

WS Transportation Coalition Meeting Minutes, Thursday, May 28, 2015
Neighborhood House Highpoint Center, 6400 Sylvan Way SW, Seattle, WA 98126

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

. Amanda:

- SDOT is continuing Arbor Heights micro-surface seal over chip roadways on Arroyos streets – SDOT map was distributed;
- June comment session on Move Seattle ends June 18 – she urges WSTC members & others to e-mail or appear at public forums to comment;
- CM Licata has suggested other funding sources for Move Seattle other than property taxes; Joe & Michael T-J spoke in favor of those
- Contact discussions should be re-initiated with WS Chamber of Commerce to get us on same page regarding mutual support for ingress-egress funding, beyond Fauntleroy Boulevard project

. Marty: conversations w/ Andrew Glass Hastings, Evan Clifthorne (CM Rasmussen) & SDOT Exec Dir. Bill LaBorde re: Endolyne

- AGH: no Mayor/city plan or funding, in Move Seattle or upcoming WS Bridge Transportation Corridor initiative to improve WS ingress-egress. Rather, efforts will concentrate on using the corridor more efficiently. Gist: we can't let WS wag the city. Amanda: "That sounds like a challenge."
- Clifthorne: inter-departmental teams are finalizing work on city concerns for WS Bridge Transportation Corridor initiative, plan to name citizen advisory committee in June
- Toward that end, Marty is conversing as WSTC rep w/ Nucor, Port of Seattle & others about their wishes for Spokane St. corridor improvements, to build WSTC relationships, and help move the citizen advisory committee forward faster, through acquaintances and alliances already made, and make it more likely WSTC needs will be addressed
- LaBorde: when public outreach is handled by community groups, usually more thoroughly and over a longer period than SDOT, there's no reason for SDOT to spend time & money doing it; odd note on getting Rose St. crosswalk / AGH – Evan conversations

. Deb: Morgn Comm Fest Sat. June 20, Morg Junc Park, w/candidate corral

6:55 – Board Elections: Amanda asks candidates raise hands; Joe S. surprise – he will drop from co-chair & board; will remain in WSTC doing Legislative Agenda, & attending meetings. Vote by acclamation: all candidates now elected; Michael T-J remains in Pos. 6, 1-year Joe S. elected Social Media Chair; he will make needed corrections to website

7:00: Draft 2035 Comp Plan -- Michael T-J: Every 20 years, city revises its full comprehensive plan to generally address how we want growth of jobs, housing, needed infrastructure, etc. to go in the next period. It's high level, low detail, & city conducts a parallel process within

all departments, to make sure plan takes dept. needs into account. Portions of the plan are updated every 5 years.

Compare this to the transportation plan -- if Sound Transit wants light rail to WS, it draws lines. If asked for detail, ST replies this is a suggestion, a tool.

Nothing presently in Comp Plan for WS; needs comment from WSTC. Comment period ends June 18. Comp Plan draft EIS assumes area growth of 120,000 people and 115,000 new jobs by 2035, & studied four growth alternatives & impacts.

Draft comments from WSTC: Marty chair, plus Larry W, Tom Linde; Larry W, Deb Barker, Chris Bast, Chas R, Victoria N

. Victoria: light rail should be mentioned & isn't.

. Tom: how to leverage what we want for WS? Everybody assumes ST3 will solve it; no assurance Olympia fund enough. Position WSTC as squeaky wheel. In last plan, DPD got license to develop; in new plan we anticipate changes of boundaries for urban villages & 300% of development. My concern: when gov't entities hit difficult scenarios, they try to skirt or change rules so get around or not have to meet compliance. Make clear this is NOT an option

. Larry: concurrency screen lines say bridge is over capacity, and no more growth should occur in WS – no more growth until city is in compliance w/plan, e.g., “none of your Comp Plan options is good enough, because none addresses any ingress-egress issue. West Seattle wants all growth supported by transportation infrastructure improvement. We started as firebrands; since pulled back; now time to light fire again.

. Whatever verbiage we use, minimize mention of growth issues, so WS not seen as NIMBY. Better to frame this as growth-and-livability issue – we need infrastructure to support growth. Without that, it's cart before horse. Must get WS considered in Comp Plan

. Getting in & out of WS is now dangerous, time-consuming, high-pollution.

. We're concerned about long-term T5 plans, nowhere addressed

. Use EIS trigger language to force study. Objective: prove non-compliance/concurrency; lack of specific solutions, include concurrency lines to show out of compliance

. We now have less transit capacity and road capacity than ten years ago– true? Fewer lanes carrying more vehicles.

. Get co-signatories? Invite comments on our website?

Upcoming: Committee on funding 0900 May 29, City Hall

Move Seattle: City feels like they've given us Lander & Fauntleroy Blvd. Have we put in opposition to. WS Chamber? Probably not.

What do other orgs – Futurewise, Transp Choices Coal statewide, etc/ think?

As we aren't political, we don't endorse; we do WS mobility. Concentrate on coalition building w/neighbors & WS groups.

Chaz: nobody can find anything to support in Move Seattle; vote no on it.

Jim G: my biggest fear – stepping out from levies for maintenance, not capital funds. Legislature faces Tim Eyman problem. We need to get city gov't to repeal his destructive measure, eliminate prop tax options, must give legislature taxation control again

7:55 Alon Bassok, Pos. 1 candidate: bold statement, shares many WSTC sentiments

Long term bond vs. levy assessment: on [Bassok website](#) – holistic proposal to integrate massive redevelopment of roads; ultimate Rapid Bus WS to downtown; neighborhood junction connectivity through rail. It's all about the corridors. Metro serves "choice riders"; how to hold it accountable? Seattle dollars support Seattle transit; advocates Seattle-only system. "Metro are our employees." Buses need to run til the bars close.

Adding density can add commercial life, rebuild local feeling. But density without amenity is worse than sprawl.

Suggests watching *Take Me For A Ride* movie

8:30 Meeting adjourned

Attendees May

Amanda K Helmick Co-chair

Joe Szylagi Co-chair

Tom Linde Board

Victoria Nelson Board

Deb Barker Board

Ray Krueger Board

Martin Westerman Board

Michael Taylor-Judd Board

Marci Carpenter Board

Larry & Candice Wymer

Mark Jacobs

Jim Gunther

Chris & Caitlin Bast

Bert Patrick

Diane Vincent

Jon Wright

Mary Tastet

Jesse Simpson