Citizens Transportation Advisory Committee

Transportation priorities for future funding

Seattle Transportation Benefit District

July 18, 2011

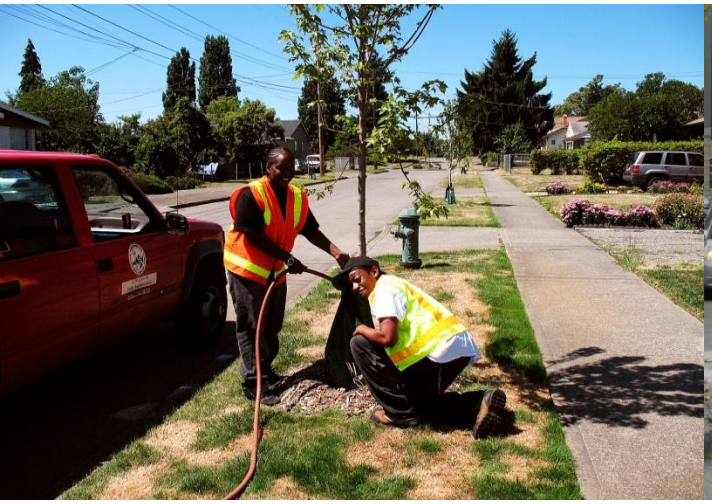
Committee Members

Co-chairs

- Kate Joncas, Downtown Seattle Association
- Ref Lindmark, Citizen Activist

Members

- Karen Braitmayer, Accessibility Consultant
- Tim Gould, Sierra Club
- John Littel, Carpenters Union Local 131
- Brice Maryman, SvR Design Company and Great City
- John Mauro, Cascade Bicycle Club
- Rob Mohn, Columbia City Property/Small Business Owner
- Paulo Nunes-Ueno, Seattle Children's Hospital
- Estela Ortega, El Centro de la Raza
- Shefali Ranganathan, Transportation Choices Coalition
- Lyn Tangen, Vulcan, Inc.
- Keith Weir, Seattle Building & Construction Trades Council
- Barbara Wright, Public Health and Transportation Advocate



SDOT has stewardship over a $13 billion transportation system

Our needs exceed our revenues

Core Services

$1.8 billion maintenance backlog

Our needs exceed our revenues

Bicycle Master Plan

Total Cost to Implement: $240M

2011 Budget: $4.7M

Spending since 2007: $15M

Our needs exceed our revenues

Pedestrian Master Plan

Cost to implement Tier 1 Projects: $840M

2011 Budget: $15.4M

Spending since 2007: $28M

Our needs exceed our revenues

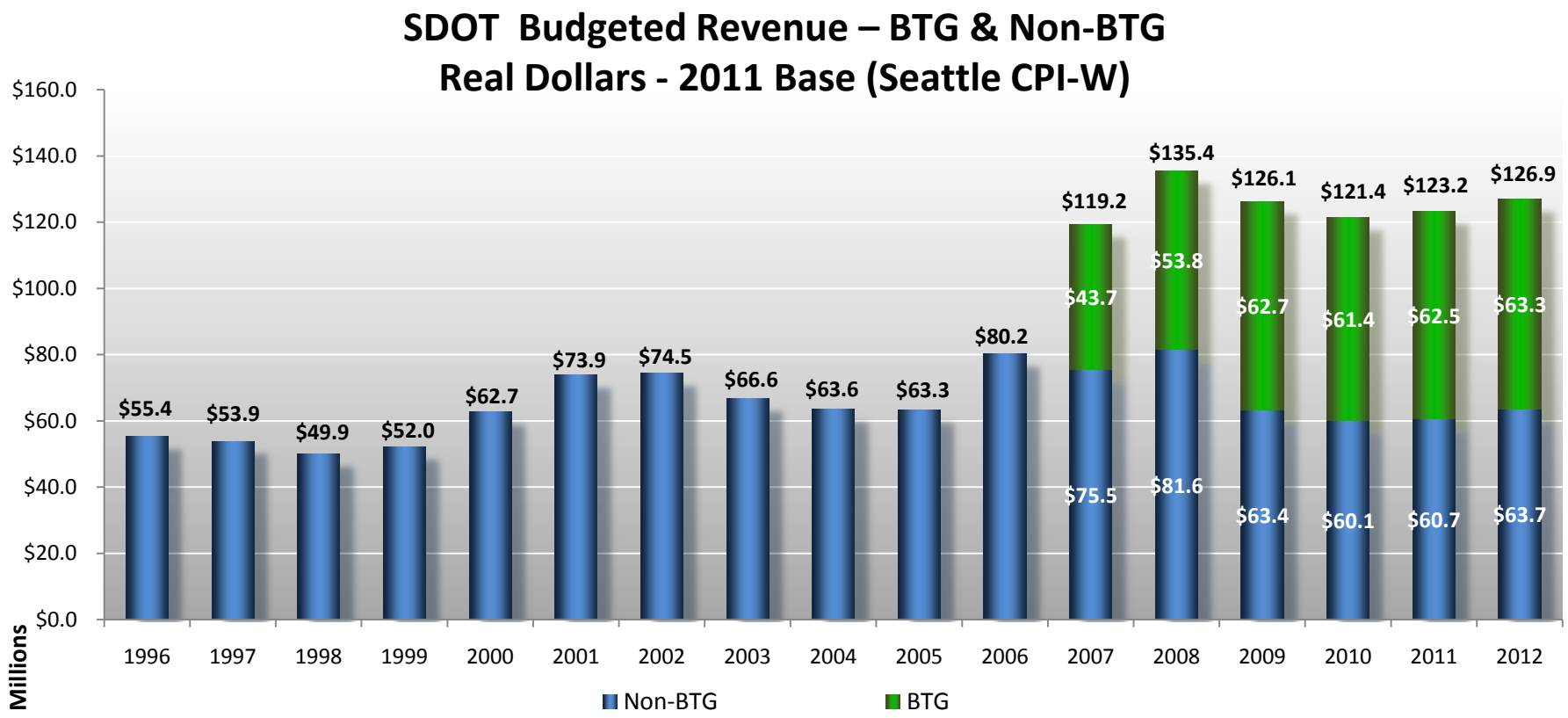
Transit Master Plan

Total Cost to Implement: Plan under development. Total funding need unknown.

2011 Budget: $16.9 M (Service partnerships, corridor projects, King Street Station)

Our needs exceed our revenues

Base revenues declining



CTAC III Process

Community Engagement Activities

Method	Participants	Sample Size	Caveats
Telephone Survey	Homeowners – 50% Registered voters – 88%	N=400	•Statistically valid •No opportunity to probe and understand responses
Online Survey	Homeowners – 66% Registered voters – 96%	N=2,160	•Not statistically valid •A lot of responses
Roundtable Discussions	Community leaders representing neighborhoods, environmental groups, business and freight groups, people with mobility challenges, social justice, and public health	N=33	•Discussions offered opportunity to probe and gain deeper understanding of responses than survey •Diversity of opinions
Public Workshops	Seattle residents North, Central and South Sectors	N=130	•Small group discussions offered opportunity to probe and gain deeper understanding of responses than survey •Diversity of opinions
Social Justice Interviews	Social Service and Health Organizations: Asian Counseling and Referral Service , Neighborhood House, New Holly - Seattle Housing Authority, Refugee Women's Alliance, Salaam Urban Village Association, Seattle and King County Public Health, Vietnamese Friendship Association and SE Seattle District Council	N=7	•One on one conversations offered opportunity to probe deeply into transportation related social justice issues •Supplemented Roundtable discussions
Speaker Bureaus and Letters of Recommendation	Interest groups and Seattle Advisory Boards	N=14	•Small group discussions and focused recommendation letters

Community Priorities

- Transition from moving cars to moving people and goods
- Improve transit speed, reliability and connectivity
- Protect what we have and make the streets safe for all users
- Pave streets and repair potholes
- Add pedestrian and bicycle connections in neighborhoods to local destinations
- Increase connectivity between neighborhoods

Recommended Priorities

- Transit
- System Preservation and Safety
- Bicycle and Pedestrian Improvements
- Freight Master Plan

System Preservation and Safety

About 30 percent, or $8M annually for:

- Pavement preservation
- Traffic Safety

Transit Master Plan Implementation

About 50%, or $13.8M annually for:

- Transit Access
- Neighborhood Transit Opportunity Fund
- Transit Corridor Improvements

Bicycle and Pedestrian Master Plan Implementation

About 20 %, or $5.4M annually for:

- Pedestrian Safety and Access
- Bicycle Safety and Access
- Neighborhood Street Fund Large Projects

Committee Values

Improvements should address these values:

- Accessibility
- Equity, geographic and social justice
- Economic development and freight mobility
- Environmental stewardship and healthy communities

Accountability, Reporting and Oversight

- Recommend independent monitoring
- Use existing Bridging the Gap Oversight Committee
- Maintain transportation base revenues at historic levels

Seattle Department of Transportation

Bridging the Gap Planned Accomplishments

BRIDGING the GAP

Year: 2010
Run Date: 12/06/2010
Division: All
Program: All

Annual target has been met — 43 accoplishment types are green
Annual target is on track to be met — 0 accoplishment types are light green
Annual target is on track with caution — 0 accomplishment types are yellow
Annual target will not be met — 0 accomplishment types are red

Program	Division	Project Name	Accomplishment	Unit of Measure	Work Plan Target	Q1 Total	Q2 Total	Q3 Total	Q4 Total	YTD Total
Commuter Mobility	Traffic Management	Traffic Operations Spot Improvements - Signals	Electrical traffic control devices evaluated	Count	225	68.00	78.00	60.00	40.00	246.00
Commuter Mobility	Traffic Management	Traffic Operations Spot Improvements - Signals	Electrical traffic control devices installed, modified or removed	Count	50	6.00	28.00	12.00	12.00	58.00
Commuter Mobility	Policy and Planning	Transit Service	Secured transit hours	Count	14,800	0.00	0.00	0.00	14800.00	14800.00
Commuter Mobility	Traffic Management	Traffic Operations Spot Improvements	Speed watch trailer deployed	Times	60	16.00	21.00	22.00	2.00	61.00
Commuter Mobility	Traffic Management	Traffic Operations Spot Improvements	Traffic control concerns evaluated	Count	500	214.00	204.00	155.00	56.00	629.00
Corridor and Intersection Improvements	Traffic Management	Left Turn Signals (auto related)	Left turn improvements installed	Signalized Intersection	4	1.00	2.00	0.00	2.00	5.00
Corridor and Intersection Improvements	Traffic Management	Left Turn Signals (auto related)	Left turn signal improvements evaluated	Intersections	20	14.00	7.00	2.00	1.00	24.00
Corridor and Intersection Improvements	Traffic Management	New Traffic Signals	New signals installed	Count	3	1.00	0.00	1.00	0.00	3.00
Corridor and Intersection Improvements	Traffic Management	New Traffic Signals	New traffic signal requests evaluated	Count	50	26.00	14.00	8.00	5.00	53.00

Next Steps

Recommend TBD and SDOT:

- Investigate additional revenue possibilities
- Seek grants and partnerships
- Increase cost efficiency of project delivery
- Address vehicle weight impacts to streets