



## King County Transit Advisory Commission

July 21, 2020

6 p.m. to 8 p.m.

Teleconference:

Here is the link to join the meeting via computer: <https://zoom.us/j/99209077607>

Here is dial in information: 1 (253) 215-8782, Meeting ID: 992 0907 7607

**6 p.m. Welcome, General Manager's Update** (Rob Gannon, General Manager)

**6:30 p.m. Consent Agenda, and Announcements** (Pete Rubin, Chair)

- Consent agenda
  - Meeting minutes – May meeting minutes
  - Priority subjects update – **no new updates**
    - Budget/Funding
    - Need + Speed
    - Access Transit
  - Upcoming legislation at Council – **no updates**
  - Announcements
  - Member recruitment
  - Bellevue First/Last Mile Pilot Project
- Icebreaker
- Discussion around racial justice

**7:00 p.m. Recovery Plan** (Huoi Trieu, Special Projects Manager and Cindy Chen, Community Engagement Planner)

Internal effort to create a recovery plan for the next 12-18 months that plans for Metro's recovery based on different scenarios related to COVID.

*[TAC action: give feedback on priorities during the next 12-18 months]*

**7:30 p.m. Metro Connects Update – RapidRide Network** (Adam Parast and Carrie White, Transportation Planners)

*[TAC action: give feedback on RapidRide characteristics]*



### King County Transit Advisory Commission

July 21, 2020

6 p.m. to 8 p.m.

Teleconference:

Here is the link to join the meeting via computer: <https://zoom.us/j/99209077607>

Here is dial in information: 1 (253) 215-8782, Meeting ID: 992 0907 7607

**TAC members:** Aaron Morrow, Pete Rubin, Cheryl Harrison, Angela Theriault, David Johnson, Gale Shinozaki, Judy Stenberg, Jacob Struiksmā, Ayan Mohamed, Lin Robinson, Bobby Wooten  
**Metro staff:** DeAnna Martin (Partnerships & Engagement Manager), Rob Gannon (General Manager), Cindy Chen and Michelle Huynh (Community Engagement)

#### 6 p.m. Welcome, General Manager's Update (Rob Gannon, General Manager)

- Rob announced he is starting a new job in Missoula, Montana and will be leaving Metro. He was excited to announce the transition to Terry White as the Interim General Manager.
  - TAC members expressed how much they valued Rob's leadership and that they will miss him.
- Terry White introduced himself and talked about why transit is important to him. Terry described the long game and bringing service to areas where service isn't available and investing where needs are greatest. Active headway management is also very important.
  - TAC members congratulated Terry and are excited to work with him.

#### 6:30 p.m. Consent Agenda, and Announcements (Pete Rubin, Chair)

- Consent agenda (with meeting minutes from May) passed.
  - Priority subjects update – **no new updates**
    - Budget/Funding
    - Need + Speed
    - Access Transit
- Upcoming legislation at Council – **no updates**

#### Announcements:

- Recruiting new members: Cindy and Michelle gave a brief update. Gale, Aaron, Cheryl and Pete volunteered to screen and review applications.
- Bellevue First/Last Mile Pilot Project – project team will come to a meeting this fall.



- Discussion around racial justice
  - The group discussed racial justice in relation to transit. One member brought up two Seattle Times articles about transit equity and a recent racial justice protest at Metro's South Base. Group expressed wanting to have a discussion about racial justice and transit in an upcoming meeting.
- New chair and vice chair
  - The chair has been serving for longer than 3 months; the position will now go to the vice chair, Jacob Struiksma.
  - Aaron Morrow volunteers as vice/co-chair.

**7:00 p.m. Recovery Plan** (Huoi Trieu, Special Projects Manager and Cindy Chen, Community Engagement)

Cindy and Huoio gave an overview of Metro's response to COVID and the recovery plan moving forward. Metro as an agency is also looking at how to achieve long-term goals during the time of COVID.

Since March, Metro developed an incident management structure to make fast and effective decision-making to keep riders and employees safe as well as keep people informed both internally and externally. Examples included procuring PPE/cleaning supplies, partnered with Wildwood Distillery to provide hand sanitizer, reacted to need to keep riders safe with social distancing, etc.

Since May, Metro identified a need to shift from crisis mode to how to begin to rebuild service levels and transition to an eventual recovery. Metro is creating a recovery plan that will look at how Metro responds in the next 12-18 months while pursuing the long game and long-term goals.

Cindy and Huoi led a discussion with the TAC asking them: What does recovery look like? What are your hopes and fears? As a TAC, how do you want to contribute to Metro's recovery efforts?

TAC members responded:

- Fear that transit is so sales tax dependent that we'll be in trouble if that revenue doesn't bounce back. Does Metro has Key Performance Indicators to show rider habits?
  - Yes, looking at those internally and building them out.
- Fear: Getting people back to transit will be hard because we've been told to avoid crowds. Capacity will need to increase when people return to work. Funding model



should support transit but people are scared to ride – they won't want to fund if they aren't riding.

- The blind community is concerned about various changes including communication with drivers if there is a shield, inability to hear the announcements when windows are open, and not knowing what buses are full or what is happening on the bus.
- Metro needs to think radically about how to stay relevant. A fareless system could remove some of the barriers that the current system has – but also brings up the question about funding. Metro should consider on demand services more too.
- Right-size service is needed; this could mean smaller vehicles. Drivers and frontline workers need PPE to be protected.
- How often does the Downtown Seattle Transit Tunnel get cleaned?
  - High touch areas are sanitized daily, buses are sanitized at least once a day. Operators can call the Transit Control Center to swap out buses for a clean one. Can't necessarily clean high touch areas every time someone touches it
- Fear: Worried that living in a remote area means that transit options will be further reduced.
- Fear: 30,000 people take Access Paratransit. There must be some work done to bring those customers to the table to bring them back to the system.

**7:30 p.m. Metro Connects Update – RapidRide Network** (Adam Parast and Carrie White, Transportation Planners)

Carrie White and Adam Parast from the RapidRide team came to give a brief overview of the Metro Connects update as it relates to the RapidRide network. Metro Connects is currently being updated to 2050, and making adjustments based on known changes.

TAC members had several comments and questions:

- RapidRide isn't really rapid. It's just frequent service. There should really be more bus-only/BRT lanes and they should operate more like Swift lines (and not stop every 5 blocks). RR should be more like Swift lines. Stopping every five blocks isn't rapid.
  - MetroConnects does envision changes to the RR network but most are looking forward about how we reinvest in existing lines.
- How is the C line (which runs Seattle to West Seattle) running when the West Seattle Bridge is closed?
  - C Line is still running on the low bridge and will continue to use that as long as the bridge is open. That bridge has been prioritized for transit.



- Disappointed to hear about the cut back in RapidRide for the Eastside. There should be reinvestment in other services.
- What are the key differences between local, express and RapidRide service?  
Coordination and the ability to transfer must be key.

Adjourned.