



TAB Members:

Ezra Basom  
 Marci Carpenter  
 Carla Chávez  
 Kevin Duffy-Greaves  
 Jonathan Howard  
 Quinn Majeski (Get Engaged)  
 Ron Posthuma  
 Zach Shaner  
 Erin Tighe  
 Katie Wilson

**Date:** October 28, 2016

**To:** Members of the Seattle City Council  
 Michael James, SDOT

**Subject:** Streetcar Access

*The Seattle Transit Advisory Board shall **advise** the City Council, the Mayor, and all departments and offices of the City **on matters related to transit** and the possible and actual impact of actions by the City upon all forms of public transportation.*

*The Board shall be provided the opportunity to comment and make recommendations on City policies, plans, and projects as they may relate to **transit capital improvements, transit mobility, and transit operations** throughout the City...*

*The Board shall help facilitate City policies, plans, and projects that support local and region-wide transit mobility efforts, to help **ensure a functioning and coordinated transit system** throughout the City and region.*

*The Board shall function as the **public oversight committee of revenues collected under Seattle Transportation Benefit District (STBD) Proposition 1**, as described in Resolution 12 of the STBD...*

*The Board shall make an annual report to the City Council on the status of its work program and the achievement of its goals.*

**City Council Resolution  
 31572**

As our public transit system becomes increasingly integrated across agencies and modes, it becomes increasingly important that riders can transfer easily and without paying multiple fares. Seattle’s Streetcars now pose a challenge to people who rely on Metro’s Human Services Ticket Program: neither the tickets, nor the paper transfers that riders receive after using tickets on a Metro bus, are accepted as proof of payment on the streetcars.

This year 139 non-profit human service agencies participated in the Human Services Ticket Program, distributing well over a million tickets to tens of thousands of low-income people including seniors, youth, people with disabilities, veterans, refugees, victims of domestic violence, and people experiencing homelessness.

A large number of service providers are located on or near the streetcar lines, and many of these distribute tickets to their clients. These include Compass Housing, Union Gospel Mission, Operation Nightwatch, Asian Counseling and Referral Service, St. Francis House, Seattle Indian Center, a YWCA homeless shelter, Harborview and other medical facilities on First Hill, FareStart, and the new Mary’s Place shelter in South Lake Union. The proposed First Avenue Streetcar would add even more service providers to this list.

The Seattle Transit Advisory Board urges the City of Seattle to work with King County to find a solution that will allow people who rely on the ticket program to ride the streetcars. One possibility might be to have the light rail day pass portion of the new “combo-tickets” also serve as proof of payment for the streetcars. In order for this to work, all tickets (not just the peak-rate adult fare tickets) would need to come with a day pass, and the design would need to be changed to reflect the addition of the streetcars so that people know they are allowed to ride. We urge you to address this problem without delay so that a solution can be found in time for the new year, when many service providers purchase tickets for the entire year.

Thank you for working to make our transit system accessible to all.

Sincerely,

Seattle Transit Advisory Board