

**King County Metro Long Range Plan
Joint Meeting, Community Advisory Group and Technical Advisory Committee**

December 3, 2015 6-8PM
King Street Center
8th Floor Conference Room
201 South Jackson Street
Seattle, WA

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King County Staff

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Meeting Objectives

- Provide an opportunity for Community Advisory Group and Technical Advisory Committee members to discuss transit priorities in their communities together.
- Review the Draft Preliminary Concept and provide feedback to Metro staff
- Discuss next steps for plan development and outreach, and receive feedback

Agenda

6:00-6:10 p.m. Open meeting and Introductions of TAC and CAG members

- Stephen opened the meeting
- Tristan shared the news that one of the CAG members, Dr. Winfield Hutton, recently passed away and let the group know that the Transit Riders Union is planning a memorial on January 4th prior to their regular meeting. Tristan will pass along details once they are confirmed.
- All in the room introduced themselves

6:10-6:30 p.m. Overview of the Draft Preliminary Concept, capital and performance measures

- Stephen provided an overview of the Draft Preliminary Concept (see Power Point presentation)

6:30-7:30 p.m. Small group discussions with CAG & TAC members to look at Draft Preliminary Concept in detail by region. TAC and CAG members used a program called [Remix](#) to review the Draft Preliminary Concept, an early draft of the service network that will be in the Long Range Plan. TAC members discussed the growth plans for their jurisdictions and how the Draft Preliminary Concept coordinates with those plans.

Southeast and Southwest King County Region

Tukwila:

- Expecting growth near Southcenter Mall including mixed use development.
- The ST3 project list includes the Boeing Access Station that would connect bus, light rail and Sounder
- North Tukwila is a major industrial employment center in need of transit access
- **Group comments:**
 - It will be important for there to be local transit service connections between new growth near Southcenter and the network.
 - It seems that the Draft Preliminary Concept will improve transit by providing more access to more places

Burien:

- Burien currently has great highway access for drivers, but >10 percent of households don't own a car. Therefore transit is very important for our residents to have access to jobs and other opportunities.
- Currently, the Burien Transit Center provides good access to downtown Seattle and there are several routes, but they tend to be very slow.
- Projects on the ST3 list could provide better connections to Alaska Junction through light rail and better Burien/Tukwila/Renton connections through the I-405 Bus Rapid Transit.
- **Group Comments:**
 - We will need improved connections to SeaTac as a growing employment center

Southeast King County/Covington/Black Diamond/Renton:

- Express service works well for these communities but as they grow they would like to see more frequent and local connections to the network
- A lot of Boeing employees live in Covington and Covington is planning for increased commercial and residential development
- Black Diamond is expected to triple in population over the next 25 years
- Renton needs better East-West connections
- Group Comments:
 - The Draft Preliminary Concept improves service to Auburn, Maple Valley, Covington and Kent

Pierce Transit:

- Pierce County has a large transit dependent population and recent outreach found that residents would like to have service with longer spans, increased frequency and more weekend service
- Pierce Transit is planning for four routes that will integrate with the network in the Draft Preliminary Concept:
 - Route 402- would provide frequent service to between Puyallup and Federal Way Transit Center that would then connect to Link light rail.
 - Route 500- would provide service between Tacoma and Federal Way Transit Center- planning for increased frequency in the future (currently 60 minute headways, the vision is for 15 minute headways)
 - Route 498- Proposed new route that would provide service between Fife and Auburn with 30 minute headways
 - Route 62- an existing route providing service between Northeast Tacoma and Puyallup that PT envisions increasing to 60 minute headways

Northwest Seattle

- The Seattle Transit Master Plan shows increased frequent service
- The area needs:
 - More and better east-west service
 - Frequent service to Link would help reduce the need for parking as the number of people who “hide and ride” on city streets is expected to grow as transit expands.
 - Increased frequent service connections to the light rail spine
 - Better connections to destinations not served by Link light rail
- **Group comments:**
 - Service restructures need to show a clear benefit at the neighborhood level. Need to start small
 - There is a lot of interest in neighborhood circulators
 - As traffic gets worse, consider turnbacks before congested areas to maintain reliability
 - Transit preference at peak hour and create disincentives for peak hour car travel
 - Consider more transit only streets like Third Avenue in downtown Seattle
 - Don't overbuild infrastructure if future tech allows different ways to travel
 - Changing transit use is more than service- improving safety, experience of using transit especially at night
 - Auditory customer info at stops is needed so riders know what buses are coming and when
 - Would like to see a trip planner for future network
 - Report out on performance measures such as how well are traditionally underserved areas served by the Draft Preliminary Concept
 - We should look at the baseline network with a no new revenues scenario to be able to vet that network
 - Are there any county or city plans to purchase land for transit projects
 - Wide street crossings are problematic

- Concerned why the percent of people and jobs is lower in the Draft Preliminary Concept- shouldn't those be growing?
- Need to coordinate decision-making around transit with social service providers, schools, etc.

Northeast King County

Group comments:

- There is a big bottleneck between Duvall and Redmond
- There is significant demand in North Snoqualmie Valley and areas between this area and Eastside cities
- Park and Rides are attractive because local service is inconvenient
- There are many immigrant families in the area that are transit dependent, regardless of household income, but there is not as much transit available
- VanPool riders could shift to fixed-route service if convenient transit was available
- Vanpools are currently an especially important transit mode for immigrant populations
- South Lake Union is a large and growing destination, especially for residents in Redmond and the Eastside.
- Need south county – east county connections
- Totem Lake might be underserved
- Need to use technology and innovation to improve access to Park and Rides- TNC's and someday, driverless cars could provide access to Park and Rides and transit nodes
- Need to coordinate the network with Community Transit in North Shore jurisdictions
- Need to serve social destinations in areas such as Woodinville
- Maximize ridership

7:30-7:55 p.m. Groups report back to larger group about their feedback on the Draft Preliminary Concept

7:55-8:00 p.m. Next Steps for outreach and development of the Draft Long Rang Plan

- The group reviewed the CAG work plan (see power point)
- Metro will be developing the Preliminary Concept in early 2016 based on input received from TAC and CAG members on the Draft Preliminary Concept.
- Metro will seek public and stakeholder input on the Preliminary Concept in Spring 2016.
- The final plan will be transmitted to King County Council in the summer of 2016.
- Metro is working with Transportation Choices Coalition who will host a Transit Talk on the Long Range Plan in January. We will send out more information soon.

8:00 p.m. Adjourn

Next CAG meeting February 18