

Meeting Summary
King County Metro Long Range Public Transportation Plan
 Community Advisory Group Meeting March 12, 2015
 5-7 PM King County Metro

Attendees

Name/City	e-mail
Arthur Kuniyuki/Seattle	boundforcountry@gmail.com
Betsi Hummer/Bellevue	betsihummer@yahoo.com
Brian Bonner/Kent	brianbonner3622@yahoo.com
Celeste Gilman/Seattle	cgilman@maztec.org
Dangelei Fox/Seattle	dangelei@gmail.com
Dianne Ramsey/Seattle	mzramzgayton@comcast.net
Eli McMeen/Kent	edm-m@comcast.com
Gale Shonozaki/Seattle	gyshino@comcast.net
James Lewis/Burien	James.eddie.lewis@gmail.com
Jeff Valluzzi/Woodinville	jvalluzzi@gmail.com
Jeremy Barksdale/Bellevue	jeremybarksdale@gmail.com
Jill Naas-Blackburn/Seattle	jmnaas@msn.com
Jon Morrison Winters/Seattle	jfmorrisonwinters@gmail.com
Karen Tennyson/Kirkland	karen.tennyson@gmail.com
Kelly Grayson/Kent	kelly.grayson1@gmail.com
Larry T Yok/Seattle	elteewye@outlook.com
Mallory Kronlund/Seattle	mallory.kronlund@gmail.com
Melanie Mairs/Auburn	misland@gmail.com
Rodney Lewis/Seattle	pyrodney@gmail.com
Sonja Tracy/SeaTac	sonja.seattle@gmail.com
Tanna Shoyo/Shoreline	cornhusker1993@comcast.net
Winfield Hutton/Shoreline	winhut@web.de
Zachary Fewtrell/Redmond (unincorporated)	zacharyfewtrell@gmail.com
Zachary Pullin/Seattle	zacharyrpullin@gmail.com

King County Staff

Chris O'Claire, Stephen Hunt, Tristan Cook, Paul Roybal

Consultant Staff

Alicia McIntire/Parametrix, Erinn Walter/Parametrix, Sophie Mecham, Transpo Group.

Welcome and Opening (Chris O'Claire):

- Why now?
 - o Seattle is growing quickly; we have increasing traffic congestion, need to manage demand
 - o Get people on transit to maximize capacity
- We have become a multi-center service (not just focused on downtown Seattle)
- Regional coordination – we are actively working with our partner agencies
 - o Relationships among the plans (transit and land use)
- What is a long range plan?

- A map of where our service capital investments will be

Who is here/introduction comments:

All attendees introduced themselves and commented on their transit use and what they would like to see in the long range plan:

- It is difficult to purchase Metro bus tickets; there should be more options for riders who don't have ORCA Cards. Also, I find it difficult to get where I want to go.
- I have issues with bus service being limited to peak rush hour times
- We need dedicated bus lanes at rush hour
- I am interested in how public transit can help alleviate parking issues in our region.
- We need greater integration with other transit providers as well as with other modes.
- I'm a neat freak and buses aren't very clean – the long range plan should investigate how can we better serve riders and keep them healthy.
- I am concerned with fee increases and the impact of these increases on marginalized populations.
- Jobs and people are dispersed throughout the county, so Metro service should be less oriented around one business center (downtown Seattle).
- I am disabled and would like to see more express routes during the day (not just during peak commute times), since I prefer to ride the bus to appointments when it is less crowded.
- I am interested in how effectively the different centers are working (for example, Seattle vs. Kent).
- Younger generations are choosing transit and are often dependent on it; we should keep that in mind when working on the long range plan.
- I'm a hardcore transit rider, I enjoy it most of the time, and one of the things I'd like to see is the ability to access parks/nature via transit. I don't want to drive a car but still want to be able to take advantage of these community assets.
- We need to make Metro appealing to those who say they would never use it (get more cars off the road).
- I am disabled and it is difficult for me to pay my fare, take an elevator, etc. I don't want to have to wear my bus pass/nametag around my neck (how can better accommodate disabled riders?).
- I ride Metro because I'm too cheap to pay for parking downtown, and get too aggravated driving downtown.
- I'd like to see Seattle think like London or other major cities with very efficient public transit systems.
- I'm interested in connections between the regional transit partners
- As I get older, I know I will eventually lose my license, so I know how critical transit is when you don't have access to a car. I worry about feeling limited by the service Metro provides.
- I live in Leschi and sometimes I can't get downtown as quickly as someone who lives outside of Seattle.
- In my job I am in charge of benefits, including transportation benefits (ORCA cards)
- I would like to see the long range plan make it easier to pay for Metro (payment methods streamlined/simplified between agencies, ex. tap and go, ORCA Card that can be used for all regional transit providers).
- I commute from Magnolia to the University District, and have found that everything is centered on downtown Seattle and it's much more difficult to travel east-west.

- I live in a neighborhood where most people drive (even if there is a bus stop right in front of their house). I would like to try to encourage these people to get out of their cars and use transit.
- I am blind, and often the automated systems on the bus are turned down too quiet or do not call out the stops. This is not ok and makes me lose confidence in taking Metro.
- It's a challenge to get home late at night, especially from outside of Seattle.
- I appreciate that Metro is friendly to riders like me (who are elderly and have walkers). Sometimes the buses are too crowded, but I always am able to sit down (because of my walker).
- Let's reduce congestion on the buses – we need more service at rush hour.
- The park and rides on the eastside are always full by the time I leave for work in the morning, so that limits my options.
- I commute with my young daughter, and I love the community aspect of transit.
- You should solicit input from Metro drivers as well, since they will play an important role in implementing this long range plan.
- It would be useful if all of the staff members (at the CAG meetings) had nametags. They should bring their tag up to the podium when they are presenting so that we are able to address them by name.

CAG Members came from all areas of the county representing a broad cross section.

Theme: Connections

- **Frequent service** – “show up and go”
 - 53% of Metro's existing service is frequent, majority of boardings occur on this service
 - Facilitates spontaneous travel
 - Allows you to take advantage of the entire network
- **Peak service**
- **Coverage network**
 - Provides an option, but is much more limited, includes alternative services

Follow-up: What types of service are priorities for you?

- I live by a transit hub, but there's no easy way to find things out (plan trips). In my experience, it has been hard to find the most effective route by using the trip planner.
- The trip planner does not recognize geographic issues (ex. big hills).
- Event service (access to sports games) is important to me.
- I wish we had more buses to get out of downtown Seattle later at night (sometimes I go out with friends and don't want to drink & drive).
- What about hide & riding? Coverage vs. frequency
 - o We would benefit from park & rides within Seattle
- Let's extend the peak hour service a bit (I work flexible hours and have a hard time getting to/from my office in South Lake Union if I don't leave at specific times).
- We have all been operating in the reality of resource shortages. Let's still feel open to articulate our needs and not force premature trade-offs. All services are important for different reasons for different people.
- Let's make safety a part of the plan as well.

Theme: Accountability

- Make sure we have measurable objectives

Follow-up: What do you think transit should be accomplishing? How do you measure success in your community?

- Transit should allow for people to get rid of their cars should they want to, and do so at a relatively inexpensive cost.
- Surveys on the bus are a good way to access the target group and get a response.
- Urban vs. suburban measurements; let's recognize the differences in the needs of these groups.
- Let's consider the total welfare; better land use, congestion relief, environmental impacts, public benefits, reduced GHG emissions, etc.
- I agree that people don't need cars; Seattle has an aggressive atmosphere and is forward-thinking.
- Reliability, easy access to bus stops, and confidence that you will arrive when you need to will encourage more people to ride Metro.
- My college has a suburban population that's largely immigrant, so coverage is important to me. Everyone should have the opportunity to participate in civic life and access events via transit.

The group will resume discussions of Partnership and Economic Growth at the next meeting April 16th. The group was notified of the March 31st Visioning Event at the Seattle Public Library.

DRAFT