

Meeting Summary
King County Metro Long Range Public Transportation Plan
Community Advisory Group Meeting August 20, 2015
6-8 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
Daniel Nicholson/Kent	seawolfboatfix@gmail.com
Dianne Ramsey/Seattle	mzramzgayton@comcast.net
Eli McMeen/Kent	edm-m@comcast.com
Gale Shonozaki/Seattle	gyshino@comcast.net
Jeff Valluzzi/Woodinville	jvalluzzi@gmail.com
Jeremy Barksdale/Bellevue	jeremybarksdale@gmail.com
Jon Morrison Winters/Seattle	jfmorrisonwinters@gmail.com
Juan Calaf	juancalaf@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
Rik Keller/Seattle	rik@letscallrik.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

King County Staff

Stephen Hunt, Tristan Cook, Paul Roybal, Lisa Shafer

Consultant Staff

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

6:00 – 6:05 p.m. Review Agenda – Stephen
6:05 – 6:35 p.m. Outreach Update – Tristan

- Approximately 250 people came to King County Metro/Sound Transit joint open house events
- We asked attendees to create their own transit mix and share their priorities
 - o We heard a strong emphasis on frequent service
 - o The eastside preferred local service
 - o Attendees of the daytime open house placed less emphasis on frequent service
 - o Federal Way attendees placed emphasis on express service

Q (Gale Shinozaki): How well do you feel this represents the general population?

A: It is not a representative sample size, but it's a way for us to hear back. We also gather input through the online survey.

- Between June-August we heard from over 6,000 people, and we pushed for more responses from people outside Seattle. 50% of our responses came from outside Seattle. We received a higher percentage of responses from women, Caucasians, and higher income individuals.
- Reducing travel time was the most important priority for survey respondents.

Q (Sonja Tracy): I took the online survey but I don't see my city listed on the slide (I'm from SeaTac).

A: The slide only displays responses from cities with 50 or more respondents.

- Improvements to arterials, and additional park-and-rides were highly ranked improvements.

Q (Arthur Kuniyaki): Did we receive many open-ended comments through the survey?

A: Yes, we got many and are still working through them and coding the responses.

Q (Jon Morrison Winters): What are we doing to gain input from the harder to reach populations?

A (Jeanne): We're putting together specific outreach for transit-dependent populations, and organizing a roundtable event with advocacy groups (community leaders for transit-dependent populations). At some point later we will ask the same advocacy group leaders to come back and provide us with feedback/input.

Comment: You should consider employers, Goodwill, St Vincent DePaul, community colleges, organizers for the tent cities, etc.

A: We will send the list of advocacy groups to the CAG for your review. For the roundtable the focus will be on stakeholder advocacy groups who reach a broad group of people.

Q: Will the people be at the roundtable, or just the representatives?

A: Just the representatives, with the understanding that we will provide tools and they will reach out to their constituents.

Q (Dianne Ramsey): I find that people who are part of these advocacy groups may be biased, is there a way to find out if they are transportation advocates/are affiliated with a certain group or agenda?

A: We did not ask on the survey if they are affiliated with a transportation organization, but we could ask this in future surveys. We know that the majority of respondents heard about it through the rider alert. These are people who chose to take the survey, and all of their demographic data is self-reported.

Comment (Winfield Hutton): I'm bothered that the people who need transit most seem to be under-represented in the survey responses.

Comment (Winfield Hutton): Orca cards – encourage large employers to sponsor the Orca lift program (give them name recognition). I think it would be good publicity.

More Background on the Survey Responses – Paul

- ***Do the top priorities from the survey ring true with your priorities?***

Comment: I'd worry that these changes might mess with the overall traffic situation (ex. changing signal timing, second-hand negative effects on traffic).

A: We rely on the local jurisdictions to help provide the ROW, etc.

Comment: Park-and-rides seem to be a win-win solution.

Comment (Celeste Gilman): I'm not surprised by these priorities; I think they are reflective of the priority of having transit move more quickly. However, the investment of paying to house vehicles for the day (at park-and-rides) is a high cost and I feel people might be better served by this money being spent elsewhere. However, I realize that some surrounding communities have been designed in a way that forces people into park-and-rides.

- ***What do the rest of you feel about the park-and-ride issue?***

Comment: The majority of Metro riders own cars.

Comment: What can we do to minimize the impact on the overall system and make the system better? People will park anywhere, in church lots, in neighborhoods, etc.

Comment (Mallory Kronlund): Poverty is becoming increasingly suburban. Many of these people will become car owners. I'm not surprised at all that many people placed a high priority on park-and-rides.

Stephen: The responses were pretty dramatically different on the issue of park-and-rides depending on which park of the county the response was from. We did not include information on the cost of these investments in the survey.

Comment (Zachary Fewtrell): Park-and-rides are a big issue for me and the people I know. They make the difference between whether we ride the bus or not. They enable people where they live now to get on a bus. Also, they don't have to be free.

Comment (Jeff Valluzzi): Park-and-rides feel more like putting a band-aid on, not a true solution.

Comment (Juan Cataf): Let's find park-and-ride sites that are in communities with transit goals – park/ride/live rebrand.

Comment (Kelly Grayson): What does that do to the taxes people pay? Will the people we're trying to serve end up having to cover the cost?

Comment (Larry Yok): Sound Transit is required to provide at least 1,000 parking spaces at the end of the line, and 500 spaces at various points along it. There are many concerns about park-and-hide.

6:55 – 7:40 p.m. – Breakout Groups for Discussion of Service Concepts – Stephen

- ***Walk through the packet and discuss service concepts***
- ***Let's revisit how these types of service work and what they're trying to accomplish***
- ***Looking for a reaction about whether we're still on track with the right mix of service types***

Q: If the local service ran more often, would its ridership increase significantly?

A: Yes.

Q: Do bus drivers capture data about the type of riders (fare box information)?

A: It's my understanding that we don't use that data to get a demographic picture of our riders. We are using Orca info for some origin-destination data.

Comment (Winfield Hutton): Cash paying riders are probably less frequent riders.

A: This may not always be the case. Sometimes lower income riders have a hard time obtaining an Orca card and pay with cash.

- *Explain summary of TAC responses – Stephen*

Q: Is there supposed to be overlap of the quadrants?

A: Yes, there is overlap, because it keeps us from leaving out destinations that people from the quadrant are trying to get to. Capturing general travel patterns.

Breakout Discussion Notes

Breakout Group Notes – CAG Meeting 8-20-15

Northwest King County

- E Line is super crowded
- South of 85th – always crowded
- Long Express routes get too crowded
- Need more speed in the city
- Alternative services as potential connectors to higher speed services
- What would service purely based on land use look like?
 - Use data to suggest starting point
- Mapping transit dependent populations
- Promote serving the most people w/ existing resources
- Frequency is great
 - o “Frequent local” – good frequency, w/ closer stops works
- Like to not look at schedule
 - o Duplication can work, many options
- Peak frequency in areas w/ hills, might need closer stops, but streamlined good
- Uptown connections to South Downtown are very slow
 - o Create fast connections from N downtown to S downtown
 - o Fast connection transit treatments?
 - o Spine system w/ frequent connections

Northeast King County

- How do we differ from the rest of the county?
 - o Seem to have less access in general
 - o Big, rural quadrant
- Need to have local connections because we're so spread out
 - o Difficult to access express service
- We need park-and-rides if we don't have local connections
 - o What qualifies as local?
 - o Can you use local to commute? Probably not.
 - Time consuming, last mile solution
- Park-and-rides – the best solution for low density rural areas
 - o But not low cost
 - o Attitude that parking lots are only ok in certain areas
- Traffic, sports events, etc. make travel time to downtown Seattle unreliable
 - o Encourages me to drive or go to a park-and-ride at least
- Transit in unincorporated King County – these places aren't designed for transit
- Transit service at park-and-rides should be:
 - o Often
 - o I should feel safe at park-and-ride locations
- The buses leaving the park-and-rides are already at capacity. If we build more parking stalls, will we have more buses to carry the people?
- Did Sound Transit take over Metro's express routes?
- Rural areas should rely more on alternative services

Southeast King County

- Frequent in the "valley" is convenient
- In neighborhoods less convenient
- Local is good (all week and more times of the day)
- Auburn and Renton are denser than shown. They need high quality express more than medium quality local service
- East hill Kent should have local but frequent service
- Need more promotion of service
- Growth in density in Covington/Maple Valley, promote use of park-and-ride to access frequent service
- Covington → Maple Valley express
- Reliability of local to connect to frequent or express service

Southwest King County

- Drivers for park-and-ride ridership
 - o Cost
 - o Access/ease
- Extended reach for express
 - o Need for "local" trips at the beginning and end of trips resulting in 3 seat rides
- Sea-Tac – more service needed in neighborhoods – frequent & local
- Higher call for east-west service



- RapidRide service – more corridors
 - o Used by students
- School districts rely on King County Metro to provide transportation for students
- Students interested in being lifelong transit riders