

King County Transit Advisory Commission

January 17, 2023

6 p.m. to 8 p.m.

Teleconference:

Link to join the meeting via computer: <https://kingcounty.zoom.us/j/81353844287>

Dial in information: (253) 215-8782, Meeting ID: 813 5384 4287

6:00 p.m. Welcome & Introductions

- Name
- Pronouns, if you would like to share
- Access needs
- Check in question: What is your favorite mode of public transportation?
- Present:
 - **TAC Members:** Sonja Tracy, Lin Robinson, Angela Theriault
 - **Metro staff and guests:** Margarita Aguado (new TAC liaison), Jessica Vu, Luke Distelhorst, Jeremy Fichter, Alle Brown-Law

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

- Consent agenda
 - **Vote: Meeting minutes – November 2022**
 - No changes or updates to the November 2022 minutes.
- November meeting recap, reflection, follow up
 - 2023 – 2024 Metro Budget Update
 - Anti-Harassment Campaign
 - TAC Comment: It was confusing that the new campaign says “Harassment is Not Tolerated,” but are some forms of harassment that are not considered illegal, because they are not considered assault.
 - Staff liaison noted that there are things that Metro can’t involve law enforcement in, but there *are* actions that Metro is taking to improve safety within our own jurisdiction. Part of the purpose of this campaign is to ensure that Metro has the capacity to respond when people feel unsafe.
 - **Liaison shared that there will be an opportunity to review new Metro bus designs. Liaison will follow up with information about that upcoming meeting.**
- Announcements

- Introducing Margarita Aguado, new staff liaison to the TAC
 - Margarita is a new member of King County Metro’s community engagement team but has been with King County since December 2019. She will be the new full time liaison starting in February 2023.
- TAC member recruitment update
 - Metro’s creative services team is currently working to finalize promotional materials. Our goal is to launch the application in early February 2023. Metro will send TAC members the application so they can share with their community. The application will be open for a month, and we hope to have nominees selected by end of April, with a full TAC by the May meeting. **TAC members are welcome to help with the recruitment and applicant screening process.**
 - TAC Comment: What are we looking for as far as total members?
 - Staff liaison answered that TAC has the capacity for 18 members. Historically, the group’s preference has been to keep it smaller (around 10 members) so there’s opportunity for discussion. We’re aiming for 10, and there are 4 active members now. The number of members is open to TAC discussion and preference.
 - TAC Comment: I think 10-11 active members sounds good; we do get into a lot of discussions. Are you all still trying to recruit from different geographic areas? Would a current TAC member need to leave the TAC if they moved within King County?
 - Staff liaison shared that there is space for 2 TAC members per district. Wherever you move in King County, you are still welcome on the TAC.

6:30 p.m. Lynnwood Link Connections Mobility Project – Phase 2

Presenter: Luke Distelhorst, Metro Community Engagement Lead

Refer to presentation. TAC feedback follows:

- It’s exciting that Metro is planning more East-West routes, and more service days. I haven’t heard any presentations or information about the new, large connection center coming to Federal Way. It would be good to get more information and opportunities to comment on that project. I was disappointed that the Angle Lake station was built for people who drive cars. I don’t understand why busses couldn’t come into the station.

- We've heard from a lot of people about how important those bus/Link transfers are! We want to ensure that busses are able to pull right into a link station and that you experience easy connections. Sound Transit doesn't currently have a timeline for the Federal Way extension, but once they have a more formalized opening date, Metro will likely host another large engagement project for Federal Way like the Lynnwood Link project.
- Thank you for presenting. Presentations like these are the kind of information and presentations that we've been asking for. When I first started, it felt like TAC was kind of on the backburner. But I've seen, over the past couple of years, there's been a lot more engagement with Metro coming to us. I really like that change. Thank you for taking the time to let us know what's going on, so we can better help you.
 - Thanks for that comment. There is lots going on, and no shortage of projects we can bring you information about!
- I'm looking forward to seeing the Lynnwood Link creating connections to the shopping areas like Lynnwood, South Center, and Bellevue, and being balanced out in terms of service. It will create options for people in terms of where they want to go. Will there be an East-West Rapid Ride route on some of the streets you mentioned, like 130th, 140th, 175th?
 - There is one East-West rapid transit project, on NE 145th. That would be upgraded to Sound Transit's bus rapid transit, Stride, and would connect to light rail. There aren't any other Metro Rapid Ride projects on the East-West corridors, but there are routes proposed to be very frequent levels of service (every 10-12 minutes).
- Will you wait till the Lynnwood connection is open to open those routes?
 - Once we hear from Sound Transit about the opening timelines, we will adjust the routes to match the opening of the station. Right now, in Phase 2, we want to collect feedback on the overall network. Then in Phase 3, we can start to look at people's priorities for routes that people want phased in first.
- I'm so excited to see the change in the Lake City area and really looking forward to the better service!

7:10 p.m. Service Recovery Plan

Presenters: Jeremy Fichter, Transportation Planning Lead and Luke Distelhorst, Community Engagement Lead

Refer to presentation. TAC feedback follows:

- Thank you for the presentation. I live in Lake City, and I have found that the Link is much faster than trying to take the bus into the city. When you talk about expansion of bus service, I have some concerns. Before COVID, I had a lot of bus route options, but since COVID, it's super limited. I basically have 1 choice. I can either take Bus 20 or the 22. What I've noticed is the connections between bus and train are really rough. After working downtown, the bus pick-ups are not timed to when the train is coming in. You have to wait another 30 minutes if you missed the train. I wish there

- was a better connection schedule – thinking about people who are going from bus to train.
- Providing quality connections between bus and light rail is a central focus for link connection projects. We are trying to improve our frequent, all-day service so that people can make these connections as seamlessly as possible. We are working to try and provide quality connections between bus and rail at the light rail stations. We are trying to make the best use of resources available. We've been struggling with trip cancellations as a result of the operator shortage. Some of the issues you are experiencing right now may be due to Metro not operating all the service that has been scheduled.
 - **On the Lynnwood project, when it comes to the Route 20, we have a place in our survey where you can provide specific feedback about riding the bus to connect to light rail.** Having your feedback in the survey would be very helpful!
 - In the talking points about the Recovery Plan, it says: “Central to this approach is a guiding principle that suspended services resources...” Could you explain what suspended service resources are?
 - We deal in “service hours.” A service hour is an hour that an operator and bus are out on the street. We're looking at the service hours within each of the geographies on the map. The resources that we currently have invested in each set of routes will remain invested in that same set of routes. So, that includes any currently suspended routes! We're will engage with the community as part of these projects. We could re-establish those suspended routes or move those resources to service another route in the project area.
 - How do you choose the set routes?
 - With each project, we look at *why* we are restructuring service in that area. Impacts like light rail give us the opportunity to re-examine connections, i.e.: what are the routes we might change/reorient to provide connections to light rail? We've also created a sixth project on Service Recovery to guide what we do with the suspended routes in Seattle and Vashon Island.
 - Are you looking at mobility projects that aren't related to link?
 - We did a separate mobility project in Renton, Kent, and Auburn in 2019 and 2020. That was the RapidRide I line and routes 150, 160.
 - Thanks for bringing all this information. It's refreshing to see how much information is being provided to the TAC.
 - When is the Madison RapidRide planned to be open?
 - RapidRide G is planned to open in Fall of 2024. We are expecting to launch an engagement project for RapidRide G this spring. In advance of the RapidRide G line opening, we want to hear from community members about how to improve connections to and from the G line as well. We also have some funding to proceed with planning efforts on other rapid ride projects. Those are shown on the map in the presentation.
 - Madison has had work going on for a long time.

- Yes, the work you're seeing is for the RapidRide G line! It's a collaboration between Metro and the City of Seattle.

7:50 p.m. Good of the order

- Jessica Vu's last TAC meeting as interim liaison. It was great to meet and work with you all. Best of luck!
 - TAC members thanked Jessica and welcomed Margarita.

8:00 p.m. Adjourn