

**WS Transportation Coalition Meeting Minutes, Tuesday, Feb. 26, 2015**  
*Neighborhood House Highpoint Center, 6400 Sylvan Way SW, Seattle, WA 98126*

***Secretary's questions:***

- 1. Who's got the sign-in sheets?***
- 2. Have we mailed a questionnaire to every declared District 1 and at-large City Council candidate re: peninsula transportation issues? And are they responding in writing, to publish them on our site with responses requested no later than April 20, 2015?***
- 3. Two attendees at last night's meeting expressed interest in joining the WSTC Board:***
- 4. Has construction begun on Delridge-Andover sidewalk improvements?***
- 5. Please explain ? DPD 1500 foot no parking issue, comment period ends Mar 5***
- 6. Would one of you please send me the approved texts of by-laws changes for Articles X & XIV?***
- 7. ? Construction in Delridge -- improve Andover sidewalk?***

6:30-6:45 Co-chair Amanda Kay Helmick called the meeting to order, initiated introductions (see Attendees list below), and asked for announcements of new SDOT developments since last WSTC meeting. These included:

- SDOT will release findings soon on its 35<sup>th</sup> Ave. S.W. and S.W. Roxbury improvement study
- ??? Construction Delridge improve Andover sidewalk
- Low bridge early-warning-of-opening (2 hour) protocol goes into USCG Harbor Safety Plan in March: thanks to, Council Member Rasmussen & his liaison Evan Clifthorne, Puget Sound Pilots Assoc., Port of Seattle, US Coast Guard, SDOT, Duwamish Waterway maritime interests, and Martin Westerman
- ??? DPD 1500 foot no parking issue, comment period ends Mar 5
- Fauntleroy updates – Fauntleroy Way crosswalk & pedestrian-activated signal to be installed @S.W. Rose St., between E & W C Line stops; Endolyne Triangle on track for completion by summer; 10200 block SW Martine View Dr guardrail on hold pending SDOT-PSE discussion on handling buried high-pressure gas line

6:45 City Council candidate introductions, 5 min. each:

Tom Koch (pronounced “kosh”), Pos. 1: N. Admiral resident, Arts West & other civic orgs board member; 29 yrs. in land use, as developer, project manager, city & county government liaison, & business & non-profit org leader. Experienced in budgeting developer impact fees to pay for infrastructure development, affordable housing, open space & other civic projects, he knows Seattle developers can easily afford to pay & still make 20% profits. He's frustrated w/ blank check Seattle gives developers. “We're missing the boat on long-term sustainability & fairness.”

John Persak – Pos 8 (Burgess seat, Georgetown): Longshoreman, experience w/Port of Seattle, Waterfront Federal Credit Union, board of Central Co-Op, transportation & land use issues advocate. Grade separation is way to go in WS – constrained geography,

rail or bus must go over or under the Duwamish -- expensive, but must provide rail for Ballard & WS. Favors completing bike maser plan – spend \$4M, finish in three years, improve pedestrian access, and E-W transportation across peninsula; supports another levy.

Michael T-J: a WS Pos. 1 Candidate Forum is scheduled for Sat., Mar. 14, 9:00 a.m.-12:00 p.m. at WS Senior Center, 4217 SW Oregon St; breakfast for donation.

7:00 WS Circulator/ Connector – Ray K. & Marty W.: working group has begun discussion & potential route mapping, leaning toward using the service as an east-west connector between established Metro/SDOT bus routes. Addressing Big Questions: demand who will use service & when?), arrival frequency & headway, equipment & drivers.

7:05 By laws changes (see details below) voting -- approved Jan., general vote Feb.:  
Article XIV: Legislative agenda. passed unanimously  
Article X: changes to committee, passed unanimously

7:15 Paulo Nunes-Ueno (formerly Seattle Childrens'), Director, SDOT Transit & Mobility Division, and Deputy Dir. Bill Bryant (formerly Metro), introduced.  
Opening statement: Metro made smart decision not to cut service, public smart to pass Prop 1. SDOT committed to improving transit reliability, i.e., “always on time” bus corridor concept. Sees SDO. as keepers of road & track rights of way, managing planning, capital facilities & improvements, streetcar network & ops, buses (w/ Metro), and parking ops & policies.

To create great mobility corridors, and viable bus & streetcar network, must remove street parking & find alternative parking options, using “world class curb-space management.”

Strong on commute trip reduction programs – enterprise incentives, bike share; free floating car share (Seattle is a leader in TNC (transport network companies – Uber, Car2Go (will expand city-wide from 500 to 750 cars), BMW soon to enter market, etc.). More convenience & mobility choices as network builds.

Within Prop 1, two families of service: 10 min network (really 5-12 min), and 15 min (13-15 min). The 10-min will cover 26% of Seattle households within 3/8 mi (7-ish minute) walk by June, and 43% by Sept. thanks to Prop 1 investments.

Mayor Murray soon-to-announce Move Seattle – 10-year commitment to reach 75% of households w/10 min. network by 2025. Will require more capital & service investments, coordinate w/parking, priority bus lanes, and system reliability upgrades.

SDOT will work w/Metro & upgrade one corridor at a time, increase transit – finish streetcar network, augment & add buses, plus bike share & expand TNCs. Make boarding more efficient, reduce car delay behind bus bulbs, e.g., with all door boarding, forward & rear Orca Card readers, reduced dwell time.

#### Questions:

Q: What parts of Seattle are included in initial 43%?

A: Downtown, Belltown, First Hill, close-in neighborhoods. C-Line will go 12 min midday frequency, all day Sat., 6-10 min peaks both directions starting June; late night 15s 'til midnight.

Qs: will SDOT add more buses? And will you adding new routes, such as replacing 133, & adding C Line Fauntleroy express?

A: Yes on C & D Lines. Prop 1 investment is 40 buses, 18 hrs a day every day; make C Line 20-30% more frequent. We'll address current needs first that apply to 80% or more of Seattle stops. The 116 is Fauntleroy express. Won't add no new routes

Q: Rapid Ride signal prioritization, e.g., Alaska Fauntleroy bus stop?

A: Yes – majority of 12-15 WS signalized intersections operational (bus is detected w/GPS & odometer telling signal controller that bus is coming; signal turns early, red signal shortened, so green faster). Other end of spectrum: pedestrian light starts flashing red, or light set to turn green when bus arrives. Used on C, D, & E lines

Queue jump: separate light for bus, lets it pull ahead of traffic, but signal priority is better. Works in Europe, but standards don't translate to U.S., so SDOT must often invent as it goes along – like Delridge stop on near side of signal – bus stops, is detected @stop & green light allows reverse queue jump.

SDOT makes all decisions in data driven way: v. good metrics + displaying data to operators + learn & develop & invent then fold into new action framework

Q: clarify your June C Line peak times 6-10 min – contingency plans?

A: for additional buses (10% more than current Metro 800); biggest pinch point is 3<sup>rd</sup> & Pine-Pike. We're extending bus stops there so 3-4 buses can get in, not 2-3. This will improve things. Also looking at solutions for WSB to 99 route, & direct connection to bus lane

Q: must fix 3<sup>rd</sup> – FedEx & other vehicles pull in there to make deliveries. Make sure Metro buses in back don't leave early.

A: Metro is constantly educating drivers.

Q: if you're focusing on one corridor @time—can you make WS Bridge first?

A: We'll flesh out data template first to understand current performance, make sure interventions work & are sustainable. More work to do building out

Q: We suggest improving local performance, e.g. @Avalon-35<sup>th</sup> to WS Bridge, without sacrificing access in bike & freight master plans.

A: Big fight to get bus lane on Avalon & a Genesee signal, & take away parking 6-10 a.m. Limited hours on Alaska transit lanes. Question is when to restrict parking in non-peak direction? Uphill has no bike lane safety issue -- bike & vehicle speed differential.

Q: Who to talk to about moving tunnel construction barriers into traffic lanes from Madison to turn on Alaskan Way bike lane under viaduct, and why do workers get to move barriers into traffic when they're required not to?

A: Seawall construction – traffic control plans were approved 1-3 years ago w/ construction projects. Barrier Qs: is there enough space around curbs, curb to curb, etc.?

Q: How to integrate city transit board in Metro? People understood the city board would plan it & there's no board.

A: Need additional contracts set up as more service brought on line, & opportunity to buy more services & structure. All happening fast – City & County councils just approved this package last week. Needed councils' approval because lead time about 4

months between decision-making & putting services on street. Staff had to make decisions or delay June svc intro.

City package commits to oversight board; Bridging The Gap oversight committee for expenditures & money management; they'll announce appointment process for board members, including WSTC's expected seat (previously discussed w/the Mayor's office, City Council and SDOT) on panel or commission that will oversee Proposition.

Q: SDOT never incorporated ferry traffic in Fauntleroy Way analysis. One stalled car on Fauntleroy Way will work havoc w/C Line & 116 plans.

A: Traffic analysis did include ferry surges (?)

Q: "world class parking" – need lots of tow truck availability. Can SDOT outsource to AAA? WASHDOT has own system

A: Need resiliency, parking in wrong place blocks mobility. More tow trucks; make good bus lane enforcement process. We've got few carrots, mostly sticks – blocking the box fine in Seattle -- \$275?

Q: Work w/DPD on parking & land development?

A: DPD-SDOT – where parking oversubscribed, need to manage it true to use, & remove appropriately to serve transit.

Q: & Tom Koch: Seattle's inclination is to let developers off hook for parking & garage costs. Everyone has cars, that impact local businesses, impact workers. It's fantasyland thinking that lowering costs for developers creates affordable housing, & eliminating parking moves people to buses.

Q: Diff color buses?

A: No—Metro buses purchased svc (50K hours), now add 250K hours, thinking if diff colored or symbol to show it's Prop 1 money paying for it

Q: All door boarding to speed buses, Orca readers front & back doors (like SF Muni) – fare loss?

A: Optimizing bus service on the Rapid Ride C into downtown, such as with dedicated "red" transit lanes all the way from the West Seattle Junction to the West Seattle Bridge's dedicated bus lane. Similar possible improvements to other Metro routes in the West Seattle, South Park, and District 1 areas. Cost of enforcement issues, vs. ease of operation: systems tend to self-balance; need enough "squeeze" (enforcement) to keep people honest, but still maintain system efficiency.

Q: What is Metro's commitment to Westwood "transit hub"? Amanda put in for grants for crosswalk, lighting, etc., Get off C at Roxbury Park, run 2-3 blocks around to 120 just to get to White Center. 60, 125, C, 21, 560, 120 all come through in two separate places. Biggest complaint – 2 zone fare 2 blocks from White Center to Westwood – unfair. What can SDOT do to support?

A: (Bill sighs) my goal is every district w/a transit coalition (P- if only there were transit nerds like this every neighborhood!).

Paulo: we'll schedule a field trip there.

Q: What about when buses run lights?

A: Get bus number, report to Metro for accountability

Q: Get rid of California-Fauntleroy bus bulb system – blocks traffic box, runs through 1-2 signal sequences

A: We'll never do style again, but we're stuck w/that one now

**Q:** Desperate need for people get to shopping, restaurant, entertainment, & they use cars. Now that we have transit improve, what would city purchase that would look different from what Metro does?

**A:** Use Prop 1 to run routes beyond normal commute times, more frequently, fill in where Metro reduces holiday service; and create transit-linked activities -- Access network, Bike To Work month; Trans Choices Coalition runs “Try Transit Month.” Also need to market, produce promo materials (WSTC Board: “WSTC is happy to help.”) Farebox recovery on some routes as high as 75%, but typically 40% or less recovery on many of our routes; several dog routes, too.

**Q:** South Park is the most overlooked neighborhood in the city; no services, a farm, industrial, new bike path, no transit. How to get them integrated?

**A:** Beside 60 – will add more eve, weekend service. The 128 runs outside city, so no addition there. Seattle.gov STBD info there; Georgetown has it rough, but S Park really isolated. Have to use Prop 1 partnership money because other jurisdictions haven’t taken us up on it.

Amanda – WSTC now invites you come back in July meeting, so you can tell us how great the rollout went.

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

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**Upcoming WSTC Schedule:**

March 26: Membership Meeting:

Proposed Guest: SDOT - the question of dedicated Bus Lanes comes up routinely. Let's find out what would be required to theoretically get coverage of dedicated bus ways (the red lanes) at least through the Triangle corridor and Avalon. Invitees may include JUNO, Fairmount, SWDC & DNDC chairs, and nearby stakeholders and groups.

WSTC Membership Meeting, April 23, 2015:

This is the deadline to declare for the WSTC Board if you are interested in helping. By this meeting the draft of the Platform is circulated to all local groups for feedback.

WSTC Membership Meeting, May 28, 2015:

EVENT: Odd numbered Board position elections, 1-3-5-7-9-11.

WSTC Membership Meeting, June 25, 2015:

EVENT: D1 City Council Candidate Forum For Transportation. This is the last possible date before primary election; the primary is on August 5; this gets us in ahead of ballots. We would invite all D1 candidates to discuss transportation issues.

WSTC Membership Meeting, July 23, 2015:

Another review of the status of the Five Items and other outstanding requests of the city. As the pace of these things can be slow, we should plan on ongoing January and July reviews of these.

Board vote to accept Platform draft for final round of feedback, requests for acceptance by member groups by October 1, 2015.

WSTC Membership Meeting, August 28, 2015

WSTC Membership Meeting, September 24, 2015

WSTC Membership Meeting, October 22, 2015: last regular meeting of the year. Board votes to accept and enable final Platform.

November: No General Membership meeting

December: Holiday Party!