



Meeting Summary

King County Metro Long Range Public Transportation Plan

Community Advisory Group Meeting June 18, 2015

6-8 PM King County Metro

Attendees

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King County Staff

Stephen Hunt, Tristan Cook, Paul Roybal

Consultant Staff

Alicia McIntire/Parametrix, Jeanne Acutanza/Transpo Group, Sophie Mecham/Transpo Group.

Meeting Objectives:

- Review the goals of phase two of public and stakeholder engagement and how feedback will be used to shape the preliminary plan.
- Review the network concept maps and performance data
- Understand the networks concepts and the data about how they perform
- Receive feedback about what types of service and capital improvements are priorities in communities across the county
- Receive feedback about priorities for integrating with light rail and other transit

6:00 – 6:15 p.m. Planning process check-in/ phase two of outreach- Jeanne

Comment: I'm glad that you're planning to integrate all three types of service in the Long Range Plan.

Q: Will you be having these same conversations with public agencies like Seattle?

A: Yes, we have a Technical Advisory Committee who we meet with monthly. We are working with staff from many public agencies and other transit agencies.

Is there any other outreach we're missing?

Comment: The City of Bellevue started using *Next Door.com*, so I will post links to information through that forum.

Comment: King County and the City of Bellevue should be able to access me through online advertising like other companies can (ex. Target ads on email, Facebook, etc.).

Comment: You can use the Seattle *Reddit* page to advertise open houses and public events

Comment: Utilize Facebook and Twitter to advertise, because sight-impaired people often can't read ads that are high up or have very busy graphics.

Comment: The turnout at the Bellevue event seemed low given the large population interested in transit and sustainability. I recommend better signage for parking, wayfinding, etc.

Comment: My company has stores all over that I was hoping to distribute fliers to, but our HR department would not help with distribution. Since our company values sustainability, I am thinking of going to higher levels of management to try to publicize the survey.

Q: Are we in communication with any other municipalities who have already gone through this?

A: Yes we are, and they are willing to help us. Because of the breadth and scope of what King County provides, they are willing to pitch in. Also, we have very strong attendance at TAC meetings. We also look at peer cities.

Comment: The City of Redmond had a long range visioning session recently. One of the good points that Jarrett Walker made about outreach is that it favors people who have time.

Q: What is the possibility for reaching out to services for the blind and/or the Department of Vocational Rehabilitation Services?

A: We have a stakeholder list that we send all of our materials out to, and are always open to additional partnerships.

Q: Do you reach out to the large employers in the area?

A: We have reached out to business chambers, and are open to briefing large businesses.

Q: What sort of response have you received to your survey so far? What has it told you about what type of service people in different zip codes need?

A: We have received thousands responses and it has helped build a strong email list for us. Tristan is in the process of interpreting the data now.

6:15 – 7:15 p.m. Service networks and analysis -Alicia/Stephen

Discussion of what elements of each service network are a good fit in different areas of the county and the resulting transit needs

- Presentation on the current network and the projected growth in the region
- Presentation on the three networks and the initial outcomes
- Discussion of the tradeoffs of the networks

Alicia: We're looking at what kind of service should be where, and why? Are there locations where service should change?

- Everything has a trade-off
- What things perform well in these different concepts?

Comment: There must be one senior fare card that works for both Metro and Sound Transit (not just service integration, but fare integration).

Q: Are Access and VanPool included in the traffic model?

A: No, they are not a part of the model.

Q: What if we have totally different ways of moving people by 2040?

A: We have thought about that, but we don't know what's going to happen. We are looking into future applications of technology, and what we want them to accomplish.

Q: What does it take to get more frequent service included with our local service?

A: That's part of the conversation about how we get to the draft preferred concept this fall. We look at where it fits in the budget, how many people it would serve, etc.

Q: What is the goal of studying these three concepts?

A: We want your input/your impression on where we should be focusing these types of service (what would you make the pie look like?). Think about what you're hoping transit is doing, and how it matches up to that in reality.

Q: What kind of capital improvements do we put into the system as a whole?

A: We're going to be talking about that later in this process. As we get to the draft preferred concept, we will be looking at capital improvements more closely and what impacts they would have on ridership.

Q: Driverless technology – are we missing what technology is already being looked at or what the next generation of buses/orca cards/etc. will look like? Is this information private?

Q: Is the cost of park-and-rides factored in?

A: No, that is a separate but parallel conversation. We will find out more about these needs as we get closer to a draft preferred concept.

Q: It doesn't seem like there's much emphasis on moving people east to west. Also, with all the development in South Lake Union, where's the transit on Mercer Street? What about the University of Washington?

A: There are some limitations in our ability to travel east/west on roadways in and around Seattle.

Comment: The local service concept seems to me to be the most open to technology (ex. Demand-responsive transit).

Comment: There has always been the question of transit as a social service versus transit as a commercial service.

Q: Is Metro putting a big emphasis on east/west service? Also, is there any way we could have a joint meeting with the TAC group?

A: Great question, we should look in to the feasibility of a joint meeting. Yes, Metro hears a lot about the east/west connections, but is limited by the roadway network and water bodies. However, we realize it is a critical component.

Q: Has there been any analysis of how well these networks would service populations with greater reliance on transit?

A: Not yet. It is important and we are working to understand how the transit network reaches those populations.

7:15 – 7:50 p.m. Service Integration - Jeanne/Alicia, Stephen – Addressing concerns/questions from last meeting:

- Frequent service has the highest ridership even though it relies on transfers, local service has the lowest ridership
 - o Consider how much time it takes to do the trip matters more than transfers

Q: It seems like express is least effective way to get people out of cars because of trips to park-and-rides.

A: Express actually did the best because of low travel times.

Comment: Since the last meeting, I took someone to apply for the ORCA LIFT card at the public health department (other city offices are too crowded). He walked in with his DSHS number, filled out a simple form, and 20 minutes later they came out with a pamphlet of information and a new orca card for him (it is good for two years). I was very impressed by how easy this process was.

Comment: I had the opportunity to meet a senior transportation planner from the City of Kent when I went to the Federal Way visioning event. She invited me to her office and spoke for an hour; I was very impressed and surprised by this. She expressed the sentiment that Metro really listens to the riders.

Comment: I think the announcements on the buses were great, I think we need more of that.

7:50 – 8:00 p.m. Wrap up, Next Steps – Jeanne

- Next CAG meeting August 2