms. Zora noted that there is an online survey that is open until May 17th where they can send comments about the greenway and the preferred route. She added that there are two different conditions within the MIMP such as a potential curb bulb on both Cherry and 18th and Jefferson and 18th, it did not go as far as signals, but if a greenway route is chosen at 18th, SDOT would look at all intersections regarding red flashing beacons, etc.

She noted that the concept design is very good as well as the proposed 12' planting strip, 8' sidewalk and the new street trees. The team responded to SDOTs comments and there will be more interactions about other conditions. She added that they would wait until a decision is made about which street the greenway will be on before taking further action.

Ms. Sheehan mentioned to contact her about the link to the survey.

V. Public comment

Mr. Letrondo opened the discussion for public comments.

(Editor's Note: The comment shown below is a summary of statements provided. They are not transcriptions and have been shortened and edited to include the major points raised. Full comments are retained in the files in voice recording (.mp3) form)

Comments from Bob Cooper: Mr. Cooper is a nearby neighbor and he commented that he will submit his comments in writing.

Comments from Cindy Thelen: Ms. Thelen is a nearby neighbor and she commented her concerns about not being informed about the Standing Advisory Committee (SAC) meeting notices. She noted that there were several neighbors that participated in the Master Plan process and attended the Citizen Advisory Committee (CAC) meetings in the past. She requested if this can be resolved so that members of the neighborhood can be notified and be able participate in these meetings.

VI. Committee Deliberation

Mr. Letrondo opened the discussion for Committee deliberation.

Mr. Kliewer commented that he is looking forward for more details especially the standards the design team would like accomplished. He would like to review the greenway standards available so he can read through and thoroughly understand the priorities they need to meet.

Ms. Koehn commented that she would like to see the initial survey and understand what the baseline were for transportation. She would also like to see that the data be broken out by working group and understand the different scheduling issues for these group of employees and if this commuter program is meeting the needs to these group of employees.

Mr. Letrondo commented that he appreciated the different angles the TMP went through, and added that it is challenging to change the culture of people who are used to drive alone. He asked if Swedish offers subsidies for their employees and tenants. Mr. Melnyk commented that the pre-tax option is part of their program for transit, vanpool and parking. He added that transit pass for Swedish is 90% subsidized.

A comment was made about the culture of the campus and how this information is communicated. Mr. Melnyk noted that the caregiver commute program provides a one-stop shop where all information can be accessed 24/7. The portal provides an interest list for carpools where they can see where these people are.

Mr. Melnyk commented that they provide survey results annually, but getting data regarding individual work groups will be challenging because the surveys are anonymous. However, they looked at other data sources to identify who has access to different transportation modes. He added that they have zipcode data that helps them determine where large pockets of caregivers are that need viable transportation options.

Ms. Koehn commented about how the non-respondents to the survey are being treated. Mr. Melnyk mentioned that there were several methods to address the issue, one is to take the breakout mode split and apply it to the entire campus population to get a better idea on how many people are represented. It goes to the secondary and third

level data sources to be able to find the way for those who are not participating to the survey, then it goes to a departmental level meeting.

A comment was made about the difference between the Swedish doctors compared to the rest of the staff regarding transportation. Mr. Melnyk mentioned that the doctors have flexibility about their schedule. It all depends on the culture of the department and how it relates to the overall culture of the entire campus. He added that Swedish is fortunate to have a strong leadership support in helping shift that culture.

Ms. Sheehan commented that as a condition for this Advisory Committee is to review and comment on the plan. She noted that there are still additional questions and information needed and she can work with SDOT and Swedish in getting this information. She would ask the design team to come back at the next meeting and do a refresher.

Ms. Simpson emphasized that this condition is specific to the concept plan and not the development scheme. Fulfillment of this condition specifically on this concept plan to be OK to move forward to complete the design.

A comment was made if the landscaping, and the materials for the benches, etc. is just a snapshot or is this for the entire project. Mr. Henry commented that this is specific only to this project.

Ms. Claire Lane commented that she prefers a continuous bench instead of having broken benches for comfort.

Mr. Letrondo commented if SCL (Seattle City light) will also be looking at the power lines staying above or below the ground. Ms. O'Connell mentioned that there is no final decision and they are considering possible options, and asked the Committee's preference.

Mr. Kliewer commented about the greenstorm water infrastructure and the raingarden that even though it is a beautiful concept, it does get visually unappealing in August and in summer, and it all depends on the planting selection.

Ms. Lane commented on the two approved bike racks, she would like to see larger bike racks to encourage more bike commuters. She also added if there are other bike amenities that will be internal to the campus such as enclosed bike garage, etc. Ms. Simpson commented that there will be requirements to include these amenities. The location of these amenities varies and it will depend on the overall circulation within the site.

Ms. Koehn commented that having an 8' sidewalk would be great.

VIII. Adjournment and scheduling of next meeting

Ms. Sheehan mentioned that the next scheduled meeting is on Wednesday, June 14. She noted that if the greenway information is not available at the June 14 meeting, there will be another opportunity for presentation at the next meeting.

No further business being before the Committee, the meeting was adjourned.