

# CTAC III Roundtable Discussions

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*Meeting Summary – June 1, 2011*

## Overview

The Citizens Transportation Advisory Committee III (CTAC III) was established in January 2011 to advise the City Council and the Mayor on transportation priorities and funding alternatives. The committee is tasked with:

1. Developing a project list and spending plan for revenues generated by the new \$20 vehicle license fee imposed by the Seattle Transportation Benefit District.
2. Reviewing the City's transportation needs and funding options and evaluating the potential for a ballot measure asking Seattle voters to fund additional transportation investments.
3. Developing a framework for project selection, prioritization, and evaluation that proactively meets the City's commitments under the state's climate law and vehicle miles traveled law.

To support the CTAC III decision-making process, SDOT and CTAC III hosted six roundtable discussions to gather input from stakeholders. The roundtables focused on different stakeholder groups and areas of interest to ensure a wide range of perspectives were represented.

### Freight/Business

April 25

9:30 a.m. to 10:30 a.m.

Seattle Municipal Tower

### Social Justice – Central and South Neighborhoods

April 27

10:30 a.m. to 11:30 a.m.

Douglass Truth Library

### Neighborhood Interests

April 28

9:30 a.m. to 10:30 a.m.

Seattle Municipal Tower

### Social Justice – North Neighborhoods

May 10

1:30 p.m. to 2:30 p.m.

Northgate Library

### Environmental

May 11

10:00 a.m. to 11:00 a.m.

Seattle Municipal Tower

### Public Health/Disabilities

May 12

10:30 a.m. to 11:30 a.m.

City Hall

## Notification

The CTAC III roundtable meetings were widely advertised through a variety of methods and channels. CTAC III mailed letters and email invitations to over 200 community stakeholders representing a wide range of neighborhoods and interests. In addition, CTAC III members reached out to friends and colleagues, encouraging their participation in the process.

The roundtable meetings were advertised on SDOT’s CTAC III website in addition to a variety of City of Seattle outlets, including Mayor McGinn’s blog, SDOT’s blog, Facebook, and Twitter. An invitation was sent to large Seattle employers and building owners and there was an announcement in the Daily Digest of Economic Development.

The following organizations and media outlets publicized the roundtable meetings on their websites, blogs, newsletters and email listservs:

- West Seattle Chamber of Commerce
- Greater Seattle Chamber of Commerce
- Transportation Choices Coalition
- Downtown Seattle Association
- Cascade Bicycle Club
- New Rainier Vista
- Central District News
- King 5 Events

## **Format**

Each roundtable meeting included a brief overview presentation by a CTAC III member, followed by a small group discussion facilitated by consultant, Jamie Strausz-Clark (PRR). Jamie prompted the discussion with general questions about transportation issues, priorities, and funding. At the end of the meeting, Jamie encouraged participants to provide verbal comments or submit a written comment form.

## **Roundtable Discussions Summary**

The following is a brief summary of each roundtable discussion. The summary is organized by key themes. Samples of individual comments are included to highlight the tone of each discussion.

## **Environment**

### **Attendees**

<i>Name</i>	<i>Organization</i>
<b>Rob Johnson</b>	Transportation Choices Coalition
<b>Brock Howell</b>	Futurewise
<b>Barbara Wright</b>	CTAC III
<b>Lyn Tangen</b>	CTAC III
<b>Kate Joncas</b>	CTAC III

### **Summary of Comments**

***When you think about transportation and mobility in Seattle, what do you think are the biggest issues?***

### **A lot of needs and not enough money**

- *There are a number of big issues coming forward. We have two mega projects in the works, and I-5 reconstruction is not even on anyone's radar right now. There is the seawall, Metro Transit, ST3 – a lot of projects teed up. We need more dollars.*
- *There are a number of local projects and maintenance needs, including sidewalks and bike lanes. There are other basic needs, such as vulnerable bridges.*

***Given limited resources for transportation, what do you think is more important to focus on: maintenance and preservation of the current system, or new projects?***

### **Prioritize new projects and build projects that people will see**

- *Prioritize new projects that can be delivered quickly to promote public confidence.*
  - *With any new set of revenue I always want to see new projects to show the public results. Consider full corridor improvements instead of spreading the investment throughout the city. We need to show the public what a successful area looks like.*

***What do you think is the most important thing to consider when we prioritize transportation investments?***

### **Invest in connectivity between modes and between neighborhoods**

- *Promote multimodal connections. SDOT needs to understand the connection between bike, pedestrian, and bus and make improvements that help facilitate multi-modal transportation.*
- *Make neighborhoods more transit-oriented. There are east-west connections in South Seattle that don't work well.*

### **Make transit more appealing**

- *There are a lot of folks in the city that wouldn't get on a bus but would use a street car or light rail. Take that into account as we continue to build city infrastructure.*
- *Improve speed and reliability of the bus. A bus trip takes 30 minutes from Eastlake to downtown Seattle.*

### **Focus on density**

- *Promote density and reward neighborhoods that are accepting density.*
  - *I would encourage CTACIII to prioritize station area planning to improve transit ridership and create urban villages. Planning for the half mile area around a station is one of the most important factors in terms of increasing transit ridership.*
  - *Reward neighborhoods that are proactively promoting density. Neighborhoods like Ballard, Columbia City and Capitol Hill are working to build density.*

***How do you think the communities that you represent would feel about a ballot measure to pay for transportation priorities?***

**Yes, but we need to do our research**

- *Any ballot measure is going to need to be well informed by public opinion research. You need community buy-in. There will be some opposition from some neighborhood activists. When you did BTG there were leaps too.*
- *There should be some opportunities for flexible spending. You don't need to identify specific projects for the ballot measure.*
- *Issues vary by community. In Columbia City the prevailing feeling is that with the station away from downtown, they need pedestrian safety improvements. But these issues depend on neighborhood.*

***What is your perspective on the options for collecting funds?***

**We can't go it alone – seek state and federal funds**

- *Seattle's transportation problems cannot be met by us alone – we need to get state and federal funding.*
  - *Our needs are far greater than the resources available.*

**Consider equity and fairness**

- *Seattle citizens don't like vehicle taxes. We need to be sensitive to that.*
- *Don't do a sales tax – it's too regressive.*
- *Vehicle license fee is best of the bad options.*
- *We need to find a way to get back to equitable revenue strategies.*

## Freight/Business Roundtable

### Attendees

<i>Name</i>	<i>Organization</i>
Dee Charlene Williams	Central Area Chamber of Commerce
Suzie Burke	Fremont Chamber of Commerce
Faye Garneau	Aurora Merchants
Eugene Wasserman	North Seattle Industrial Association
Geri Poor	Port of Seattle
Dave Gering	Manufacturing Industrial Council
Charles Knutson	Greater Seattle Chamber of Commerce
Celeste Gilman	UW Transportation
John Littel	CTAC III
Ref Lindmark	CTAC III

### Summary of Comments

In addition to comments made at the roundtable, the Port of Seattle submitted written comments following the discussion, which are incorporated into this summary (the Port's complete letter is included as an appendix to this summary).

### ***When you think about transportation and mobility in Seattle, what do you think are the biggest issues?***

#### **Mistrust of SDOT and lack of support for a ballot initiative**

- Several participants indicated a lack of trust in SDOT's accountability and lack of support for Bridging the Gap and future ballot initiatives.
  - *People will not vote for increasing taxes to repair potholes. You need to repair the honesty and trust awareness to the people.*
  - *The streets signs installed under Bridging the Gap are an unnecessary expenditure. Our roads are a mess. We were in a time of tremendous lack of money and shouldn't spend money on foolish things.*
  - *SDOT promised to fix bridges and potholes, but instead we got bike lanes. There's a shift away from moving cars. We need to find that sweet spot to move freight and have a livable city.*
  - *Bridging the Gap only supported improvements to downtown streets. We don't see benefits in the neighborhoods or industrial zones.*
  - *The two-way Mercer project was sold to the federal government as a freight project. The City keeps misrepresenting things. People are serving constituency instead of the community.*

### **Safety issues between freight and other modes**

- Several participants agreed that there are safety issues when trucks, cars, bicycles, and pedestrians share streets.
  - *We met with bicyclists who want to build an underpass at the Ballard Bridge due to basic safety concerns, but have received little support from SDOT.*
  - *SDOT treats freight the same as cars. We can't see people and the accidents where people die are when bikes/pedestrians are hit by buses or trucks.*

### **Freight mobility is being diminished**

- A few participants felt that recent prioritizing of other modes has resulted in diminished freight mobility.
  - *Existing freight plans are being ignored. The bike and pedestrian plans do not consider freight needs and freight is not receiving enough political support.*
  - *The Port Commission highlighted [the importance of freight mobility] with a roundtable on March 29<sup>th</sup>. There was grave concern voiced about policies being implemented that diminish freight mobility, without sufficient data or consideration of the impacts.*

### **Lack of overall strategy for project prioritization and funding**

- Several participants indicated a need for more clarity on how or why transportation projects are being prioritized. They also felt that project prioritization methods need to be communicated to voters.
  - *We have a large pipeline of projects. There needs to be prioritization, sequencing because we can't do it all at once. The Seattle Chamber of Commerce supports Bridging the Gap but we need to be aware of the saturation point and sensitive to voters. We need prioritization from our leaders.*
  - *There is no strategic thinking. SDOT projects are funded by multiple sources. We're pouring money into the issues with strategic thinking.*
- Support for funding transportation improvements with general funding sources, instead of ballot measures/levies.
  - *Property taxes were supposed to help pay for transportation but since the charter was re-written, the amount spent on roads has decreased substantially. That is ridiculous.*
  - *To what amount do we want to fund transportation through a special levy vs. general fund? Funding prioritization needs to happen. Filling pot holes through a special levy is not a good way to govern.*

### **City policies are costly for property owners**

- Maintenance and development requirements are onerous for property owners.

- *Property owners in industrial zones used to be able to apply for a permit to take care of the street. Today those \$35 fees have turned into \$6,000-30,000. Part of the reason we have a budget crisis is because of the onerous requirements on property owners.*
- *We are no longer allowed to fill potholes because of drainage requirements. Roads are becoming impassible and we need to find practicable solutions for people who want to take care of the issues themselves.*

***Given limited resources for transportation, what do you think is more important to focus on: maintenance and preservation of the current system, or new projects?***

**Participants were overwhelmingly in support of maintenance**

- Participants agreed that streets in Seattle are deteriorating and maintenance should be a top priority.
  - *Maintenance, rehabilitation and safety are top priorities and major money needs to go into bridge repair.*
  - *I'm concerned about the conditions of bridges. There were very few bridge improvements in the Bridging the Gap proposal. I'm unhappy with the way money was allocated. City leadership doesn't care about the condition of streets.*
  - *First and foremost, the city budget needs to support transportation maintenance. Base funds are falling.*
  - *There is a perception that different modes are being pitted against one another. At risk structures aren't getting the attention they need. The Magnolia Bridge is a fantastic example.*
  - *We support SDOT's efforts to ensure a robust maintenance program for all streets and bridges, which is vital to mobility for all modes of travel.*

***What do you think is the most important thing to consider when we prioritize transportation investments?***

**Safety**

- Several participants indicated that safety is a top priority and there are serious safety concerns that need to be addressed immediately.
  - *The South Park bridge is a disgrace and people will remember that when they go to vote.*

**Freight mobility**

- Consider the needs of the freight community and select projects that benefit freight to improve the flow of goods and services.
  - *When incorporating road diets on major truck routes, consider freight. Freight needs a designated route.*

- *Consider the truck mobility improvement program and projects such as spot improvements around Duwamish.*
- *Address the need at Nickerson and Stone. The only freight project north of downtown was the extra turn lane off Greenwood to Holman Rd. Road diets don't work for trucks.*

### **Biking and walking**

- Not all participants agreed that it was important to prioritize freight. One participant spoke of the importance of other modes.
  - *Our main focus is getting people to and from campus with as little vehicular impact on the surrounding community. Strong emphasis on biking and walking and safe routes into campus area.*

### **Specific projects**

- The following projects were mentioned by the Port of Seattle as high priority needs.
  - *Mercer Corridor: Identify funding, and complete the Mercer West project including widening between 5th Avenue N and Dexter Avenue N under Aurora Avenue. Extend the southbound left turn pocket on Elliott Avenue W at W Mercer Place. These improvements support the needs of freight and transit.*
  - *New Surface Alaskan Way: This new roadway and the new connection to Elliott/Western Avenue must accommodate city freight traffic flows especially between the two Manufacturing Industrial Centers. Waterfront Seattle will be most successful when the transportation needs are well handled.*
  - *South Park Bridge partnership: Identify funding sources for the city's \$15 million commitment.*
  - *EMW Phase 2, North Argo Access: The Port is partnering with the City to define a new route to Argo Yard minimizing the truck weave from Terminals 5 & 18 on E Marginal Way to Diagonal Avenue S. The project includes intersection and pavement improvement work around Colorado Avenue S, Diagonal Avenue S and S Denver Street near the Union Pacific's Argo Yard Gates.*
  - *Seattle Truck Mobility Improvements: This is a program of projects co-sponsored with FMSIB, including channelization and turning radius improvements, directional and informational signage, pavement repair, and signal improvements. These projects, especially in industrial zones, recognize the unique considerations required for freight mobility.*
  - *First Avenue S and East Marginal Way Intersection Improvements (north end of First Avenue S Bridge): The long-term operational needs of this intersection should be*

*evaluated and consider the increased traffic associated with the future extension of SR 509 south of SeaTac Airport.*

***How do you think the communities that you represent would feel about a ballot measure to pay for transportation priorities?***

There was not enough time to get to this question.

***What is your perspective on the options for collecting funds?***

There was not enough time to get to this question.

## **Neighborhood Interests**

### **Attendees**

<b><i>Name</i></b>	<b><i>Organization</i></b>
<b>Deb Jaquith</b>	Crown Hill Neighborhood Association
<b>Ted Lane</b>	Portage Bay/Roanoke Park Community Council
<b>Jim Davis</b>	Feet First
<b>Eldon Olson</b>	Morgan Junction Community Association
<b>Mary Davies</b>	Resident
<b>Michael Taylor-Judd</b>	Resident
<b>Dick Burkhart</b>	Southeast District Council
<b>Derek Birnie</b>	Delridge Neighborhood Development Association, Delridge District Council
<b>Kate Joncas</b>	CTAC III
<b>Ref Lindmark</b>	CTAC III
<b>Rob Mohn</b>	CTAC III

### **Summary of Comments**

***When you think about transportation and mobility in Seattle, what do you think are the biggest issues?***

#### **Neighborhood traffic**

- Several participants said that as congestion increases on arterials, neighborhoods are experiencing more cut-through traffic.
  - *Our neighborhood is bordered by several urban centers and although we're not opposed to density we don't want raceways of arterials through our neighborhood. It affects the quality of life and we need to find smart ways to handle this issue.*
  - *Metro and ferries cutbacks are affecting traffic in the neighborhoods. Ferries are packed and we don't have street arterials to accommodate the additional traffic.*

### **Inadequate transit service**

- Several participants indicated that transit system planning is outdated and does not follow today's travel patterns.
  - *The overarching problem with the transportation system is that it does not meet the needs of where people want to travel to and from.*
  - *The Metro system was developed 40 years ago and travel patterns have changed.*
- There was general consensus that there is a lack of transit connectivity between neighborhoods.
  - *There is little communication between neighborhoods because it is difficult to travel between neighborhoods. Compare SE Seattle to West Seattle. There is no direct transit and only the West Seattle Bridge connects these two neighborhoods.*
  - *Even within West Seattle there is a division between Delridge and West Seattle. We are separated from crucial goods and services.*
  - *Our transit system is too focused on downtown. It is easier to travel downtown than a couple miles across our neighborhood.*

***Given limited resources for transportation, what do you think is more important to focus on: maintenance and preservation of the current system, or new projects?***

### **Strike a balance between maintenance and new projects**

- Most participants agreed that we should balance maintenance and new projects.
  - *Maintenance should be first priority, but it can't be the only priority. We need to be focused and strategic and consider long term consequences. Look at critical needs, such as arterials with existing transit and real dangers.*
  - *A mixed balance is appropriate- we need the flexibility to invest in changing neighborhoods with transit improvements to support organic changes.*
  - *Consider the analogy of a homeowner, you know a new porch will make a big impact visually but the roof needs maintenance. We need a holistic community vision.*

***What do you think is the most important thing to consider when we prioritize transportation investments?***

### **Economic development**

- *Prioritize investment where it advances economic development. Targeted transit investments could improve so many areas.*

### **Safety**

- There was general consensus that public safety must be a top priority.

- *Public safety is so extreme. In Crown Hill, there are no sidewalks and therefore nowhere for pedestrians to walk. We support being part of an urban village, but need public safety.*
- *As density increases on arterials people are using alternate routes up neighborhoods streets and there are safety issues. The only way to address this is traffic calming to create neighborhood streets that discourage thru-traffic.*

### **Connectivity between neighborhoods**

- Several participants raised the issue of improving transportation connections between neighborhoods, not just between neighborhoods and downtown.
  - *CTAC III needs to look at where are we traveling and structure projects to meet those needs.*
  - *If we want to encourage building community and connecting neighborhoods than we need to provide transit.*
  - *I'd like to see transit money support an experimental bus between West Seattle Junction and the Columbia City light rail station.*

### **Non-auto transportation**

- There was general consensus that the CTAC III committee should prioritize modes other than automobile travel.
  - *Make sure non-auto options are first to be addressed.*
  - *Bike lanes and dedicated transit lanes should be priority over cars.*

### ***How do you think the communities that you represent would feel about a ballot measure to pay for transportation priorities?***

#### **Take a neighborhood-by-neighborhood approach**

- Participants indicated that if there were to be a ballot measure, it would be important to address transportation needs by neighborhood and avoid a one-size-fits-all approach.
  - *We can't take a one size fits all approach. Create flexibility to maximize City resources. Collaborate with neighborhoods and apply different models for different communities. Consider demographics, density, existing transit, and neighborhood preferences.*
  - *Metro's rapid ride program is a great example. They held three meetings specifically with community groups and looked at individual blocks. SDOT should take more advantage of organized neighborhood groups.*
  - *Engagement from SDOT should be at neighborhood and micro-neighborhood level.*

## ***What is your perspective on the options for collecting funds?***

### **Balanced approach to funding**

- There was general consensus among the group to take a balanced approach to funding transportation improvements and use a variety of funding mechanisms.

## **Public Health and People Living with Disabilities**

### **Attendees**

<b><i>Name</i></b>	<b><i>Organization</i></b>
<b>Unique Sanders</b>	Central Area Motivation Program
<b>Jen Cole</b>	Feet First
<b>Patt Copeland</b>	Seattle Commission for People with Disabilities
<b>Mark Adrian</b>	Seattle Commission for People with Disabilities
<b>Barbara Wright</b>	CTAC III
<b>Vickie Foster</b>	
<b>Kadie Bell</b>	Public Health Seattle Planning Commission
<b>Brice Maryman</b>	CTAC III
<b>Jim Freeburg</b>	National Multiple Sclerosis Society
<b>Tony Brown</b>	
<b>Kathy McCabe</b>	Cascade Bicycle Club
<b>Bonnie Duncan</b>	SRG (disabled)
<b>Shefali Ranganathan</b>	CTAC III

### **Summary of Comments**

#### ***When you think about transportation and mobility in Seattle, what do you think are the biggest issues?***

##### **Lack of equity and fairness**

- The reduced fare bus pass has increased by over 300%, burdening the people who can least afford it.
  - *We are concerned in increase in cost of reduced fare bus passes. Until December 2010, the yearly reduced fare Metro pass was \$99. We needed to buy our yearly pass by December 15th; after that the passes would go up to \$27 a month or \$324 year. This impacts people on fixed incomes.*
  - *I've noticed that investments are being made in higher income areas. Infrastructure in low-income areas is lacking. In Delridge, for example, there is nothing. It is hard to get people walking when you lack infrastructure.*

##### **Needs of people living with disabilities are not always taken into account**

- *We need wheelchair-accessible cabs, because they are a better option for people who can't drive their own car or lack of convenient public transit.*
- *We need better communication to the public about what is offered.*
- *Public transit is a big issue in terms of how it interfaces with the street. I have horror stories about Access dropping off in the most inconvenient places. There are no target drop off spots that are well thought out.*
- *Bus drivers do not pay attention to the rules and refuse drop people between stops at certain hours.*
- *When it comes to infrastructure support for bicycles and pedestrians, it becomes an issue of how do the improvements impact the disability community. Some improvements are not friendly to the disabled. For example, sidewalks can be dangerous for people who are visually impaired to navigate. There is no standard for where to set bike racks on a sidewalk.*

#### **Deteriorating system**

- *There are a lot of areas in the city that aren't being maintained. They are dangerous, especially for people who have disabilities. We have to be concerned about maintenance, particularly for sidewalks.*

#### **Lack of connectivity**

- *Connectivity is huge. Light rail station maps don't show what's nearby.*

#### ***Given limited resources for transportation, what do you think is more important to focus on: maintenance and preservation of the current system, or new projects?***

#### **Balance maintenance with new projects**

- There was mixed support for both maintaining existing infrastructure and building new projects.
  - *Any engineer knows that maintenance is important. All structures needs to be maintained. My wife fell on Roy and Queen Anne Avenue because of buckled sidewalks due to tree roots. Don't introduce something new unless it's included with maintenance.*
  - *New investment should be inclusive and connect neighborhoods. We need east-west infrastructure and transit improvements.*
- Several participants advocated for targeted maintenance.
  - *Targeted maintenance is very important. There are risk mitigation issues that the City of Seattle needs to think about and it is the City's obligation to maintain safety.*
- There was general consensus among the group to maintain and invest in non-vehicular modes of transportation.

- *Funding maintenance on roads damaged by buses and freights is futile. Once repaired they will show need for additional repair. An investment that is worthwhile is maintenance of areas which enhance opportunities for walking and biking (and transit), reduce the need for buses and cars, provide safe and comfortable spaces for alternative travel (so they don't have to bike in roadways with dangerous potholes) and truly inspire a new way of thinking about transportation.*
- *Maintenance is more important for bikers and walkers and less important for drivers.*

***What do you think is the most important thing to consider when we prioritize transportation investments?***

**Consider needs of the disabled in transportation planning**

- Build and maintain infrastructure that accommodates all users, including the disabled community.
  - *When it comes to infrastructure that supports bikes and pedestrians, the missing link becomes the impact to the disabled community. Infrastructure that accommodates other modes should not be an afterthought.*

**Equity and fairness**

- Make equitable investments in low-income neighborhoods to distribute resources fairly across the city.
  - *I believe the city has a duty to invest in areas with concentrations of poverty. The city currently invests (through subsidies such as RPZs) in desirable high income areas. City needs to take a leadership stance and spawn investment in these areas that will then in turn be catalysts for additional investments - in that way, the return on investment is much higher!*

**Sustainable transportation choices**

- Prioritize sustainable transportation modes such as sidewalk improvements to encourage a pedestrian and bike friendly community.
  - *We've got an unsustainable transportation system. CTAC III needs to shift the vision away from automobile and inspire people to see how sustainable options are possible.*
  - *We need infrastructure that supports walking and biking and frequent transit.*

**Promote civic engagement**

- Create transportation options that bring people together and encourage community engagement.
  - *In order to allow more fair and just discourse, it is essential to create spaces which encourage residents to cross paths with others, share space and share experiences with fellow residents. This simply does not occur on high capacity arterials. While*

*transportation to some is about getting from one point to another, this is very narrow and should be more broadly defined as a public space which has the ability to create a better democracy.*

- *Portland exemplifies forward thinking. It is a pedestrian friendly city with rail, buses, and free bikes. Seattle could learn from that --create a pedestrian friendly urban environment that is welcoming to people on street. Choose projects that are tangible and creates a big picture vision for the public.*

**Transit reliability**

- **Prioritize transit investments to improve bus frequency and reliability and make transit a comfortable option for all users.**
  - *I would like to see improvement for both paratransit and fixed route transit. Fixed route transit should be an option for everyone.*
  - *Buses are unreliable, crowded, and slow. We need more express buses to move people through downtown corridor quickly.*
  - *Recently I've noticed how very crowded our buses are. Downtown Seattle taken away bus shelters. These details are important. We need to encourage use of public transit and make it comfortable.*

***How do you think the communities that you represent would feel about a ballot measure to pay for transportation priorities?***

There was not enough time to ask this question.

***What is your perspective on the options for collecting funds?***

There was not enough time to ask this question.

**Social Justice – Central and South Neighborhoods**

**Attendees**

<i>Name</i>	<i>Organization</i>
<b>Serena Lehman</b>	Cascade Bicycle Club
<b>Morgan Barry</b>	Public Health – Seattle King County
<b>Sue Carey</b>	Mount Baker Community Club and Capitol Hill Housing
<b>Jon Morgan</b>	Seattle Pedestrian Advisory Board
<b>Kate Joncas</b>	CTAC III
<b>Brice Maryman</b>	CTAC III
<b>Karen Braitmayer</b>	CTAC III

## Summary of Comments

***When you think about transportation and mobility in Seattle, what do you think are the biggest issues?***

### Impact of tolls

- *We're concerned about the impact of tolls on service industry employees who don't have access to transit.*

### Car-oriented transportation system

- *Seattle is conducive to drive versus taking the bus, walking or biking. This creates a huge financial burden. Focus transportation investments on modes other than vehicular transportation. Transit should be the equitable choice.*

### Widespread fear of density

- Two participants indicated that density is important to providing more access to transportation and mobility, and Seattle has been too afraid of density in land use and transportation planning.
  - *Transportation and land use are inextricably linked. Seattle has been mousy about making the zoning changes needed to accommodate transit. Heightened density is important to make walkable areas.*

***Given limited resources for transportation, what do you think is more important to focus on: maintenance and preservation of the current system, or new projects?***

### Strike a balance between maintenance and new projects

- Most participants were loathe to come out strongly in favor of one or the other, and preferred to strike a balance.
  - *Maintenance is important. I've become aware of the significant deterioration but as we absorb growth there has to be a mix of some new creative projects.*
  - *Potholes are a big concern. Prioritize maintenance and bringing in new projects, and spread projects across users.*
  - *The Pedestrian Master Plan systematically prioritized projects. Maintenance is important in some areas (Capital Hill and Ballard) and new construction is needed in others (N of 85th and SE Seattle).*

***What do you think is the most important thing to consider when we prioritize transportation investments?***

### Connectivity within the transportation system and between modes

- Two participants raised the issue of improving connectivity within the system and between modes.

- *Even if we're focused on basic infrastructure we need to acknowledge other parts and how they fit in. Look at things holistically. We don't want to be in reactive mode.*
- *Connectivity is the most important consideration- how biking, walking and transit work together.*

### Access

- Improving access to community resources was a common theme.
  - *Transportation and access is important. We need access to schools and other community services.*

### Public health and healthy travel options

- In addition to the exercise benefits of active transportation options, one participant talked about the safety, air quality, and quality of life benefits of non-vehicular transportation.
  - *Transportation should reduce risk to pedestrians, bicyclists and drivers. Vehicle exhaust can create harmful microclimates which affects health and well being. Lack of access can also lead to health disparities.*

### Equity and fairness

- The CTAC III committee should consider how the transportation system works for historically underserved communities.
  - *There are communities in Seattle that are deeply impacted by transportation issues. I encourage you to reach out to these communities.*
- One participant thought of equity in terms of need, such as putting sidewalks in neighborhoods where they don't currently exist.
  - *In one sense it seems logical to prioritize investments in places where people are already, but there is a flip side; we need to put sidewalks where they are needed.*

### ***How do you think the communities that you represent would feel about a ballot measure to pay for transportation priorities?***

There was not enough time to ask this question.

### ***What is your perspective on the options for collecting funds?***

#### Equitable funding

- Several participants indicated that funding mechanisms should be fair and not regressive. However, one participant offered a different view of fairness:
  - *To some degree, even if you're collecting money in regressive ways like sales or tolls, if money is being used to build a network that helps people who don't have a car that helps*

to mitigate the funding mechanisms. Could we structure tolls so low income people receive a rebate?

## Social Justice – North

### Attendees

<i>Name</i>	<i>Organization</i>
Ellen Aagaard	Viewridge resident
Tim Gould	CTAC III
Estela Ortega	CTAC III

### Summary of Comments

***When you think about transportation and mobility in Seattle, what do you think are the biggest issues?***

#### **Lack of community-specific approach to transportation planning**

- The participant indicated that transportation challenges will vary, depending on where you live and your perspective.
  - *Complete streets is a great policy, but we must recognize that complete streets looks different in different neighborhoods. We need to be flexible.*
  - *There is too much of a destination approach to transportation planning. Everything is focused on reaching Downtown Seattle. We should take more of a community-specific approach to transportation.*
  - *Access to community resources and transportation happens in unexpected ways in neighborhoods. People who live in a neighborhood understand the issues, so you need to talk to them.*

***Given limited resources for transportation, what do you think is more important to focus on: maintenance and preservation of the current system, or new projects?***

The participant did not answer this question.

***What do you think is the most important thing to consider when we prioritize transportation investments?***

- *Safe is absolutely #1. Public space is built by government, and it is their responsibility to keep people safe. Safety should be a high priority because citizens are less informed -*
- *Prioritize access to community resources and consider the relationship between transportation modes. Work with existing neighborhood groups and avoid a one size fits all approach to transportation*

- *Time is a precious commodity. When they're not able to do what they want, then they switch. I've seen myself do it.*

***How do you think the communities that you represent would feel about a ballot measure to pay for transportation priorities?***

There was not enough time to get to this question.

***What is your perspective on the options for collecting funds?***

The participant did not answer this question.