

Meeting Summary

King County Metro Long Range Public Transportation Plan

Technical Advisory Committee Meeting February 26, 2015

Attendees

Name/Agency	e-mail
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Michael James/Seattle	Michael.james@seattle.gov
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David Beal/Sound Transit	David.beal@soundtransit.org

King County Staff

Victor Obeso, Chris O'Claire, Stephen Hunt, Tristan Cook, Betty Gullledge-Bennett, Graydon Newman, Jana Demas, Paul Roybal

Consultant Staff

Jeanne Acutanza/Transpo Group, Alicia McIntire/Parametrix

Welcome and Opening – Victor Obeso:

Staff welcomed participants and Victor Obeso provided an overview of King County and long range Public Transportation Planning noting:

- Last long range plan in early-mid 90's
- Ridership doubled over last 25 years and can do the same again
- Where are we at now? → Metro operates in the context of many other plans, PSRC, King County, Jurisdiction Plans, Agency Plans → Tension between what's wanted locally and what Metro provides → Align competing needs
- Concurrently Metro is working on Service Guidelines with a Task Force (31 members) and Long Range Plan

- How will we help the region grow? → Begin to lay out a blueprint for what cities in King County can expect future investments, define rationale for making those investments.
- Need to work in a parallel path to ST3 (ST Long Range Plan); have aligned LRP timeline to coordinate with ST

Who is here and who are we missing?

After introductions, Jeanne Acutanza took inventory of what sorts

Planners: 15

Public Works: 7

Transportation Planner: 11

Community/Economic Development: 0

Policy Analysts: 1

Local Agency: 16

Transit Providers: 7

Regional Agencies: 2

Urban: 12

Suburban: 16

Rural: 2

Representatives were present from east, north, and south areas of the county.

Question: Where can KCM partner with local agencies for capital and other investments?

Answer: Some items are clearly KCM and transit agencies responsibilities (like stations and park and rides) and some are clearly local agency and some may require partnership.

Question: Concerns about addressing social equity – How are we reaching out to these populations? We are trying to get diverse representation from across the County.

Answer: These groups are involved in the Community Advisory Group. Also we have other opportunities for community engagement, business roundtable, etc. We will continue to work to identify gaps in representation.

Question: How are we working with Sound Transit to make sure we aren't overlapping/duplicating work?

Answer: We are working together closely to present a joint face to the public to help the public understand the big picture. We will talk to the community about both organizations, how we are interconnected. We will partner and share resources. One area for coordinated discussion is related to evaluation criteria, we see some common themes.

Question: Can we utilize this plan to bring a level of understanding that improves voter acceptance? Let's leverage this effort to educate voters. We need positive public relations to get the communities excited about this plan.

Answer: We're hoping this effort results in a county-wide vision of what transit will be. You can't just fund one agency; this is a shared vision of what we want transit to do for our communities.

Question: You can't be everywhere, but there's a big population in South King County that felt left out in the past. Our elected officials don't trust you, there's a lack of credibility due to service cuts, etc.

Answer: Our goal is to reach out broadly.

Question: Are you speaking to younger generations who prefer transit?

Answer: Yes, we're making sure we're aware of trends, what is changing, and how people move today and how they will in the future.

Comment: Ideas for getting more people engaged include Speak-outs, surveys, let's encourage people to have these discussions in more forums and provide a speakers kit.

Answer: Noted a "speakers kit" is being developed.

Question: What's meant by geographic value?

Answer: It is a reference to the KC Metro service guidelines; the meaning is to make sure Metro is providing value to all parts of King County.

Question: There are no representatives from the educational institutions, and we need them to be engaged in this process.

Answer: We will look for representation from institutions/community colleges in other advisory groups, we will do tabling, go to fairs, etc.

Question: There are other large planning efforts within communities (that have components of transit), how do we tie in with those? This is a big issue for Auburn since a large portion of our population works outside of the community.

Answer: Our next TAC meeting is intended as a workshop to coordinate planning.

Question: I don't see much in the presentation about implementation. How will we implement the end product? Also, what about leveraging partnerships for implementation?

Answer: Noted

Question (Chester): It will be important for us to be able to communicate/explain the service guidelines. Will there be adjustments to the service guidelines?

Comment: It is important to engage the traditional skeptics, not just our staunch supporters. Let's gain consensus from many stakeholders.

Answer: Noted

Theme: Connectivity

- What kind of service do you feel is a priority for your community?
- Do you feel there are other services important to your community?
- What do you need to know about service to help you plan?

Follow-up: *Where will your community be focusing growth and connections where you see transit playing a significant role?*

Comment: Alternative services should cover the whole map. Also, you are using certain jargon and I'm worried officials I work with won't understand these terms.

Comment: I'm supportive of the services you're emphasizing.

Comment: What about large employers who have operating hours outside of peak times?

Comment: We are looking for stronger east-west service. Shoreline needs to deliver riders to the light rail station.

Comment: Building up local access to the spine networks will be vital. What capital improvements are needed to make this happen?

Theme: Accountability

- What is successful service in your Community?

Follow-up: Identify any transit/transportation related policies in plans, i.e. mode share targets, person throughput, concurrence LOS, transit coverage, transit performance

Comment: How do you want our response to this homework assignment? Can you also send/link us to the handouts from this meeting?

Question Regarding Evaluation Matrix: Are you trying to tie LOS to concurrency? We have been reluctant to tie anything to concurrency. The direction we're heading is to provide balance between coverage and frequency. We don't have a lot of direction about which is more important.

Comment: Sound transit and Long Range Plan includes KC Metro bus lines; Seattle doesn't want to be the only one advancing bus-only corridors.

Comment: My agency feels there's a lack of coordination between ST and Metro. Out of the gate, you should coordinate and have a similar or identical set of criteria, and show them together. From the beginning, having a similar set/core set of criteria is important. Define terms the same way (ex. What is social equity?). If not, it makes you look bad.

Theme: Partnerships

- What are the barriers to using transit in your community?
- How does congestion affect your community?

Follow up: Identify key transit/transportation corridors that you have already identified for potential transit priority or other key transit infrastructure.

Comment: Barriers in Renton are due to lack of park & ride, inability to get to transit. Parking lots are full, and there are concerns about crime.

Comment: If we commit to build queue jumps and BAT lanes etc., there needs to be an equal commitment to filling the lanes with bus service

Theme: Economic Growth

Follow up: How is your community currently evaluating access to jobs? Do you consider transit in your review of large developments? Existing/emerging job centers that should be considered for transit access?

Comment: Who else would you like to bring to the table that is not already here?