

## **Appendix A: Comments**

Flip chart notes

Comment forms

Email comments

## Flip Chart Notes

### CTAC III Public Workshop – South West

#### Flip Chart Notes

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

##### City of Seattle issues

- Maintenance Costs?  
Any new projects require maintenance and we are behind with current maintenance needs.
- Carbon emissions – if we don't deal with it now, will increase costs in future.
- Mobility issues
- Outside people commuting into city.
- Safety – pedestrian, bicycle, etc. i.e. sidewalk in heavily trafficked area pothole repair.

##### Neighborhood issues

- Trolley/train from West Seattle – Downtown. More secure, safe.
- Connectivity between neighborhoods via transit.
  - Cross town routes
  - #50 bus connections to Beacon Hill/light rail.
- Reliability of transit; need for commuters.
- #51 neighborhood transit; needs to run 2 ways and later to eliminate need for parking along rapid ride route.
- 3<sup>rd</sup> and Pike – bus stop need to improve safety.
- Police on buses
- East west routes – can businesses help get e/w connections via transit?
- Lack of enough wide sidewalks
- West Seattle Chamber will formally report on their blog survey
  - HCT and transit = latest concern
  - Safety – pedestrians, bikes
  - Maintenance
  - Operational improvements
- I-35, Avalon – feel auto-dominated
- Arrowhead gardens – inaccessible on weekends
  - P&R closed
  - Steep hill to access transit
  - Need safe, on site bus stop w/lighting and crossing
- Practical, safe choices for all modes
- Better system when it snows
  - Most take bus, but difficulty getting around in snow especially artics

- Buses – standing room only; may justify higher capacity transit
- 35<sup>th</sup> – safer street for pedestrians, cyclists, drivers
- Signs that tell you what street you are approaching and better channelization

## 2. Is it more important to focus on: maintenance or new projects?

- Sidewalk maintenance – vegetation, overgrowth, roots and private property.
- Should be easier for volunteers to be involved. Maintenance, etc.
- 35<sup>th</sup> Ave SW traffic calming.
  - Cut through traffic
  - Traffic calming
- Bridge replacement – safety and liability
- 50/50 split
- Far behind in capital investments and maintenance backlog – don't want maintenance measures every few years.
- CTAC – keep people excited to invest
- Future is mass transit, separated bikeways, adjacent footpaths
  - One pass to catch bus from home and feed into broader transit system
  - Urban village system of density and open space
- Invest in what we've got.
  - More than \$20 VLF
  - Educate public on needs
  - Provide living wage jobs
  - Livable, walkable cities are faring well in down economy
- Both maintenance and new buses, bike lanes, etc.
- OSE – population will increase by 50% in 40 years (600k to 900k). Need balanced options to car.
- Funds to educate public away from automobile
  - Start in schools with youth

## 3. What's most important thing to consider when prioritizing transportation investments?

- Healthy transportation options
- People and goods moving quickly. (1)
- Equity in transportation – affordability
- Sustainability (3)
- Keeping taxes low
- Productivity – economic development, access to jobs (1)
- Safety for all users (1)
- Reliability (3)

### Notes

- RPZ's in SE Seattle not equitable – parking fees.
- Connectivity in transit.

- Programs and projects should fulfill multiple objectives. Score projects.
- Invest in projects that have highest impact.
  - Safety
  - Multi-impact
- Listen to the engineers/experts
- Move fast, reliable bus service
- Public info campaign on bike safety
- How does investment in bike lanes make a difference in terms of ridership
- Expand trolleys
- Biking along waterfront
  
- A. Options for healthy living
- B. Moving people and goods quickly
- C. Equity and fairness
- D. Sustainability and Environment
- E. Low taxes
- F. Safety
- G. Jobs, economic development
- Ability to walk, safety, lighting
- Pay attention to less affluent neighborhoods
- Street cars
  - Change tax system to fund movement of goods and services
    - Get to work safely and timely
- Safety
  - Lighting
  - Bike signage
  - Potholes – City does pretty well
- Choices to get places
  - Practical, safe options to make it easier to choose non-auto
- All goals are important
  - Pay taxes for things that are important
  - No sales tax increases
- Can't do all with low taxes – need to invest in ourselves.
- Balance of modes is important
  - Safety
  - Air improved
  - Sustainability
  - Better city
- All priorities work together; taxes is a way to do

**4. Different ways the City could collect funds to pay for transportation priorities include: Property tax, sales tax, vehicle licensing fee or user fees and tolling. Which options are most desirable and why?**

- Weight/size of vehicle
- Anything that is not regressive
- No higher property taxes – fairness issue. But re. low in Seattle.
- Vehicle license fee – most equitable
- Sales tax – not equitable, volatile; maxed out, least favorite.
- Pro rate – MVET on value of vehicle, not regressive.
- Tax on VMT
  - Tolling would make people more aware of their driving
- Income tax
- Ban or tax on studded tires/chains. Chains on buses – cause potholes.
- Corporate support of transit
- Public/private partnerships
- Partnerships with neighborhoods – street cleaning
- LID's
- Delridge – needs better access to transit, jobs, grocery stores
- Prop taxes
- Sales taxes
- Vehicle license fee
- Community parking tax
- Tolls
- Likes county \$20 VLF “congestion fee”
- Tax heck out of autos
- WSDOT tolls are exciting (Good to Go)
- Concern w/families levy competition
- Prop tax
- Sales tax – least attractive
- User fees most practical; may have equity issues
- Property tax – not opposed, but renters are increasing – overly burdens homeowners
- User fees make sense
  - Except major arterials w/tollbooth technology; must be a fast technology if on arterials
- Total congestion fee like London
- Unsure about cost of a congestion fee system vs. benefits
- Fund sources – missing good ones
  - VLF and tolls at top
  - Sales tax at bottom (social justice)
- Likes VLF; hates tolls and user fees.

**CTAC III Public Workshop – Fremont**  
**Flip Chart Notes**

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

**Citywide Issues**

- Make smart choices about funding.
  - Leverage other funds and services (i.e. Metro)
  - Ensure equitable allocation to modes
- Access to different modes and connections between modes
- Safety, especially for bicycles.
  - Go beyond sharrows
  - Driver education about how to share the road with bikes
- Safety for children
- Condition of the roads
  - Need for “green” solutions
- Transit demand is increasing. We need more service for light rail, bus and streetcar.
- Need service between neighborhoods. Focus beyond the most highly productive routes to create a complete system.
- Need more options so people are not dependent on the car.
- Streets are crumbling
- Traffic signals need to be upgraded
- Streets are the foundation for pedestrians, freight, bikes, transit and autos. Currently there is a needless polarization of modes.
- More crossing islands to improve pedestrian safety.
- Speeds on city streets should be lower than 30 mph
- Lack of sidewalks
- Need more creative ways to make pedestrian connections
- Spray paint walking routes to identify the best routes
- Make crossings more pedestrian friendly and safe:
  - Get rid of push buttons
  - More all-way crossings
  - Crosswalk improvements
  - Lighting
- Improve transit for speed and reliability
- More neighborhood connections; currently it’s too difficult to take transit between neighborhoods.
- More dedicated lanes for transit.
- Transit reliability
- Pedestrian safety/access – big emphasis
  - Ped crossings with no signal (35<sup>th</sup> Ave NE/NE 50<sup>th</sup>)

- NE 5<sup>th</sup>/85<sup>th</sup> – stoplight for 5<sup>th</sup> ped crossing de prioritized over cars
  - Walkers encounter road obstacles on all fronts – promotes j-walking
- Logistics of trip planning
- Bus stops – no crosswalks or easy access, safety needs to be a high priority.
- Transit
  - Frequency
  - Speed/reliability (up to 1 hour between downtown/Fremont)
  - Transit signal priority
  - Off board payment
- Efficient movement of people
- Invest in resources that achieve multiple outcomes
- Funding by mode split/trips
- Prioritize \$ based on future desired mode splits
- No peanut butter spending approach
- Complete projects vs. piecemeal
- Bike license fee – is it possible?

### **Neighborhood Issues**

- The Dexter Ave merge at Nickerson is terrible; it's a big problem for cyclists.
- Local wayfinding
- Local connections and access to trails
- Need more local bus service and coordination of service delivery so busses are in the “right place at the right time.”
- Sidewalks in poor condition – tree roots, drainage concerns and obstacles.
- The intersection of 65<sup>th</sup> Ave N and Green Lake Way has blind spots and unsafe pedestrian crossings.
- Burke Gilman Trail “missing link”
- Need more traffic calming measures on neighborhood streets.
- Sidewalks
- Bus service beyond just downtown; improve neighborhood-to-neighborhood connections.
- Curb ramps
- Walking routes between Phinney Ridge and Ballard are not pedestrian friendly.
- Speed issues (3<sup>rd</sup> Ave NW especially)
- Need to improve connections to regional trails
- Add sharrows on bike routes from Queen Anne to downtown
- Pothole repair
- Street cleaning
- Need better transit connections between urban centers and urban villages. There is a greater demand to move among neighborhoods.
- Lack of understanding of the demographics of different neighborhoods.

- Need better long-term planning for transit. Anticipate changes that will come with light rail completion.
- Sidewalks should be a focus – they can transform a neighborhood.
- Improve the Ballard Bridge for bikes
- Rechannelization on Elliott Avenue
- Improve signage (i.e. universal emblems for transit)
- Better real time bus info

#### **6. Is it more important to focus on: maintenance or new projects?**

- Maintenance – but, do cost-effective projects
- New projects are important for social equity
- Projects that focus on bike infrastructure
- Different surface options
- Redistribute right-of-way to bikes, etc to make bicycling safer
- Projects that make transit more reliable
- Prioritize fixing existing structures. Crumbling streets are bad for all.
- Maintain current state of good repair and then invest in new projects.
- Have to do both – need a strategy that includes upgrades for all modes (transit, light rail, streetcars, etc)
- Get back to basics – nuts and bolts investment in service hours. Focus on tending the basics.
- Simple solutions, such as restriping, can cause a network that works for all modes.
- Maintenance projects can include new improvements (i.e. Dexter Ave)
- Encourage non-car modes, whether through maintenance or new projects
- Need a balance – not just maintenance
- Don't build until you can pay
- More/improved safety for bikes
- Connectivity for short trips could be improved (i.e. extend street ends for pedestrians and bikes with foot paths, trails or stairs).
- More paths completely for bikes (such as the Burke Gilman Trail)
- Create living streets – prioritize where there are currently no sidewalks.
- Elevated crosswalks
- "Road diet" – manage on-street parking
- Widen the Burke Gilman Trail
- Paint on the ground – channelization, sharrows, etc
- Education program about where vehicles should stop near crosswalks
- Equitable system
- Affordable
- Good for all ages
- Be specific on maintenance.
- New = sexy

- When new make sure complete link
- Nickerson, Ballard bridge, Magnolia
- One kind of tax for maintenance. Tolls maybe for new.
- Charge for creative transportation info – like one bus away location app.
- Focus on priorities in pedestrian master plan.
- Focus on low cost improvements.
- Aerial trans
- Maintenance vs. new projects (10/90, 60/40, 10/90, 40/60)

## 7. What's the most important thing to consider when prioritizing transportation investments?

- Raise taxes
- A balance between safety, health and the environment
- Moving goods and providing services
- Quality of life/community
- Anticipate the high cost of energy in the future – focus on investments that are sustainable.
- Healthy transportation options
- Moving people and goods quickly
- Equity
- Sustainability
- Safety
- Productivity and economic development
- Keeping taxes low
- Win-win solutions that do not pit different modes against each other (complete streets)
- Equity issues, such as sidewalks for all
- Less priority on equity – spreading funding all over may not make an impact.
- Invest in equitable modes of transit.
- Accessibility issues for mass transit
  - Frequency
  - Too many transfers
  - Physical accessibility is difficult because of bad sidewalks, lack of disabled access, etc.
- Healthy living
- Moving goods quickly
- Equity
- Sustainability (i.e. promote telecommuting)
- Tax fairness
- Safety (\*\*\*\*)
- Productivity
- Moving more people quickly, making transit more appealing and helping all modes
- Keeping traffic moving to reduce idling and therefore pollution
- Priority lanes for transit

- Livability
- Priority for alternative transportation (i.e. walk/bike)
- Active, healthy transportation choices (pedestrian, cycle, transit)
- Sophisticated city should have equal (easier commute choices) transit system.
- More choices; easy; understandable; reliable.
- Rail/transit may be good solutions

**8. Different ways the City could collect funds to pay for transportation priorities include: Property tax, sales tax, vehicle licensing fee (VLF) or user fees and tolling. Which options are most desirable and why?**

- The VLF raises money, but is regressive.
- Tax gas and mileage, perhaps tied to vehicle weight.
- Can we find a way to put money back in the pockets of low income residents?
- A property tax is reliable and proportional
- Congestion fee
- Bike registration fee – could this help change the dialogue?
- Parking fees dedicated to transportation
- Invest in transportation demand management to reduce the overall demand
- The City should have the authority to tax gas
- A CPT is a great idea, but return the money to the neighborhood
- Need to build public confidence that revenues are being invested wisely.
- A Sidewalk Benefit District is a potential source of funding
- Property tax – hell no! Would not be a big hit in this economy
- Sales tax is inequitable
- VLF – direct tie-in to transportation and more equitable. This mechanism has the best bang for the buck.
- Tolls – need more study for how to implement within the City of Seattle.
- VLF should be tied to weight or value of the vehicle.
- Central business district toll – need to look at how this would impact downtown businesses. We're not London; need to understand the risks and impacts of competition from the suburbs.
- VLF makes sense
- CPT – parking prices influences transit use.
- Street utility fee would be the best choice.
- TIF is a good option for areas like South Lake Union
- Locals need fair share of statewide revenue from the gas tax.
- Property tax – sales tax, commercial parking taxes, vehicle license fee, tolling/user pricing
- Concern not to have taxes different in Seattle than outside – come up with a regional solution.
- Disagree – come up with Seattle solution.

- If you charge more in Seattle do people not come?
- Property taxes – more fair – all users of system pay.
- Agreed on – property tax is more fair.
- No sales tax – too cyclical.
- VLF – not really fair.
- Is property tax still cyclical?
- Like the idea of tolling neighborhood bridges – can it be set up to encourage certain uses?
- Pay based on proximity to improvement
- Property tax – worried that having this as new levy may jeopardize BTG.
- Sales tax – overused, regressive, recession = less spending = less \$.
- Vehicle license fee (car tab) – tax road users. Easiest = most popular
- Combination of all may be required
- Not likely to fund “sophisticated” future
- Open to voluntary bike license fee.
- Educate people re: car impacts
- Cars bad – fund good things.
- Tolls – bridges makes sense. Areas with limited alternatives.

**Other comments:**

- Fix the south end of the Ballard Bridge to improve the bike/freight conflict zone.
- Love the bike racks and new countdown signs.
- Can we have all-way walk signs at intersections?
- Environmental – storm runoff impacts to Puget Sound.
- Green design w/transportation improvements.
- Economic Development – not the sole driver but benefit of projects (jobs)
- Max development opportunities around transportation investments.
- Equity in transportation system.
- Geographic income etc. (future demographics)

## CTAC III Public Workshop – Central Flip Chart Notes

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

- Unfriendly bike corridors. Major arterials e.g. Rainier.
  - Commercial areas are car oriented
- Possible zoning changes for pedestrian emphasis
- Transit services cuts – major concern
  - Dependent to get to work or home.
  - SE/SW Seattle adverse to minorities.
  - Frequency of service – cuts/and reductions in the number of routes (big concern)
  - Adversely affects working people with alternate work schedules
  - \$30 car tab – we're paying the prices now
- Improve bus access and safety for riders
- Improve division between buses and cars
- Our overwhelming need for transportation funding
- May need legislative relief for needs
- Implement PSPL – GEHL study
- Walkable, livable, carbon neutral city – great ex's: Portland, Copenhagen,
- Cycling for all ages; no right turn on red
- Study on bicycles that support safe riding behavior based and founded on the rules of the road – study mobility and health outcomes.
- Put bicycle facilities on quieter streets for traffic shy cyclist and keep space on the arterials for fast moving cyclists
- 23<sup>rd</sup> Boren better pavement needed
- Transit – find funding sources to extend existing lines
- Potholes – care more about the impacts on me as a walker
- Want to be able to have easy access to daily trips (grocery stores) better land use planning and access to locally owned business.

### 10. Is it more important to focus on: maintenance or new projects?

- New projects vs. maintenance or existing infrastructure
- Big – to get back to “even” on maintenance
- Maintain what we have is most important – but there are major needs for pedestrian improvements – areas of bad or no sidewalks – suggestion 80/20 (80% maintenance, 20% new infrastructure)
- Trees – conflict with sidewalks – issue.
- If building new – make sure done properly
- Where to spend \$ \_\_\_\_.

- Transit routes, buses and pedestrian master plan.
- Consider additional property tax levy. BTG II
- Preservation/maintenance vs new construction
- Levies for new projects – maintenance has suffered
- We continue to fall behind
- Need to get the story out
- Need to spread improvements throughout the city
- “Mature” neighborhoods need more \$ or maintenance
- Better access to light rail
- Land use and zoning to affect transportation investments
- Encourage people to use public transportation infrastructure
- Development near light rail
- Encourage healthier lifestyle (walk, bike, etc)
- Human centered/ pedestrian friendly spaces
- Complete streets – parking issues – on arterials.
- ROW belongs to the public
- Buses should have priority lanes – express buses
- Provide better services to people who have to use public transit
- Metro cuts in services will be very hard on those who use public transit
- Need to find new ways to raise \$
  - + levies and sales tax + VLS 20/100 for CPT + user fees – tolls?
  - + car users – pay more
  - + higher meter rates
  - + business taxes
  - + Employee subsidized parking should be taxed
  - + mitigate tax + increases for low income folks
- Legislative relief- sources of revenue – authority split rate property taxes.
- 60/40 maintenance/new projects (need a sense of progress. New stuff – rail, traffic calming, new bus technology, one bus away)
- 80/20 maintenance new model (keep up the pace % improvements, transit, walking, cycling)
- Prioritize bus improvements
  - Service and efficiency
  - Dedicated class/bus lanes on Dearborn
  - 1 way street systems and no right turn on red
- 60/40 – maintain what we have and new improvements to get more people riding
- 60/40 – safety of city streets impacts transit-dependent populations. New not car focused.
- Maintenance – ped, bike, transit support
- Cycling app- integrate social aspects of cycling, safety and information.
- 60/40 – open source data can leverage the system.

- On 60% maintenance – use the opportunity to rethink the road. Road diets, complete streets.
- 60/40 – Keep maintenance \$ focused on new keeping main thoroughfares accessible and for accessibility for all users.
- 80/20 – don't want items to fall so far into disrepair that they cost more \$ to repair/replace.
- Put a higher priority on how we produce good behavior – not just engineering measures – increase interest and enthusiasm for making a broader set of ideas work.
- Help encourage employers to get their employees to not drive to Seattle.

**11. What's most important thing to consider when prioritizing transportation investments?**

- Transportation options – healthy living – 6
  - People and goods moving quickly – 2
  - Equity and fairness -6
  - Sustainability and environmental protection -4
  - Keep taxes low – more equitable distribution
  - Safety for all users – 5
  - Productivity – 1
- Make transit service easy to use, accessible, etc.
  - Need better bus-time information
  - More frequent services
  - Seattle/centric/not suburb centric
  - Clean buses and other details are important
  - Return to running our own bus system or influence Metro to put the revenue into Seattle service
  - Seattle voters routinely choose to tax themselves far better – valorous, brave, etc. yet the head tax was repealed. Need a more equitable distribution of the tax burden.
  - Technology, energy. Game changers.

**12. Different ways the City could collect funds to pay for transportation priorities include: Property tax, sales tax, vehicle licensing fee or user fees and tolling. Which options are most desirable and why?**

- Property tax
  - Don't rely on this
  - New projects – longer term investment or better for maintenance
- Sales tax
  - Don't over-rely on this
  - Tax transportation to get from one place to another. Pay a share of road maintenance.
- VLF (++++, -)
  - Tax things we want to discourage

- Potential disproportionate burden on low income folks or those who don't drive as much
  - Scale VLF according to vehicle type and use
  - Works for maintenance
- User fees/tolling (++)
  - Could do more of these
  - Congestion mitigation
  - Better for maintenance
  - Many taxes, keep the impact moderate to low
- Other
  - Commercial carbon tax
  - High earners income tax
  - Special event tax....mitigation e.g. congestion caused by events
- Scale VLF according to vehicle type and use
- Works for maintenance

## Comment Forms

### What do you consider the greatest transportation issue(s) facing the City of Seattle?

Seattle is trying to accommodate roughly twice the cars as it should, but the available alternatives to the car are inadequate.

### Please explain your answer:

The most important thing to do for now is implement the transit master plan.

### Would you support a ballot initiative to support future transportation investments in Seattle?

Yes

Name: Michael Rockhold

Address: 6026 29<sup>th</sup> NE

City: Seattle Zip: 98115

Email: [Michael@appel-rockhold@gmail.org](mailto:Michael@appel-rockhold@gmail.org)

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### What do you consider the greatest transportation issue(s) facing the City of Seattle?

Lack of frequent transportation. Access for all communities. Everyone should be within 5 minutes of frequent public transportation.

### Given the limited resources for transportation, which is most important to you?

Balance of both

### Please explain your answer:

New technology – fixing existing transportation infrastructure.

### What should CTAC III consider when making transportation recommendations to the City Council and Mayor?

A balance of all community members opinions on transportation needs of the city.

### Would you support a ballot initiative to support future transportation investments in Seattle?

Yes

### How did you travel to the meeting tonight?

Walk

Zip: 98103

Name: Anonymous

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### What do you consider the greatest transportation issue(s) facing the City of Seattle?

Lack of funds to maintain existing infrastructure and an excess of power given to housing developers who want new roads without regard for budget or maintenance.

**Given the limited resources for transportation, which is most important to you?**

Maintain the existing transportation system

**Please explain your answer:**

Building new roads without a coherent, long-term plan to maintain them and the existing roads only exacerbates the problem.

**What should CTAC III consider when making transportation recommendations to the City Council and Mayor?**

Bike trap grates, visible bike lanes, bike-specific traffic lights, bike awareness as part of having test and written exam, potholes and unsafe road conditions for cyclists and motorists.

**Would you support a ballot initiative to support future transportation investments in Seattle?**

Yes

**Please share any other thoughts related to CTAC III:**

I suffered a very bad bike accident as a result of a bike-trap grade in West Seattle that had not been converted to a bike-safe grate. When I alerted the city about my accident, the city immediately responded and converted the grate, which will help future cyclists. A plan should be put into place, with accountability to convert all grates the city wants to encourage the public to bike to work safely.

**How did you travel to the meeting tonight?**

Single occupant vehicle

**Zip:** 98103

Name: J Elizabeth Mills

Address: 311 N 77<sup>th</sup> ST Apt D

City: Seattle Zip: 98103

email: [lizmills@unich.edu](mailto:lizmills@unich.edu)

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**What do you consider the greatest transportation issue(s) facing the City of Seattle?**

Discoverability and convenience/safety of "alternative commuting options." Planning a route that involves bike and bus is near impossible. The ability to be flexible and adapt to persona needs not conducive to bike/bus communities.

**Given the limited resources for transportation, which is most important to you?**

Balance of both

**Please explain your answer:**

Would like to see investment in traffic light timing and roads in bad condition, but also want investment in new commuting technologies and infrastructure.

**What should CTAC III consider when making transportation recommendations to the City Council and Mayor?**

How to make a Seattle transportation system that demonstrates sophistication and innovation – think about the future! Be bold 😊

**Would you support a ballot initiative to support future transportation investments in Seattle?**

Yes – if the initiative was sound.

**Please share any other thoughts related to CTAC III:**

Please improve Burke-Gilman crossing at NE 49<sup>th</sup> St and Blakely – blind to cars, poorly lit and marked. Please improve pedestrian crossing at NE 50<sup>th</sup> St and 35<sup>th</sup> Ave NE – not marked, not well lit, traffic flow problems and safety issues – need to restrict vehicle parking on the east side of NE 50<sup>th</sup> for car traffic and visibility. Please provide direct ramp access to bus depots at Montlake Ave and SR 520. Please provide “express” schedule for light rail commute.

**How did you travel to the meeting tonight?**

Bike

Zip: 98105

Name: Becky Pezely

City: Seattle Zip: 98105

Email: [beckypezely@hotmail.com](mailto:beckypezely@hotmail.com)

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Please get the various departments of the city of Seattle to work together so that rails, sidewalks and pathways can cross jurisdictions and go across neighborhoods and across town to be effective corridors for active transportation. These need not be fancy to allow people to walk to the market, walk to school, walk to church, synagogue, etc. on a daily basis instead of driving cars to travel short but pedestrian and cyclist un-friendly distances.

In particular park soft surface trails do not allow cyclists – period. And yet paths like the one through the center of Ravenna Park however serve very nicely, with a coarse gravel surface, to allow cyclists to ride slowly and safely through the park as an alternative to riding up the steep windy Ravenna blvd. The rest of the trails in the park are softer and un-ride able so they are not an attraction to unwanted use by cyclists. The main trail works well as any trail in the park system as a multi user trail. The coarseness keeps speed low while the firmness makes it ride able. Please consider this as a standards to encourage cyclists and walking as safe transportation throughout the city.

Thank you,

Jack Tomkinson

[jackt@urbanparks.org](mailto:jackt@urbanparks.org)

206-992-2779

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Donald John Coney, Co-Pres. Uptown Urban Center Alliance 206-283-2049

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Seattle and State of Washington have drifted into a lower tax position in proportion to the State's GDP. And overall our tax structure remains quite regressive.

For Seattle, this is not going to generate enough revenue to support basic local government functions plus Capital projects needed to bring the City into the 21st economy undamaged.

- Continue to utilize Bridging the Gap Levy \$ for SDOT O&M. Attack backlog for street maintenance.
- Renew BTG Levy in the appropriate year.
  - o Use a big of existing \$20 VLF for SDOT budget backfill during the life of the temporary VLF authorization.
  - o Run permanent \$80 City VLF on Nov. ballot along with Seawall.
  - o Use future vote-authorized City VLF for Grant Matching on CIP's especially for in-city electric rail transit.
  - o And use City VLF revenue to buy transit service. Continue to support the mode shift from private cars to transit in the city.

Minimize bonding during future City \$80 BLF Great Recession recovery period.

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**What do you consider the greatest transportation issue(s) facing the City of Seattle?**

Maintaining a transportation system that is attractive for the movement of commercial and freight important to the local economy and the creation of jobs.

**Given the limited resources for transportation, which is most important to you?**

Balance of both

**Please explain your answer:**

Maintenance has to be an ongoing activity by the City and new projects must be included as funding is identified.

**What should CTAC III consider when making transportation recommendations to the City Council and Mayor?**

1. Determine what projects are most important or/can have the greatest impact to maintaining and attracting new jobs. 2. How will the projects make Seattle a better place to live.

**Would you support a ballot initiative to support future transportation investments in Seattle?**

Unsure

**Please share any other thoughts related to CTAC III:**

It is critical that the city is able to demonstrate that transportation funds are being managed really really

well. No one wants to keep providing more funds without a sense that the funds are being well managed.

**How did you travel to the meeting tonight?**

Transit

Zip: 98121

Name: JD Wessling

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City: Seattle Zip: 98121

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**Given the limited resources for transportation, which is most important to you?**

Balance of both

**Please explain your answer:**

Maintain the existing transportation system

**What should CTAC III consider when making transportation recommendations to the City Council and Mayor?**

Livability/walkability/safety

**Would you support a ballot initiative to support future transportation investments in Seattle?**

Unsure – depends on what they are.

**How did you travel to the meeting tonight?**

Bike

Zip: 98107

Name: Anonymous

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**What do you consider the greatest transportation issue(s) facing the City of Seattle?**

Too much automobile traffic. Most people are unwilling to consider alternatives (mass transit, carpooling, bicycling, walking)

**Given the limited resources for transportation, which is most important to you?**

Balance of both

**Please explain your answer:**

The current infrastructure needs to be maintained but also new projects could help steer single occupant drivers to alternatives.

**What should CTAC III consider when making transportation recommendations to the City Council and Mayor?**

Pollution revolution (air and sound), initiatives that can get people to “alternatives” to single occupant cars, things that would make bicycling safer and more desirable to more people.

**Would you support a ballot initiative to support future transportation investments in Seattle?**

Yes

**How did you travel to the meeting tonight?**

Bike

Zip: 98107

Name: Anonymous

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**What do you consider the greatest transportation issue(s) facing the City of Seattle?**

Ped/bike safety

**Given the limited resources for transportation, which is most important to you?**

Maintain the existing system

**Please explain your answer:**

We don't want to continue getting into situations where we can't afford to replace existing infrastructure (i.e. South Park Bridge)

**What should CTAC III consider when making transportation recommendations to the City Council and Mayor?**

When dedicating funding, strive for modal equity. If biking is 5% of trips then it should get at least 5% of funding. Or more, to make up for pas deficiencies.

**Would you support a ballot initiative to support future transportation investments in Seattle?**

Yes

**Please share any other thoughts related to CTAC III:**

User fees are the most efficient way to fund transportation

**How did you travel to the meeting tonight?**

Bike

Zip: 98105

Name: Patrick McGrath

Address: 2233 NE 46<sup>th</sup> ST Apt 307

City: Seattle, WA Zip: 98105

Email: [Patmcgrath@yahoo.com](mailto:Patmcgrath@yahoo.com)

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**What do you consider the greatest transportation issue(s) facing the City of Seattle?**

Need for safe bicycle trails (many more people would bike if there are more car-free bicycle trails that are well-connected)

**Given the limited resources for transportation, which is most important to you?**

Building new projects

**Please explain your answer:**

Need to convert all streets with >1 lane each way to give one entirely to bicyclists (put up a barrier)

**What should CTAC III consider when making transportation recommendations to the City Council and Mayor?**

Charge people based on miles driven per year. Introduce tax on gas to pay for bike trails.

**Would you support a ballot initiative to support future transportation investments in Seattle?**

Yes

**Please share any other thoughts related to CTAC III:**

Connect ship canal trail to the short trail in/near Fisherman's Terminal to allow simple/safe bicycling from Magnolia to Fremont.

**How did you travel to the meeting tonight?**

Bike

Zip: 98199

Email: [Egor.trilisky@gmail.com](mailto:Egor.trilisky@gmail.com)

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**What do you consider the greatest transportation issue(s) facing the City of Seattle?**

No efficient train systems. Not enough bike lanes. Sharing a lane with cars defers people from biking.

**Given the limited resources for transportation, which is most important to you?**

Building new projects

**Please explain your answer:**

Need new bike lanes and trails, especially to connect existing trails.

**What should CTAC III consider when making transportation recommendations to the City Council and Mayor?**

Make public transportation more efficient, and make more bike friendly streets to reduce personal vehicle use. Tax on gas. Tax on parking.

**Would you support a ballot initiative to support future transportation investments in Seattle?**

Yes

**How did you travel to the meeting tonight?**

Bike

Zip: 98199

Name: Yumi Ueki

Email: [yumiueki57@hotmail.com](mailto:yumiueki57@hotmail.com)

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**What do you consider the greatest transportation issue(s) facing the City of Seattle?**

Bicycle safety, getting people out of their cars. Coordinate transit systems to better serve commuters during peak hours.

**Given the limited resources for transportation, which is most important to you?**

Balance of both

**Please explain your answer:**

Expand bicycle paths and improve safety for cyclists. Increase transit to serve parks and public areas.

**What should CTAC III consider when making transportation recommendations to the City Council and Mayor?**

Improving bus service for people who have no other choices. Fees on cars, fee.

**Would you support a ballot initiative to support future transportation investments in Seattle?**

Yes

**How did you travel to the meeting tonight?**

Walk, transit.

Zip: 98115

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**What do you consider the greatest transportation issue(s) facing the City of Seattle?**

The lack of funding for walking, biking and transit.

**Given the limited resources for transportation, which is most important to you?**

Balance of both

**Please explain your answer:**

Pay for basic maintenance and make walking, biking and transit improvements at the same time to connect our neighborhoods with transit.

**What should CTAC III consider when making transportation recommendations to the City Council and Mayor?**

How to fund our ped, bike and transit master plans.

**Would you support a ballot initiative to support future transportation investments in Seattle?**

Yes

**Please share any other thoughts related to CTAC III:**

Please allow us to vote on funding the PMP and TMP and maintenance.

**How did you travel to the meeting tonight?**

bike

**Zip: 98107**

**Name:** Anonymous

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**What do you consider the greatest transportation issue(s) facing the City of Seattle?**

Safe biking facilities (neighborhood greenways, buffered bike lanes) frequent, reliable transit service.

**Given the limited resources for transportation, which is most important to you?**

Balance of both

**Please explain your answer:**

Existing infrastructure must be maintained b/c it is part of the overall system: new must be built b/c existing is not adequate.

**What should CTAC III consider when making transportation recommendations to the City Council and Mayor?**

Public opinion, cost, future vision for the city.

**Would you support a ballot initiative to support future transportation investments in Seattle?**

Yes

**How did you travel to the meeting tonight?**

Walk

**Zip: 98103**

**Name:** Anonymous

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**What do you consider the greatest transportation issue(s) facing the City of Seattle?**

Correctly implementing complete streets to make city safe and desirable for biking and walking

**Given the limited resources for transportation, which is most important to you?**

Balance of both

**What should CTAC III consider when making transportation recommendations to the City Council and Mayor?**

Complete streets w/more bike lanes, sidewalks, friendly pedestrian access.

**How did you travel to the meeting tonight?**

Bike

Zip: 98119

Name: Bill Lemke

Address: 2572 10<sup>th</sup> Ave W

City: Seattle Zip: 98119

email: [Billjodylemke@gmail.com](mailto:Billjodylemke@gmail.com)

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**What do you consider the greatest transportation issue(s) facing the City of Seattle?**

1. Sidewalks (lack of) which promote all modes of transportation.
2. Better mass transit system. And a complete system which allows a car-free switch for people.

**Given the limited resources for transportation, which is most important to you?**

Building new projects

**Please explain your answer:**

As long as the current system isn't getting substantially worse I think new projects are needed to encourage mass transit use.

**What should CTAC III consider when making transportation recommendations to the City Council and Mayor?**

Long term planning is important for this to not be more expensive later.

**Would you support a ballot initiative to support future transportation investments in Seattle?**

Yes

**How did you travel to the meeting tonight?**

Walk, Transit

Zip: 98125

Name: Anonymous

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**What do you consider the greatest transportation issue(s) facing the City of Seattle?**

- Dilapidated streets (and whatever holds them up)
- Lack of bike alternatives

**Given the limited resources for transportation, which is most important to you?**

Maintain the existing transportation system

**Please explain your answer:**

Repave benefits motorists and cyclists, and is more a prime opportunity to adjust layouts to provide more balanced access (bus, bike, ped, etc)

**What should CTAC III consider when making transportation recommendations to the City Council and Mayor?**

Support high-density zoning, impose levies on builders to maintain business and upgrade associated transportation infrastructure.

**Would you support a ballot initiative to support future transportation investments in Seattle?**

Yes

**How did you travel to the meeting tonight?**

Single occupant vehicle

Zip: 98103

Name: Andy Sapuntzakis

Address: 311 N 77<sup>th</sup> St Apt D

City: Seattle Zip: 98103

Email: [asapuntz@yahoo.com](mailto:asapuntz@yahoo.com)

**What do you consider the greatest transportation issue(s) facing the City of Seattle?**

18<sup>th</sup> -19<sup>th</sup> century technology: not \$.

**Given the limited resources for transportation, which is most important to you?**

Building new projects

**Please explain your answer:**

21<sup>st</sup> century high tech, profitable, no tax, convenient, fast (up to 150 mph) 24/7, no waiting, no parking

**What should CTAC III consider when making transportation recommendations to the City Council and Mayor?**

How to get rid of existing systems. Save > \$1 Billion/year

**Would you support a ballot initiative to support future transportation investments in Seattle?**

Yes – only if going to 21<sup>st</sup> century

Please share any other thoughts related to CTAC III: Deregulate cabs – allow to use GPS and up to 15 passenger vans to replace access buses as well as bus. \$ saved could be used to build BRT – master – like at NASA Ames, SJCA.

**How did you travel to the meeting tonight?**

Carpool

Zip: 98133

Name: John Kropr  
Address: 350 N 190<sup>th</sup> St #622 C  
City: Shoreline Zip: 98133  
Email: [johnkropf@clearwire.net](mailto:johnkropf@clearwire.net)

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**What do you consider the greatest transportation issue(s) facing the City of Seattle?**

Public transportation: bus and rail availability. Bike lanes and lane marking.

**Given the limited resources for transportation, which is most important to you?**

Building new projects

Maintain the existing transportation system

X Balance of both

**Please explain your answer:** While we need to maintain our roads and bridges, we need to move forward and proactively prepare for a growing population and add public transit infrastructure.

**What should CTAC III consider when making transportation recommendations to the city council and mayor?**

Effectiveness of money spent.

**Would you support a ballot initiative to support future transportation investments in Seattle?**

Yes

**How did you travel to the meeting tonight?**

Carpool. (I normally would have ridden my bike or took a quick bus but I got notice of the meeting at 4:00 and didn't have time to arrange.)

Name: Matt Talley  
Address: 5933 34<sup>th</sup> Ave SW  
City: Seattle  
Zip: 98126  
Email: [matt@drivenoutside.com](mailto:matt@drivenoutside.com)

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**What do you consider the greatest transportation issue(s) facing the City of Seattle?**

More people – potentially more cars – safer more practical choices must be promoted.

**Given the limited resources for transportation, which is most important to you?**

Building new projects

Maintain the existing transportation system

X Balance of both

**Please explain your answer:** both will be necessary

**What should CTAC III consider when making transportation recommendations to the city council and mayor?**

1. Promote safety in transportation choices.
2. Greatest good for their greatest #.
3. Keep people and good moving.

**Please share any other thoughts related to CTAC III:** It's okay to increase car license fees.

**How did you travel to the meeting tonight?**

Bike

**Zip:** 98119

**Name:** Anonymous

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**What do you consider the greatest transportation issue(s) facing the City of Seattle?**

The issue is the city keeps building for corporations which employ people who commute from out of Seattle limits – they want more frequent bus transportation and parking spots for park n ride – the people in other cities are contributing to traffic chaos. Work on the projects that previous mayor and council were supposed to complete as long ago as 1950 – Broadview and SE Seattle still lacks sidewalks. I am not sure if this means bus lines as I heard Seattle is or already has been able to pull resources from the rest of King County.

**Would you support a ballot initiative to support future transportation investments in Seattle?**

No

**How did you travel to the meeting tonight?**

Single occupant vehicle. There is a lack of east west connections for bus.

**Name:** Anonymous

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**What do you consider the greatest transportation issue(s) facing the City of Seattle?**

Need more walkable neighborhoods, wider sidewalks, more street cars, grocery store every six blocks on arterials.

**Given the limited resources for transportation, which is most important to you?**

Building new projects

**Please explain your answer:** More sidewalks

**What should CTAC III consider when making transportation recommendations to the city council and mayor?**

Sustainability of greenhouse gas system.

**Would you support a ballot initiative to support future transportation investments in Seattle?**

Yes

**Please share any other thoughts related to CTAC III:** Great event!

**How did you travel to the meeting tonight?**

Single occupant vehicle. (2 miles)

Zip: 98105

Name: Terry Holm

Address: 7912 13<sup>th</sup> Ave SW

City: Seattle Zip: 98105

Email: [Terry981@aol.com](mailto:Terry981@aol.com)

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**What do you consider the greatest transportation issue(s) facing the City of Seattle?**

The City needs to transition from moving cars to moving people and goods. Continuing to spend large sums of money on automobile infrastructure is pushing us in the wrong direction.

Building new transit, bicycle, and pedestrian infrastructure has been a long time coming.

**What should CTAC III consider when making transportation recommendations to the city council and mayor?**

The city is under the gun to save the downtown bus system from Carmaggeddan. Transit needs to be held harmless from gridlock, which means transit-only lanes.

**Would you support a ballot initiative to support future transportation investments in Seattle?**

Yes, but not for unnecessary automobile infrastructure.

**Please share any other thoughts related to CTAC III:** The City should work with the County to eliminate the ride free area and replace it with a no-cash proof-of-payment zone, with ORCA readers at all bus stops, more widespread ORCA vending machines, and a couple platoons of fare enforcers.

**How did you travel to the meeting tonight?**

Walk, transit.

Name: Brent White

Address: 800 S Donovan St. #210

City: Seattle, WA Zip: 98108

Email: [brent-white@hotmail.com](mailto:brent-white@hotmail.com)

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**What do you consider the greatest transportation issue(s) facing the City of Seattle?**

The safety of all users (environmental impact of dependent vehicles on the road, pedestrian and bicycle safety) frequency (and I know this is related to funding) of metro buses and traffic congestion (particularly from SOV's) and low income citizens being disproportionately impacted by accessibility to alternative transit choices and taxation.

**Given the limited resources for transportation, which is most important to you?**

Building new projects

**Please explain your answer:**

Because this \$20 VLF is relatively small amount of money raised/collected (and it's my understanding that the Bridging the Gap \$ was more for maintenance and improvements of existing structures) I believe it is most important to make a big impact without \$ to get Seattle residents more inspired information and connect through new projects.

**What should CTAC III consider when making transportation recommendations to the city council and mayor?**

Increase focus on developing more street car, link, light rail and increased metro services (as well as creating complete streets while doing this) and connecting all of these services better. I really like the idea of connecting user fees in the downtown corridor from drivers (tolls and parking rate increases) to encourage public transit use to decrease congestion.

**Would you support a ballot initiative to support future transportation investments in Seattle?**

Yes

**Please share any thoughts related to CTAC III:**

Also, giving priority via traffic light and lanes to rapid transit, metro in general. It is of utmost importance to make alternative (biking, transit, buses, and street cars) modes of transportation more attractive than driving a car and not just shame or punish drivers for the choices they make. Perhaps coming up with incentives programs to decrease car usage would be a good idea. Thank you CTAC III!

**How did you travel to the meeting tonight?**

Transit

Zip: 98115

Name: Anna M. Heaton  
Address: 7764 Ravenna Ave NE  
City: Seattle Zip: 98115  
Email: [heaton.annamarie@gmail.com](mailto:heaton.annamarie@gmail.com)

## Email Comments

From: Richard Fuhr  
Sent: Tuesday, May 24, 2011 6:02 PM  
To: Schellenberg, Dawn  
Subject: Funding Sources For Transportation

Feedback from session at Fremont Library: I believe that funding for transportation in the Seattle area should come equally from sources that are located outside the Seattle city limits. After being stung by \$200/ year license tab fees for the failed Seattle Monorail Project, I do not want to see a repeat of that kind of thing. A lot of the traffic in Seattle is from people who do not live in Seattle, and vice versa, so funding source should reflect that fact.

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**From:** "Condiotty, Wendy (USAWAW)"  
**Date:** May 24, 2011 4:25:20 PM PDT  
**To:** "Richard Fuhr"  
**Subject:** Meeting

You can say that the city has a grand and great opportunity to make money in an honest way, rather than taxing law abiding citizens out of their homes and penalizing their parking. This city will never be a walking city if we dump several million into Burke Gillman and other bike trails while our middle age and seniors are having difficulties using sidewalks that are uneven, dangerous, and unsightly, along with public walkways that are now controlled by homeowners whose overgrowth is obliterating not only the sidewalks but the street lighting that the public pays energy bills on. They use parking strips as an extension of their own property. Parking strips should be limited to grass or very low growing nonspreading vegetation. The city should not plant trees where it is evident the homeowner cannot take care of his own property.

Implement strict fines on homeowners, especially rental landlords who can't keep overgrowth out of the sidewalk. Mandate that THEY, the HOMEOWNER, not the renter is responsible for hiring a lawn service, and fine all the landlords big time who let their nice investment properties go into rot and live off this city like cash cows.

Use David Hill's \$90,000 and benefits for two or three employees to work in the DMV and collect license fees from bicyclists.

Get skateboarders off of downtown streets.

Fine bicyclists or confiscate and sell their bikes when they ride down a one way street the wrong way, when they ride on sidewalks when they should be walking their bikes, when they go through red lights, when they do anything that does not follow motor vehicle code, just like it says in the Washington State Driver's manual. That way, the city will save on lawsuits when people are knocked down and maimed. If you break a hip you are dead.

Use this money for sidewalks, not bicycle ramps and trails. This mayor and the previous have catered to the bicyclist lobby to get elected. Yet, most of these bicyclists are young buck dudes with their tights and low fitting handlebars who don't carry groceries home, because they are eating fast meals to match their lifestyles. They don't have arthritis from overuse of joints, etc.

This city needs to get a grip. There are too many people living off of it. And there is a ton of money out there to be had from those who usurp Seattle.

Wendy Condiotty

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Subject: CTAC 3 suggestions

Date: Tue, 24 May 2011 23:39:07 -0700

From: Rob Fellows

To: Ref Lindmark

Ref,

Thanks for the work you're doing on CTAC 3, and I'm glad you're involved! I hope you're open to some unsolicited feedback; I'm having trouble fitting my thoughts into the narrow format provided in the feedback forms. Here are some thoughts, for what it's worth:

- I think voters are fed up with the polarized debate over transportation issues. Most of us know that we don't make transportation choices because of moral superiority or defects; we make practical changes to get our business done. I hope that the campaign will try to find common ground and win-win solutions rather than fan the flames of the mode wars and play into wedge issue politics. If the program and campaign aren't clean of all traces of the mode wars I think any measure will go down hard.

- I also think voters are wary of anything that smells of the spendthrift bubble years, and city largesse to enhance the property values of wealthy, trendy people in developing urban neighborhoods. I don't think people want to feel they are spending beyond their means for luxury and amenities, and I don't think people are excited about large and ambitious projects while they're trying to get back to solvency.
- Complete streets is a good organizing theme (though I don't like the term 'complete streets' resonates with many people - I'd avoid the term and explain the concept instead). The idea that we should take care of our existing infrastructure, and in the process of preserving streets make them pedestrian-friendly and multi-modal, is a powerful win-win message that recognizes that street improvements are essential and tied to transit, bike and pedestrian access. All of these activities happen on our streets. One of the biggest challenges to transit is the deteriorated condition and inefficient operation of streets. I'd enhance the complete streets concept to include basic efficiency, like signal maintenance. For example, I was surprised to find that a reconstructed 85th street still won't connect signals together so their clocks are synchronized.
- I don't think this is a big issue yet, but it may be at some point: we are up to our eyes in debt in the transportation world - we've been borrowing to fill potholes and now we need to raise more money to stay afloat while we pay off the debts the last mayor was able to accrue. At some point we need to think seriously about a sustainable source of pay-as-you-go funds rather than another round of bond-funded binging. (And that means the amount raised needs to be significant!)
- Personally, I think there is some complementary relationship between the areas of town that have no sidewalks and want them, and the parts of town that have sidewalks and want more transit service. If you map these two, you cover most of the city.
- I think this is not the year to propose big independent expenses on rail transit funded exclusively by Seattle. I think the better point is that Seattle wants a higher service level than the baseline the voters are willing to provide countywide. You can't have both rail transit and an increase in service hours; you have to pick one I think. High-cost capital projects come at the expense of service. I believe that at some point Seattle should fight for a bigger share of the regional ST rail investment because it's stupid to spend money on rail to Everett and Tacoma without completing a functional network in the region's urban core.
- I also think the idea of serving the urban centers that are peripheral to downtown has some appeal. People like the idea of connecting these neighborhoods, but more to the point, these are places where new downtown development is going, and the regional mass transit investment won't serve them at all. A solution is needed to serve the periphery around downtown, and it's a win-win for residents and employers.
- Missing sidewalks in a big swath of town need to be addressed directly. Sidewalks are the basic building block of the kinds of neighborhoods we want in Seattle. In places without sidewalks, retail development is auto-oriented, and that makes walking unpleasant. The city needs to reduce the cost to home-owners to add sidewalks to help cover the high cost that city standards result in. There should be a commitment to fully fund drainage costs from SPU fees and remove those costs from the homeowner's responsibility entirely. Then the city should provide

matching funds to groups of property-owners along a block face willing to commit their own funds to sidewalk construction. The same deal should be available for sidewalk repair - even in areas with sidewalks, it's become prohibitively expensive for homeowners to fix sidewalks that require it.

- In sum, I'd propose a ballot measure that includes street preservation (including complete streets, and including asphalt streets that would otherwise never be reconstructed in my lifetime at least), transit service, and sidewalk matching funds. I'd carefully step around the poisonous modal debates and moralizing, and concentrate on back-to-basics. And I'd make sure it's a fund that will continue rather than last only a few years, paid for by our kids.

Two last and maybe only loosely related things:

- I hope the CTAC 3 will make a strong statement that any new state transportation revenue proposal must include a cut for counties and local jurisdictions who sat out for the last two gas tax increases devoted to mega-projects. Getting local jurisdictions back to solvency has to be a primary goal.
- Asking for transit funds has become harder, because every time we've asked over the past decade, we've come back three or four years later and announced we couldn't deliver what was promised, and in face we need to cut further. What transit needs is not more funding (transit now claims roughly 2/3 of all transportation funds in the region), but stability. I think the state should provide a stabilization fund - basically insurance - that transit agencies would pay into during good years, and that would ensure level revenues during the bad ones. It will be a lot harder to put a Seattle-funded transit revenue package on the ballot if it will just be used to make up some of the service otherwise scheduled for cuts, than if it would result in better service. It just seems to me that the overall goal for transit funding should be stability first.

Thanks for listening!

-- Rob

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Subject: CTAC III Comment Form

Title: CTAC III Comment Form

Recipient: Dawn Schellenberg

Name: John Coney

Zip: 98119

Comments: Seattle needs in-city mass transit to survive economically in the 21st c.

Plan to connect our city's urban centers and hub urban villages with steel wheel on rail mass transit. It's past time to evolve in-city transit from the 20th c. emphasis on just neighborhoods to downtown and U-district.

Seattle's City Light generates and vends much of the electric power used for today's trolley buses and streetcars. Let's not pay other nations for fuel to run our mass transit. AND we can actually catch up on arterial street maintenance, if we run transit on rails which have their own subsurface ballast

underneath. Big buses will continue to require frequent arterial rebuilding and emergency repairs. -  
John Coney

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From: Margaret Barrie  
Sent: Thursday, June 02, 2011 1:40 PM  
To: Hiller, David  
Subject: CTAC III and 35th Avenue SW

Hello David, Thank you for the invitation to the community meetings last week. I was not able to attend and I see that the online survey is not available today. I just wanted to let you know that as a resident of West Seattle on 35th Avenue S.W., I walk and ride my bike similar to many people now and I would request that 35th Avenue S.W. be slowed down from 35 miles to at least 30 miles per hour and have a center turn lane, similar to the other main avenues in West Seattle. Sincerely,  
Margaret

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Tracy Burrows

Seattle Department of Transportation

PO Box 34996  
Seattle, WA 98124-4996

Dear Tracy,

In the coming weeks the CTAC 3 will decide how to invest funds from the \$20 vehicle license fee (VLF) in our City's transportation infrastructure. As a representative of Beacon BIKES (Better Infrastructure Keeping Everyone Safe), I am writing to encourage the City to set a goal of constructing 15 miles of Neighborhood Greenways per year and to reduce the goal for annual miles of non-separated bike lanes.

The 2007 Seattle Bicycle Master Plan has resulted in a bicycle network that has been nationally recognized; yet it is a network of routes that serves a small percentage of potential users. A 2010 survey in Portland, OR found that 1/3 of the public is not at all interested in riding a bicycle in the city, of the remaining 2/3, the vast majority (88 percent) were interested but concerned for their safety. Assuming these numbers are roughly the same in Seattle, we can quickly see that building bike lanes on arterials/collectors is not going to increase ridership very much. Once more, it becomes clear that the large amount of resources that has gone into striping arterials/collectors in Seattle has been all for the benefit of a small sliver of the biking population, those 12% of willing cyclists who have the ability and confidence to use non-separated facilities. We are asking that VLF revenue be used to provide facilities that will encourage the 88 percent to get on their bikes, not serve only the 12 percent who already are.

Bicycle infrastructure implementation has been controversial over the past few years with high profile "road diets" stealing the headlines, enraging drivers, and increasing divisiveness among cyclists and motorists. Neighborhood greenways provide viable alternatives to arterial/collector bicycle travel, while calming traffic where everyone wants it calmed, in front of our homes. By focusing on neighborhood

greenways instead of arterial/collector bike lanes, the city can increase ridership while calming anti-bike sentiments.

Beacon BIKES asks “Why build facilities that serve the few and piss off the many, when you could build neighborhood greenways?”

Please consider our proposal when allocating VLF revenue.

Thanks,

Dylan Ahearn  
Beacon BIKES

---

Tracy Burrows, Office of the Director

Seattle Department of Transportation

PO Box 34996  
Seattle, WA 98124-4996

On behalf of Spokespeople, a group that has been advocating for safer biking infrastructure in Seattle for the past four years, I am writing to encourage you to allocate sufficient funds from the \$20 Vehicle License Fees to construct at least 15 miles annually of Neighborhood Greenways.

Spokespeople leads monthly rides from Wallingford, West Seattle, and Northeast Seattle for “reluctant cyclists” who are eager to use their bikes for commuting and local errands but have qualms about riding on the road. As our group has grown, we’ve gained the strength to not just advocate for bike boulevards, but to create the neighborhood consensus to develop Seattle’s first Neighborhood Greenway in Wallingford (along 43<sup>rd</sup> and 44<sup>th</sup> between I-5 and Aurora).

We believe Neighborhood Greenways have the potential to meet the needs of those “willing but wary”, “reluctant”, and less physically able cyclists including children and the elderly. In fact, these “reluctant” cyclists make up the largest category of potential cyclists.

In our experience, continuing to build bike lanes and sharrows on arterials and collectors is not going to increase ridership significantly. Neighborhood Greenways will increase ridership. As Spokespeople, we are asking that VLF revenue be directed to constructing at least 15 miles annually of Neighborhood Greenways.

Thank you for your consideration.

Cathy Tuttle, Coordinator (206) 547-9569

SPOKESPEOPLE rides! <http://www.spokespeople.us/ride.php>

[facebook.com/SPOKESPEOPLE](https://www.facebook.com/SPOKESPEOPLE)

[twitter.com/SPOKESPEOPLE](https://twitter.com/SPOKESPEOPLE)