

Note: any sentence bracketed by ? marks indicates Secretary's question about whether sentence or statement is complete.

WS Transportation Coalition Meeting Minutes, Tuesday, Jan. 22, 2015
Neighborhood House Highpoint Center, 6400 Sylvan Way SW, Seattle, WA 98126

6:30-6:40 Co-chair Amanda Kay Helmick called the meeting to order, initiated introductions (see Attendees list below), and asked for announcements of new developments since last WSTC meeting. These included:

- ?Grant for lighting & upgrades at Barton bus stop, across from Westwood Village?
- Freight Mobility Plan development continues; Council budgeted money this year to address a number of city corridors, including studying Delridge,
- ?Port -- of Kubly's plan to STU?
- CM & Rasmussen & Mayor Murray officially announced creation of the West Seattle Bridge Corridor Management Task Force in a January 7, 2015, memo. Area covers east side of WS hill to I-5; objectives are to improve & better manage the corridor and responses to emergencies.
- Chas Redmond announced his candidacy for City Council Pos. 1. He joins Board member Amanda Kay Helmick and a growing number of hopefuls for the position.
- Ray Q: what happened to Metro's In Motion program?

6:45-7:15 By laws changes to Article II – Purpose, Article X—Committees, and create Article XXIV – Legislative Agenda. Discussion ensued. Joe will re-draft discussed sections of document and provide them for these minutes. Final, approved version will appear below.

7:20-8:00: Discussion of Bill LaBorde's SDOT Jan. 9, 2015 response to WSTC's 5-point letter (See letter below), which raised questions & comments:

- Q: Vehicle Capacity WS Bridge=>SR99 – will SR99 be viable & relevant to WS if tunnel is built, and if not?
- WS Peninsula Emergency Plan – Victoria, Cindi, Ray & Deb will examine issues of hospital, and WS bed & medical staff inventory
- Increased access from SODO to W-bound Spokane St. viaduct must be followed up. Chas noted that there's less access to Spokane St. from SODO now than there was 10 years ago, and 4th Ave. is as wide as 1st Ave. SDOT should spend \$\$ on replacing capacity previously removed. If 4th Ave. ramp is built, question of weave lane required as it meets 1st Ave. on-ramp lane?
- Lander St. overpass & 4th Ave. on-ramp: Lander is designed & should be funded beyond current 20%, along with a 4th Ave. ramp. Q: what allies can WSTC find to help push that to implementation? Suggestions – BNSF, Port (which built its own horseshoe ramp S. of Spokane St. off of E. Marginal, & 4th Ave. overpass between Clink & Safeco, so must have money to help improve SODO mobility), Starbucks, 1st Ave. businesses, Nucor, Longshoremen, Vulcan, Mariners, Seahawks, Seattle Schools, Chris Hansen (could this be

included in EIS from proposed basketball arena?), Bartell's & Met. Market (their head offices are in Delridge-Andover office building).

- Immediate mitigation of traffic events: Tow trucks and SPD sergeant in Traffic Ops Center are good steps, but Port semi-truck backups on Jan. 14 & 15, and 36 hours required for Rasmussen, Mayor, Port et al. to negotiate truck staging at empty T5, indicate more work needs to be done (Rasmussen went to TOC at one point). Back-ups resulted from political squabbles between T18 owner & unions; however, SDOT, WDOT & federal highways (WS Bridge, E Spokane St., E Marginal, Alaskan & I-5) cannot be used as Port of Seattle truck staging areas, at huge mobility costs to the City. And this kind of mess could recur. Amanda: city should fine terminal owner (SSA Terminals & Port) by the hour!
- Regarding towing accident vehicles from WS Bridge scene – must be taken case by case. Q about tow trucks: if no ability to get AAA in & SPD calls truck, could result in big tow bill from city. WSTC recommends waiting same amount of time for AAA as for SPD called-tow truck if car is blocking traffic. SPD must act to keep traffic moving. Q: How does city ordinance apply? Joe will check with City Attorney – case by case clearing, give SPD decision-making power on site. CM Rasmussen @Delridge: tow company approached him with ideas for improving WS Bridge clearing. He'll follow up.
- WS Bridge Trans. Corridor: planned six-month duration, 4 - 6 meetings, to identify potential improvements, refinements of preliminary concepts, and issue Draft Action Plan by end of 2nd or 3rd quarter. Michael noted that stakeholder group of 15 members (not incl. City staff) is heavy on government & business – SDOT, SPD, Port of Seattle, Maritime, Industrial, and Rail representatives, USCG, Transit Agencies, Freight Advisory Board, Office of the Mayor & Seattle City Council, labor representatives and finally, community members. He advocates adding more representatives of public, small business and commuters.

8:00-8:25 Chris Arkills joined meeting. Discussion ensued of funding for SODO & WS Bridge capacity expansions – must come primarily from state & federal sources, pushed by alliance members (see Lander St. overpass & 4th Ave. on-ramp above)

Rasmussen (at Delridge Community meeting): noted he had to visit Traffic Ops Center personally during truck backup (see Immediate mitigation of traffic events above). The TOC should have gotten word out, and did not. Currently, there's nowhere on Harbor Is. segment of Spokane St. to turn trucks around.

Victoria Nelson Q: What happens when E3 container ships come in, and no ability to move trucks?

ST3 – contingent on passing statewide trans package, now out of money, need taxing authority from leg Olympia, & go on ballot 2016. Scenarios seem to favor transportation funding, but no certainty. (Ray recommended as our stakeholder rep on stakeholder committee of Seattle Transit Oversight Committee). Publicola article 01/22/15. ??

?? ST Rail:

Michael: seems to be Ballard vs. WS competition developing? Would BRT get us service faster than rail? ST3 implications, and both would require significant concrete.

Arkills: BRT is slippery term – Rapid Ride to rail – the closer BRT gets to grade separation, the closer it gets to the cost of rail. Metro & ST work as one in planning, and in sharing facilities. Costs for rapid links with downtown depend on how far into Ballard & WS you go – to Crown Hill N & White Center S plus downtown bus tunnel eat up all the money; to Market N & Junction S through tunnel or down 1st Ave. is more reasonable cost. What are most flexible options combining rail plus bus?

Suggestion: create partnerships w/Ballard. Invite Ballard Dist. Council to meet w/ us (Chas – they’ve got a robust Transp Committee, & have been working w/Metro.

Traditionally Seattle looks at west side in transit development. For ST3: ??who is?? asking for sales tax authority, plus more progressive prop tax authority & MVET.

8:25-8:30 Viaduct mitigation money runs out June 2015; no STP date on Bertha & completion of tunnel – cannot provide date, 2017 off the table. Arkills: Governor, KC and Seattle realize it would be catastrophic to cut mitigation funding. It has been a success – viaduct vehicle traffic is down apx 25%, bus ridership up apx 50%. If transportation package passes, more funding past June 2017; if not, maybe special funding.

WS Circulator – Metro looking at smaller buses, routes, perhaps duplicate that kind of system for us, (50 & 60 buses like that). Arkills: Metro looking at different alternatives, partner w/senior centers, Highline Hospital. Keep an eye on Metro to kick off its long range plan (20-30 years), the first time since the 1980s. Metro will initiate a series of public meetings, a robust website throughout county starting Feb 2015. KUOW interview, plus circulator, plus Arkills

Bikes to go: not city-wide – rolling out gradually from downtown, SLU, Cap Hill, U District. It looks like they’re being well used. Also, Car 2 Go is expanding, they & others get two years to cover the whole city – Michael T-J will check on city’s requirements. Money in recent budget to expand to WS. ?? Ponto folks ?? come at them with plan for how to expand network in WS.?? Regarding efficacy of Car2Go, Zipcar, etc., listen to KUOW report on comparison research now being run by Berkeley CA, agency: <http://kuow.org/post/seeing-more-car2gos-seattle-its-not-your-imagination>

8:34 Important joke shared from WSTC Secretary’s mother:

Howard dies & waits in line for judgment. Some souls go right to heaven, some Satan throws into a burning pit. But every so often, instead of hurling a poor soul into the fire, Satan tosses it aside.

Curious, Howard asks Satan, "Excuse me, but I'd like to be spared like those folks. Can I be part of that group you're putting aside from the fires of Hell?"

"Not unless you're from Seattle," Satan replied. "They're too wet to burn."

8:35 Adjourn, followed by general discussion

Attendees:

Amanda Kay Helmick, co-chair

Joe Szilagyi, co-chair

Martin Westerman, secretary

Deb Barker, WSTC board

Ray Krueger, WSTC board

Tom Linde, WSTC board

Chas Redmond, WSTC

Michael Taylor-Judd, WSTC board

Victoria Nelson

Chas Redmond, Pos. 1 City Council candidate

George Capestani, Pos. 1 C. Council candidate

Bert Patrick, Admiral Dist.

Jon Wright

Tracy Record, WS Blog

Bryan Bloss

Chris Arkills,

Respectfully submitted,

Martin Westerman, WSTC Secretary