

Meeting Minutes #46

(Adopted June 15, 2023)

Harborview Implementation Advisory Committee (IAC)

Thursday, May 18, 2023

6:00 – 8:00 PM

In-person:

Harborview Medical Center (Research & Training Building)
Conference Room
300 9th Avenue
Seattle, WA 98104

Virtual: Webex

Committee Members Present:

Jackson Taylor	Dani Noune (virtual)
Kenda Salisbury	Kristin O'Donnell
Nancy Hong	Frederick Scheetz
Cathy Jaramillo	Austin Johnson (absent)
Sandy Miller	Carlos Alamo (absent)

Harborview/King County Bond Program staff:

Ted Klainer	Harborview
Leslie Miles	King County
Melvin Givens III	King County
Dave Reeves	Harborview
Mike Swenson	Transpo Group
Kassi Leingang	Transpo Group
Lois Broadway	TGB Architects

City of Seattle Staff:

Nelson Pesigan	Seattle Department of Neighborhoods (DON)
Dipti Garg (virtual)	Seattle Department of Neighborhoods (DON)
Rebekah Anderson (virtual)	Seattle Department of Neighborhoods (DON)
Sean Conrad	Seattle Department of Constructions & Inspections (SDCI)
Polly Membrino (virtual)	Seattle Department of Transportation (SDOT)

(Transcriber's Note: The notes shown below are summaries 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 video recording and available upon request.)

1. Opening & Introductions

Jackson Taylor opened the meeting. Brief introduction followed.

There was a motion to adopt the [April 20, 2023](#), meeting minutes and it was seconded. The Committee voted and the motion passed.

2. Presentation

MIMP Major Amendment Transportation Overview

A link to the presentation can be found [here](#).

Ted Klainer of Harborview introduced Mike Swenson of Transpo Group to facilitate the transportation overview presentation.

Mike Swenson: Presented about existing conditions around the campus including campus facilities, transit, roadway network, parking and trip generation, future baseline conditions and the proposed major amendment.

Mike Swenson showed a diagram of the bicycle facilities and bicycle lane along 9th Avenue going down to Yesler Way.

Kristin O'Donnell: There is no current bike lane on the corner of 9th Avenue going down to Yesler Way.

Mike Swenson/Kassi Leingang: Will update the diagram.

Cathy Jaramillo asked about the difference between a principal arterial versus a minor arterial. Mike Swenson noted that the primary difference is the amount of traffic the arterials are designed to carry.

Ted Klainer asked about how the city does for pedestrian network. Mike Swenson noted that it depends on how projects are prioritized within the city.

Mike Swenson noted that the primary item they were looking at regarding a major amendment are the impacts on the transportation system and how much traffic is being generated by the Institution.

Jackson Taylor: Are there any nominal anchors or remediation plans that tell that there is too much traffic in the area.

Mike Swenson: There is a process that we go through to look at the traffic around the area and whether it can be sustainable in the future. Any traffic studies will be associated with the proposed major amendment. The level of service and operations are also studied to look at the volume of traffic in the future. The City of Seattle has certain guidelines and standards regarding the level of service and operations, and it all depends on how much traffic there is and where it is going to and from and its impact.

Kristin O'Donnell: Did the traffic studies show the impact of parking on Harborview staff, patients, and visitors around the surrounding blocks.

Mike Swenson: Do not have the information but will bring it at the next meeting.

Cathy Jaramillo: How do the traffic studies distinguish between people that have nothing to do with Harborview versus people that go to Harborview.

Mike Swenson: The traffic studies is looking at the existing parking garages within the MIO (Major Institution Overlay) to identify where traffic is coming through and from. Baseline conditions are identified that will occur in the future regardless of any actions of the major amendment.

The major amendment will look at and assess what are the upcoming projects, how much square footage is going to be, how much traffic is going to generate, where is the traffic going to or coming from and the impact of traffic on the intersection and around the campus. The level of service has not been calculated and it will be presented at the upcoming meeting.

Looking at the square footage and the focus on planned projects for a major amendment indicate that there will be an increase of 200 trips in the A.M. peak hour and 140 trips in the P.M. peak hour.

Frederick Scheetz: Looking at the data about arrivals and departures from the campus during the A.M. and P.M peak hours, why are there fewer people leaving in the P.M. peak hours, should it mirror the A.M. peak hour.

Mike Swenson: Given the schedule of hospital staff, there is more concentration in the morning shift.

Ted Klainer: There are more patients and visitors that come in the morning for their appointments and leave in the middle of the day. The volume concentration drops off in late afternoon.

Kristin O'Donnell: Are the studies show automobile arrivals only.

Mike Swenson: The study represents auto traffic. As we go through the process, there is more information from the Institution about the different modes of travel that hospital staff and employees use.

Kristin O'Donnell: Are the current garages at full capacity.

Ted Klainer: The garages are constantly full. Will bring a summary of various parking quantity, capacity, and parking charges.

Kristin O'Donnell: Does Harborview encourage staff and employees not to park in neighborhood public streets.

Ted Klainer: Harborview has addressed these issues to staff constantly and it has been a challenge. Harborview does encourage staff and employees to use public transportation.

Jackson Taylor: Will there be more information regarding streets that are over utilized because of certain trips to the campus.

Mike Swenson: Plan to come back at the next meeting to share more information about key intersections around the campus and the level of service it currently has and in the future.

Jackson Taylor: Is calculating the existing square footage a common Transportation Management Plan (TMP) practice.

Mike Swenson: It is a more reasonable and conservative method to identify in the Transportation Management Plan.

Cathy Jaramillo: Has the City done any traffic studies on James and 9th or is it a separate traffic study.

Mike Swenson: We will be looking at the critical intersections and it is a collaborative effort between the City and King County as well as SDCI and their transportation planner. The traffic around James St. has been analyzed extensively by other major institutions and it will continue.

Sandy Miller: Would like to know more information about the impact areas within a specific radius that was identified by SDOT.

Mike Swenson: We are working closely with SDOT to identify and define these impact area parameters.

Sandy Miller: Would like to know the traffic plan or a potential alternate route for ambulances and King County Metro buses since it gets congested. Would like to see a focus on pedestrian safety and priority through the Yesler pedestrian corridor and how this connectivity would look like. Would like to see if RPZ (Residential Parking Zone) is considered to alleviate any parking impacts around the neighborhood and have it identified.

Nelson Pesigan: Will the current SOV (Single Occupancy Vehicle) goal change for the institution with the major amendment.

Ted Klainer: Harborview received a report from Commute Seattle, and the SOV rate for Harborview went down. The SOV goal for Harborview is 40%. Will continue to work with the City and SDOT on what the new goal will be that is reasonable and attainable.

Sandy Miller: Would like to see the SOV goals from other major institutions in the area.

Dave Reeves: Was there a change in data or trend prior to the pandemic and after in relation to the hybrid workforce.

Mike Swenson: It is a hit and miss. Certain trips are different, and it keeps changing as more companies adjust their hybrid schedule. We can bring more information about the current trend.

Mike Swenson: As the project comes along, the Institution will provide a Construction Management Plan (CMP) with the City that will define construction routes, road and pedestrian closures and detours around and adjacent to the campus.

3. Public Comments

There were no public comments.

4. Committee Deliberation

Sandy Miller: Would like to see at the next meeting more information on street parking and studies on the surrounding streets by SDOT and impacts on the neighborhood.

There was a motion to adopt the Harborview IAC Bylaws and it was seconded. The Committee voted and the motion passed unanimously.

There is no meeting on June 1st. The next meeting will be June 15th.

Ted Klainer: The June 15th meeting will focus on planned and potential projects, more information about open space and the traffic management plan. Transpo Group will also provide more information about the traffic studies.

Ted Klainer: More technical information and aspects about the project will be presented at the next meeting. The proposed schedule and discussion topics that were distributed at the March meeting may have to be adjusted. A summary of all the proposed major amendments will also be presented at the next meeting.

Nelson Pesigan: Will create a document matrix to capture all comments and questions from the Committee about the proposed major amendments. The Committee can use this matrix as a reference to draft a letter of recommendation. A guideline on how to write a letter of recommendation will also be provided to the Committee.

5. Adjournment

Jackson Taylor moved to adjourn the meeting. The meeting adjourned at 7:24 pm.