



MELROSE PROMENADE

OPEN HOUSE 1:
APRIL 3, 2018

SUMMARY REPORT

EVENT OVERVIEW

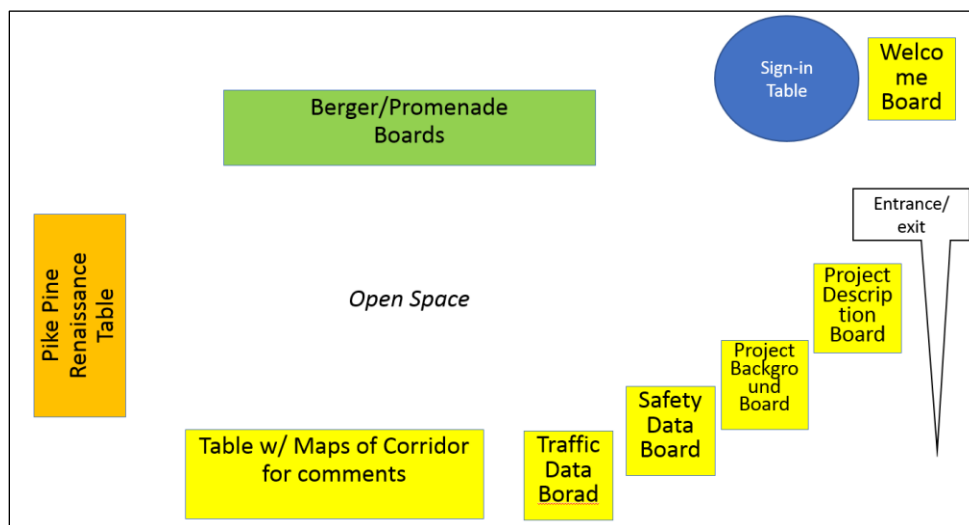
On April 3, 2018, we hosted our first city-led open house meeting for the Melrose Promenade project at Melrose Market Studios (1532 Minor Ave) in Capitol Hill. The meeting was from 5:30 to 7 PM and included partner projects Pike Pine Renaissance and the community-led Melrose Ave planning group for the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

- Bulb out at E Olive Place to widen crossing
- 1 parklet/streeteries
- 2 traffic calming
- 1 new/improved crossings
- 1 plazas

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/streeteries
- 1 art

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/streeteries
- 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/streeteries

Melrose Ave (between Pine St and Minor Ave)

- 2 natural drainage
- 3 streeteries/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




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



PO Box 34996
Seattle, WA 98124-4996




MELROSE PROMENADE

Learn more, tell us what you think
Capitol Hill residents, businesses, and regional safe streets advocates have worked for years to reimagine what an updated Melrose Ave could mean to the community. The r vision has focused on a "vibrant and visually stunning promenade."



We want to talk with you about the project and learn what you think. Please attend our open house on Tuesday, April 3, 5:30-7PM, at Melrose Market Studios (1532 Minor Ave).

[See inside for details](#)

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MELROSE PROMENADE

MELROSE PROMENADE

MARCH 2018



PROJECT DESCRIPTION

Capital Hill residents, businesses, and regional safe streets advocates have worked for years to reimagine what an updated Melrose Ave could mean to the community. Their vision has focused on a "vibrant and visually stunning promenade."

This concept aligns with our mission and concept for Seattle. We applied for and were awarded funding to better understand the vision and start construction as soon as 2020.

Our project goals build off the promenade vision to connect people and places while improving safety. The corridor is a key walking and biking connection in our citywide network.


Right now, people are getting in crashes regularly, 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 a safer, more inviting street 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 is a designated pedestrian zone.

PROJECT MAP



Legend

- Melrose Promenade Project Area
- Melrose Trail
- Placemaking/Vicinity Improvements Project
- Protected 2 to 4 Lanes

OPEN HOUSE
Tuesday, April 3
5:30-7PM
Melrose Market Studios
1532 Minor Ave


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.

You can also visit our website to learn more, take a survey, and get in touch with the team by calling or emailing.

CONTACT
Dan Anderson
(206) 864-8105 | melrosepromenade@seattle.gov
www.seattle.gov/transportation/melrose-promenade-improvement

Interested in participating? Visit www.seattle.gov/transportation/melrose-promenade-improvement or call 206-864-8105



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

CONTACT
Dan Anderson
(206) 684-8105
melrosepromenade@seattle.gov

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

Seattle Department of Transportation | MOVE SEATTLE

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

Seattle Department of Transportation | MOVE SEATTLE

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 1954. Melrose Ave and Capitol Hill were formerly separated by a high retaining wall. Photo by Warner, photographer on November 22, 2014. © Seattle Public Library

In recent years, street-level retail and businesses have opened on Pike Pine Ave and more people are entering Capitol Hill. 25% of nearby households are on foot.

Much of Melrose Ave's history is by virtue of downtown Seattle, the Space Needle, Lake Union, Green Hill, and the Olympic Mountains.

Seattle Department of Transportation | MOVE SEATTLE

TRAFFIC DATA

Traffic Volumes*

- 900 (Northbound)
- 3,700 (Southbound)
- 10,400 (Northbound)
- 5,200 (Southbound)
- 1,700 (Northbound)

Traffic Speeds**

- 30 (Northbound)
- 25 (Southbound)

Miles per Hour
■ 20-25 MPH
■ Above 25 MPH

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.

* Volumes are 15-minute average volumes for all directions. Multiple measurements taken at different times of day.
 ** Speeds are 15-minute average speeds for all directions. Multiple measurements taken at different times of day.

Seattle Department of Transportation | MOVE SEATTLE



PROMENADE TOOLBOX: What do you want added to Melrose Ave?

- Lighting
- Bike facilities
- Natural drainage
- New striping
- Community activities
- Traffic calming
- Art
- Parklets, stateries
- Plazas
- Pavement repair
- New/wider sidewalks
- Bike parking
- Street trees, planting
- Public seating
- New/improved crossings
- Wayfinding signs

Seattle Department of Transportation | **MOVE SEATTLE**

FACEBOOK POST

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Events
 Events
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 Birthdays
 Discover
 Past
 Melrose Promenade Open House
 + Create Event +

Melrose Promenade Open House
 Public · Hosted by Melrose Promenade

★ Interested

Tuesday, April 3 at 5:30 PM - 7:00 PM PDT
 about 3 weeks ago

Melrose Market Studios
 1532 Minor Ave, Seattle, Washington 98101 Show Map

About Discussion

Details

Join the next phase of a community effort to transform Capitol Hill's Melrose Avenue into Seattle's next great public corridor and open space! Capitol Hill residents, businesses and safe streets advocates have already worked for years to reimagine Melrose Avenue as a vibrant and visually stunning promenade. <https://melrosepromenade.com/>

With the help of a \$3M federal grant from the Puget Sound Regional Council, Seattle Department of Transportation (SDOT) is taking the neighborhood vision to the next level and adding their own transportation plans, data, and community outreach perspective to it to determine what will be built in the next couple years.

SDOT is currently reviewing existing conditions and gathering community input on potential strategies. Help us kick-off the next phase of the Melrose Promenade! Attend an open house on April 3, 5:30 - 7PM, at Melrose Market Studios (1532 Minor Ave).

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