

King County Transit Advisory Commission

June 21, 2022

6 p.m. to 8 p.m.

Teleconference:

Link to join the meeting via computer: <https://zoom.us/j/87261006083>

Dial in information: 1 (253) 215-8782, Meeting ID: 872 6100 6083

6:00 p.m. Welcome & Introductions

- Name
- Pronouns, if you would like to share
- Access needs
- Check in question

6:15 p.m. Consent agenda, Announcements, April meeting recap

- Consent agenda
 - Vote: Meeting minutes – May 2022
 - Oskar votes to approve, Cheryl seconds, May minutes approved.
 - Present:
 - **TAC members:** Mina Barahimi Martin, Oskar Abian, Sonja Tracy, Bobby Wooten, Cheryl Harrison, Jacob Struiksmas, David Johnson, Aaron Morrow, Angela Theriault
 - **Metro staff and guests:** Lizette Carrasco, Yingying Huang Fernandes, Luke Distelhorst, Lei Wu, Michael Hubner
- May meeting recap, reflection, follow up
 - Developing the 2022 TAC work plan
- Announcements
 - Review the draft 2022 TAC work plan; ratify at the July 2022 meeting
 - TAC members, please review and provide your comments. There will be time to discuss and ratify at the July TAC meeting.
 - Presentation request from Office of Law Enforcement Oversight (OLEO)
 - TAC confirmed their interest for a presentation from OLEO.
 - Free Youth Transit Pass proposal engagement
 - June 15: Metro's Free Youth Transit Pass proposal was *approved* unanimously at the Regional Transit Committee
 - July 19: Free Youth Transit Pass ordinance will move to the Transportation, Economy and Environment (TrEE) Committee
 - July 26: Free Youth Transit Pass ordinance at full King County Council for final vote

- More information about the Free Youth Transit Pass proposal can be found on our blog post ([link](#))
- Open discussion period for the TAC – What topics are you interested in?
 - Frustration with cancelled buses. Frustration that there is no designated right of way for buses in certain areas.
 - Agreement that cancelled runs are high impact and should be high priority topic for the TAC.
 - Example: RapidRide trip had back-to-back cancelled runs resulting in a 45-minute delay on frequent service
 - **Next step:** Presentation and discussion on Metro’s speed and reliability efforts would be good. TAC staff liaison to coordinate.
 - **Next step:** TAC members indicated this would be a good topic to bring up for the next General Manager’s Report to the TAC.
 - **Next step:** Some TAC members indicated a desire to write a letter to Council to address frequent cancellations, late trips, etc.
 - Regional Reduced Fare Permit (RRFP) barrier identified. TAC member was asked to provide a passport photo as a requirement to obtain a reduced fare permit. Obtaining a passport photo is a barrier for some and TAC member could not find documentation to support this requirement. Committee should address this as a transit equity issue
 - **Next step:** Staff liaison to investigate and understand how this requirement may change with the transition to next-generation ORCA. Potential for future agenda item from ORCA team to address the transit equity angle of this concern.
 - From other TAC members’ experiences’, Metro would take the picture for RRFP IDs.
 - Concern about Metro’s notification technology – Trip planning functions often down. Text messages arrive late for Access and bus arrivals. TAC member did not receive Access ride notifications resulting in a missed Access trip even though this individual had signed up for notifications.
 - **Next step:** Staff liaison to coordinate future presentation from the Customer Communications Improvement Initiative team, a Metro workgroup composed of internal and external stakeholders who will advise Metro on the development of solutions for recurrent communication issues on a larger scale. Also, opportunity for targeted presentation from the Metro Access team.

6:30 p.m. Seattle Transportation Plan and Comprehensive Plan Update

Presenters: Lei Wu – Seattle Department of Transportation (SDOT), Michael Hubner – Seattle Office of Planning and Community Development

Refer to presentation. TAC feedback follows:

- Seattle Transportation Plan
 - How will the plan address dedicated right of way lanes? How will this plan address on-street parking? Need more dedicated bus lanes because buses often get delayed due to traffic
 - Approach will need to be more aggressive to tackle this issue and improve the efficiency of transit, and to promote environmental sustainability. The plan will establish a road map to achieve that goal (dedicated right-of-way lanes for transit)
 - On-street parking will have lower priority than other transit methods
 - Make sure that transit is accessible to everyone, making sure that Braille and talking information is present at bus stops, stations, on the bus, on the train, etc.
 - Make sure that this engagement process is accessible to everyone – consider Braille, tactile materials, talking screen readers, etc.
 - This plan should address the creation of more transit-only bus lanes in the City of Seattle, express and local transit options, more frequent transit throughout the day and night (24/7), hiring and training more transit operators
 - **Link to Seattle Transportation Plan:**
<https://seattletransportationplan.infocommunity.org/>
- Seattle Comprehensive Plan Update
 - Regarding land use, will Seattle's comprehensive plan update include review of zoning laws that restrict so many areas to single-family use?
 - Briefly, yes, will be studying range of housing option alternatives for areas currently restricted to single-family use. How can single family zoning areas add alternative options of housing (i.e., two-plex, four-plex housing units)
 - Will this plan influence or impact other agencies? For example, Sound Transit's West Seattle-Ballard extension and planned station location and potential for displacement in the International District. Folks are moving to an area because it is transit-rich, but then are getting displaced due to more construction – how to mitigate harm?
 - Working closely with OCPD team on station area planning for West Seattle-Ballard LR extension. Strategy is to work with community early and frequently to develop an equity framework.
 - Noted that the Seattle Comprehensive Plan is very high-level – will not address in micro detail the specific example of the West Seattle/Ballard light rail extension. The Seattle Comprehensive Plan update will set up equity framework which will be used to guide land use planning and address issues like displacement for similar and future projects.
 - Would like to see better process for addressing lack of sufficient transit right of way. Also address the issue of inconsistent, inaccessible, or unmaintained sidewalk infrastructure

- Noted the 15-minute city concept: concept in which most daily necessities can be accomplished by either walking or cycling from within 15 minutes of residents' homes.
- Regarding sidewalk maintenance, working with other city offices to ensure infrastructure like sidewalks are maintained.
- Make sure that there is priority for bus-only lanes on the roads, transit signal priority, etc. High density areas should support public transit infrastructure and vice-versa.

7:10 p.m. Lynnwood Link Connections: Engagement Phase 1

Presenters: Yingying Huang Fernandes – King County Metro Service Planning, Luke Distelhorst – King County Metro Community Engagement

Refer to presentation. TAC feedback follows:

- Applaud noble goal to reach as many people as you can. Best of luck!
- How did the team decide on the study area? Are there funds in place for the project?
 - Study area focused on areas where there is most opportunity for new connections, due in part to the planned new BRT Express Route and the new light rail stations. Team was intentional with study area to not make it too big.
 - Regarding budget, working with existing budget for the current routes we have today – essentially, re-balancing and re-shifting current routes under study. Don't anticipate any new funding at the moment.
- What is the plan to return to the TAC with updates on the proposal before going to Council?
 - Will be coming back later this year for Phase 2.
- What about a plan to address outstanding items and improvements proposed from previous network restructures? A lot of the planned alignment work hasn't happened yet (i.e., direct connection to U District light rail station at NE 43rd St.)
 - Capital improvement timelines can have uncertainty and are sometimes hard to control due to factors beyond our control. For Lynnwood Link, we are working on earlier Capital coordination, at the start of phase 1, to deliver the best outcome possible. Also working with partner agencies to identify potential issues before they occur such as transit station design and connection issues (circled back to the example of NE 43rd St. connection to light rail station).

7:50 p.m. Good of the order

8:00 p.m. Adjourn