

METRO CONNECTS

King County Metro Long-Range Plan

Public Engagement Report

King County Department of Transportation Communications
June 2016



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Executive Summary

Overview

This public engagement report describes how King County Metro Transit engaged diverse county residents and transit riders, as well as transportation agencies and jurisdictions in shaping a shared vision for the future of transit service in King County and the region through 2040. Over the course of 18 months Metro embarked on a robust, three-phase outreach process that gathered input from a broad range of people and stakeholders throughout King County, including the general public, transit-dependent and traditionally underserved people, cities, and regional transportation partners. The report summarizes how the public and stakeholders were informed about opportunities to provide input, how input was collected, and the feedback that Metro received that shaped the METRO CONNECTS ong-range plan.

Outreach and Engagement Plan

In the fall of 2014, Metro developed a strategic engagement plan (SEP) to guide public outreach that would continue through final County Council adoption of the long-range plan. The SEP outlined the goals and objectives of the public outreach, identified key milestones in the planning process, and described public engagement activities. It proposed a three-phase approach to engage the general public, traditionally underserved and transit-dependent communities, jurisdictions and key stakeholders in the plan's development and called for establishing a Community Advisory Group that with members who represent diverse rider viewpoints and a Technical Advisory Committee that represented jurisdictions throughout King County and regional transportation partners. A detailed description of the SEP is provided on page 8.

Notifications – How we let people know they could participate

People were notified about opportunities to participate and weigh in about the long-range plan development in the following ways throughout the public outreach:

- **News release** – sent to media contacts, including ethnic media.
- **Website** – developed to engage viewers and tell a story about why a long-range plan matters, why we're creating one now, and how they can be involved in the process.
- **Targeted ESJ Outreach** – sent to approximately 800 community partners including groups that serve traditionally underserved and transit dependent communities, inviting them and those they serve to participate in the long-range plan outreach by taking the survey, applying to be on the Community Advisory Group, signing up to receive notifications, and offering a presentation or briefing meeting. Follow-up phone calls were made to key groups to encourage Community Advisory Group participation. See page
- **ESJ Roundtable** formed a group of ESJ stakeholder groups that we met with during the Alternatives Phase of outreach and reached out to regularly with updates and to seek feedback. See page 26 for more information.
- **Translation and Alternative Formats** - Draft Plan handout was translated into Spanish and distributed at events, to ESJ Roundtable contacts, and posted online. All materials included

multi-lingual phone line for Spanish interpretation and contact information for alternative formats.

- **Notification to jurisdictions** – sent to 39 mayors and transit agency partners inviting them to designate a staff person to serve on the Technical Advisory Committee. In subsequent phases of outreach, committee members acted as the liaison to their jurisdiction about the long-range plan.
- **Social media** – posts on King County Metro Facebook and Twitter and on the Metro Matters blog about the purpose of the long-range plan and how to be involved.
- **Transit Alert notifications** – email or text message sent to Transit Alert subscribers describing the project and inviting recipients to participate. Included multi-lingual phone line for Spanish interpretation and contact information for alternative formats.
- **Community visioning event poster** – posted at community locations such as libraries to publicize the spring community visioning event.
- **Printed one-page handout** – regularly updated for each phase of outreach and distributed at community events and electronically.
- **Community fairs and festivals** – long range-plan information was available at the Metro table at community fairs and festivals throughout King County.
- **Bus ads and on-bus rack cards** – for the Draft Plan Phase Outreach, exterior ads were put on Metro buses and cards were placed in brochure racks on buses for riders to take. They provided information about how to participate.
- **Tabling at bus bases** – for the Alternatives Phase Outreach, planning staff members visited bus bases to talk to operators about the long-range plan and distribute paper surveys.
- **Community Advisory Group** – CAG members helped to spread the word in their communities about upcoming opportunities to participate.
- **Technical Advisory Committee** – TAC members worked with their city communications staff to spread the word in their communities about upcoming opportunities to participate.

Summary of outreach activities and what we heard during each phase of outreach

Visioning Phase – February to May 2015

How we received feedback

- Website views: 10,300+
- Online survey responses: 2,900+
- Social media: 4000+ people reached
- Visioning event posters and notifications sent to 8,500+
- Email/text message notifications: 21,000+
- Community contacts notified: 800+
- Community Advisory Group applicants: 150+
- Community Advisory Group meetings: 2
- Technical Advisory Committee members: 75+
- Technical Advisory Committee meetings: 2
- Visioning event attendees: 200

Themes from the public feedback during the Visioning Phase of outreach

When asked what changes are most important to people when they think about a future transit network, the following are the top 10 most common items. Learn more about what people told us during the Visioning Phase of outreach on page 14.

1. Extend light rail
2. Improved bus frequency
3. Grade-separated or lane-separated transit
4. More off-peak service
5. More reliable service
6. Connection between multiple modes of transit
7. Affordable fares
8. More routes/buses
9. Better service to outlying communities
10. More east-west connections

Alternatives Phase – June to December 2015

How we received feedback

- Website views: 15,000+
- Social media: 3000+ people reached
- Open house attendees: 350
- ESJ organizations notified: 40+
- ESJ Roundtable attendees: 5
- City and stakeholder briefings:
- Email/text message notifications: 21,000+
- Community contacts notified: 800+
- Online survey responses: 6,100+
- Community Advisory Group meetings: 4
- Technical Advisory Committee meetings: 10 (three sub-regional meetings were held in July and November)

Themes from the feedback during the Alternatives Phase of outreach

The following provides a summary of some of the key themes from the Alternatives Phase of outreach. Learn more about what people told us during the Alternatives Phase of outreach on page 19.

- **Purposes:** People have a strong desire to be able to use public transportation for both work and non-work activities. The largest percentage of respondents selected work as their preferred use, but entertainment and sporting events were not far behind.
- **Service availability:** In addition to commuting, people want service all day, every day during the non-peak times of the weekday and for various times during the weekend. This desire corresponds to the fact that the survey respondents wish to use transit for a variety of purposes and at a variety of times outside the traditional work-related and peak commute time/directions of the past.
- **Express service:** When asked if adding express bus service would change the survey respondents' habits, the response was split, in part because the appeal of improved travel times for express transit routes is significantly compromised by service and facility issues. The

reduced travel time is appreciated, but limited frequency, facilities, service span, and coverage contribute to the perception that express transit service is too crowded, unreliable, and out of the way to be useful for riders not already using the service.

- **Local service:** Slightly more than half of online survey respondents (55%) would ride transit more frequently if there was an increase in local service, and less than half of survey respondents (37.4%) would not change their habits.
- **Frequent service:** Approximately 62% of survey respondents replied that they would ride transit more often if a frequent service pattern was selected. The expansion of a frequent transit network attracts more support because it would establish a network that is more useful and user-friendly.
- **Capital investments:** Capital improvements related to transit reliability and transit system access were a highly ranked priority. Access improvements for non-motorized travel modes (walking and bicycling) were a priority for urban west King County, and park-and-ride facilities were a priority for suburban east and south King areas. Respondents expressed their desire for reliability-oriented investments and for increased/improved transit service in nearly equal measure.

Draft Plan Phase Outreach January to June 2016

How we received feedback

- Website views: 30,000+
- Social media: 8600+ people reached
- Email/text message notifications: 55,000+
- Community contacts notified: 800+
- ESJ contacts notified: 40+
- ESJ organization briefings: 7
- Transportation Choices Coalition Transit Talk attendees: 100+
- Open houses: 9 open houses held with 900+ attendees
- Online survey responses: 693
- Online comments received : 115
- Community Advisory Group meetings: 3
- Technical Advisory Committee meetings: 3
- City and stakeholder briefings: 63
- Jurisdictions and organizations who provided formal comment on METRO CONNECTS: 20

Themes from the feedback during the Draft Plan Phase of outreach

Metro received suggestions for changes to the proposed service network and comments on other components of the METRO CONNECTS plan. Below is an overview of key themes that came out of the survey feedback. Learn more about what people told us during the Draft Plan Phase of outreach starting on page 30.

Percent of survey respondents who thought the following items were incorporated into METRO CONNECTS well or very well.

- 71% Expanding frequent service
- 66% Expanding frequent service to low-income and minority residents
- 71% Expanding RapidRide service

- 70% Expanding express service
- 61% Increasing local and flexible service
- 61% Increasing transit mode share

What do you like most about the draft service network presented in METRO CONNECTS?

- Increased frequency for all routes
- Expanded frequent service network
- Expanded service coverage
- Expanded RapidRide service
- More/improved connections to Link light rail
- Increased speed of transit
- Better east-west connections/crosstown service

What do you like least about the draft service network?

- Want the plan implemented sooner
- More or improved service
- Want more detail on several topics: overall details, transit routing, funding/financial plan
- Better connections to Link light rail
- Physical connections between bus and Link should be short/ easy
- Connecting buses should be frequent
- More or improved service to non-urban center suburbs
- Better service coverage, i.e. transit lines closer to their origins and destinations

Conclusion

By reaching out to a broad range of people and stakeholders with diverse perspectives and needs throughout three phases, Metro was able to learn about how riders and the public want to see transit grow and change to meet our region's transportation needs; find out what priorities people have when it comes to different types of transit service in their communities; and use feedback about the draft plan to develop a final plan that describes a collective vision for the future of transit in King County. Throughout the process Metro developed relationships with jurisdictions, groups, and individuals throughout King County that represent diverse perspectives and those partnerships will continue to be valuable as Metro seeks input on implementation plans to make the METRO CONNECTS vision a reality.

Outreach Plan, Activities, and Feedback

Strategic Engagement Plan

In the fall of 2014, Metro developed a Strategic Engagement Plan (SEP) to guide public outreach efforts through final King County Council adoption of the long-range plan. The SEP outlined the goals and objectives of the public outreach process, identified the outreach timeline, and described public engagement activities. The SEP outlined a three-phase approach to engaging the public and key stakeholders in the plan's development process, including establishing a Community Advisory Group and a Technical Advisory Group, stakeholder coordination, and public engagement.

Outreach Goals and Objectives

Goal – Ensure that stakeholders, the general public, and underserved populations are aware of Metro's long-range planning process, what opportunities there are to engage in the process, how decisions will be made and how their involvement will shape those decisions.

- Implement a robust public education campaign that includes multiple opportunities and mediums for input
- Demonstrate and reflect back how public input shapes the development of the Long-Range Plan and outreach at each phase of the process

Goal – Promote meaningful community stakeholder and public participation in decisions about Metro's Long-Range Plan and provide opportunities for diverse community members to shape the outcome of the planning process. Efficiently and broadly engage diverse communities to gain insight on values and priorities related to public transportation in King County.

- Recruit a Community Advisory Group that is reflective of those who will be affected by the changes being considered
- Identify meaningful and effective strategies to reach and engage underrepresented and transit dependent populations including limited-English proficient populations, seniors, people with disabilities or limited mobility, communities of color, and low income populations

Goal – Provide a process where key agency partners and elected officials are able to shape Metro's Long-Range Plan and the public outreach process.

- Form and facilitate a robust Interagency and Local Jurisdictions Advisory Committee or Technical Advisory Committee
- Engage standing transportation committees

Goal – Support timely engagement, coordination, and collaboration with partner agencies to inform improved decisions for the public.

- Open dialogue between King County Metro and agency partners that improves coordination and enhances investment decisions by all partners

Outreach Timeline

Visioning Phase Outreach – February to May 2015

The purpose of this phase of outreach was to kick off the outreach process and raise awareness that Metro was developing a long-range plan and wanted public input. Metro gathered input about how people use public transportation now and what their vision is for the future of transit in our region.

Activities:

- Recruited members for the Community Advisory Group and the Technical Advisory Committee – February
- Community Advisory Group met – March and April
- Technical Advisory Committee met – February and April
- Online survey open – February through March
- Public visioning events held – April and May

Alternatives Phase Outreach – June to December 2015

In this phase, Metro provided information for the public and stakeholders to consider as they gave their feedback about service types, capital improvements, and integration. This information included:

- Projections about what King County will be like in 2040, such as where people will live, where job centers will be, and how transit is expected to change.
- An overview of the characteristics of three different types of bus service – frequent, express, and local.
- Three network maps that emphasized each of the three service types.
- Performance data to show how each network would perform according to criteria such as ridership, the number of people with easy access to a frequent bus stop, and the number of jobs accessible within a 30-minute transit ride.

Metro asked the public and stakeholders to consider this information and provide feedback about what types of service they thought would work best in their community.

Activities:

- Community Advisory Group met – June, August, October and December
- Technical Advisory Committee met – June, July (three regional meetings held in July), August, October, November (three regional meetings held in November), and December
- Online survey open – June through August
- Public open houses held – June
- ESJ Roundtable meeting – September

Draft Plan Phase Outreach – January to June 2016

Metro developed a draft plan, METRO CONNECTS, including one draft service network based on input from the first two phases of outreach. METRO CONNECTS included a vision for a system of transportation choices that move people farther, faster and more reliably to the places they want to go, with ease, comfort and safety. The plan was released for riders, the public, and stakeholders to review and provide comments.

Activities:

- Community Advisory Group met – February and May
- Technical Advisory Committee met – February, April, and May
- Online survey open – April through June
- Online comment forms available – April through June
- Public open houses held – May
- Jurisdiction and stakeholder briefings – January through May
- ESJ stakeholder outreach and briefings – January through May

Advisory Groups

Metro formed a Community Advisory Group and a Technical Advisory group to help guide staff on the development of the long-range plan. The two groups met regularly to advise Metro on the development of the plan and public and stakeholder outreach. The following is a description of the recruitment, membership role, and activities of both groups.

Community Advisory Group

Twenty-four community members were recruited to serve on the Community Advisory Group, representing the diversity of current and future King County and Metro residents and transit riders. The group met every other month from March 2015 through the summer of 2016 to review and advise Metro staff on the development of the plan and community outreach activities.

The group will help develop a vision for transit in King County over the next 25 years and identify the long term transit needs of King County. Members will participate in public meetings and outreach events to hear from the local community as input is received at different stages of development of the plan and discuss issues related to long range transit needs in King County. The group commented on the long-range plan alternatives.

As part of their responsibilities, members of the Community Advisory Group:

- Met bi-monthly from March 2015 to summer 2016;
- Advised staff on the public outreach process and participated in community outreach activities;
- Commented on long-range plan alternatives as developed by staff;
- Reviewed comments received from public outreach about long-range Plan alternatives, preliminary plan, and final plan and help staff identify common issues and themes ;
- Developed comments based on review of the staff recommendations for the final long-range plan.

Community Advisory Group Recruitment

Recruitment for CAG members began in February 2015 when the Visioning Phase of outreach was launched. An online and print application form was made available at that time. People were informed about the opportunity to apply to serve on the Community Advisory Group as part of the communications for launching the first phase of public outreach.

- Media and social media
- Metro Transit Alerts to subscribers (emails and text messages)
- Electronic notifications to Metro rider listserve subscribers and emails to community partners and organizations
- Printed one-page handout

- Outreach to community groups, service agencies, stakeholders and members of the public who represent diverse perspectives and have specific related knowledge or experience with regional planning issues and transit.

Recruitment goals

- One member of the Metro Transit Advisory Committee
- Live, work, go to school, regularly visit or use social, medical or other services in King County
- Use Metro bus or Access paratransit services or other transit services in the county
- Own a business or involved in a stakeholder group in King County that uses Metro transit
- Diversity of gender, age, income, primary language, and ability/disability
- Diversity of geographic location within King County including representation from King County Community Service Areas

Summary of selected members

The CAG application period ran through the month of February 2015 and more than 150 people applied to serve. Staff reviewed the applications based on the identified recruitment goals. The following is a summary of the 25 final members who were selected.

Geographic Distribution

North King County-2

- Shoreline-2

South King County-6

- Auburn-1
- Burien-2
- Kent- 2
- SeaTac-1

East King County-5

- Bellevue-2
- Kirkland-1
- Redmond-1
- Woodinville-1

Seattle-12

- Capitol Hill/Central – 2
- South East Seattle – 3
- Fautleroy – 1
- Leschi – 1

Magnolia – 2

Maple Leaf – 1

Wallingford – 1

Queen Anne-1

Gender

Women-12

Men-13

Racial and Ethnic Diversity

Black/African American-4

Alaska Native/Native American- 3

Asian American-3

Latino-1

Caucasian - 14

Disability-4

Quadriplegic

Uses a walker

Blind

Degenerative disk disease

Age

Under 20 – 1

20-30 – 3

30 - 65 – 18

Over 65 – 3

Other qualifications, skills, experience:

Transit Advisory Commission member

Previous member East Bellevue Community Council

South Seattle College Transportation Coordinator

PATH Employee Transportation Coordinator

Director of non-profit serving homeless

ARCH Regional Coalition for Housing

Former Kirkland Planning Commission

SE King County Sounding Board

Transit Riders Union
 Feet First Seattle
 UW Commute Options Manager
 PSRC TDM Steering Committee
 WSDOT Statewide Public Transit Plan Work
 Group
 Seattle Pedestrian Advisory Board

Women in Transportation
 League of Women Voters
 Hopelink Mobility Manager
 King County Mobility Coalition
 Regional Transit Task Force member
 Seattle Housing Authority, Board of
 Commissioners

Technical Advisory Committee

The Technical Advisory Committee is made up of representatives from jurisdictions across King County, and organizations that are involved in local or regional transportation, land use, environmental planning, development and government.

The Technical Advisory Committee met regularly from February 2015 through mid-2016 to help finalize the Strategic Engagement Plan and help shape the development of the long-range plan. Members acted as a liaison to provide updates to staff and elected leadership in their communities and bring input back to Metro and the other TAC members. Members participated in meetings, workshops and outreach events to hear from local jurisdictions, agencies, businesses and other stakeholders as input is received at different stages of development of the plan and discussed issues related to long-range transit needs in King County. This participation helped Metro to understand the growth and development identified in local comprehensive plans to identify and prioritize long range transit needs in King County. The group reviewed and advised on the long-range Plan alternatives and preliminary plan and coordinated formal comment from their jurisdictions leadership on the draft METRO CONNECTS plan to help shape the final plan transmitted to the King County Council.

As part of their responsibilities, members of the Technical Advisory Committee:

- Met every other month or more from February 2015 to July 2016
- Advised staff on the public outreach process and participate in stakeholder and public outreach activities;
- Acted as a liaison to their jurisdiction staff and elected leadership ;
- Reviewed and commented on long-range Plan development and public and stakeholder outreach and helped to coordinate any formal comments from their jurisdiction about the draft METRO CONNECTS plan;
- Comments will be recorded and included in the Public Engagement Report.

Recruitment timeline, channels

In coordination with the launch of public outreach and CAG recruitment, Metro sent a letter to Mayors of all jurisdictions within King County to inform them about the upcoming long-range planning process and invite them to designate staff members to participate in the TAC. Metro sought staff-level representatives from jurisdictions, transit providers and other organizations with experience and knowledge of issues related to regional planning, transportation, public infrastructure, environment, and economic development.

Technical Advisory Committee Members

Representatives from the following cities and organizations participated in the TAC.

Jurisdictions

Algona
 Auburn
 Beaux Arts
 Bellevue
 Black Diamond
 Bothell
 Burien
 Carnation
 Covington
 Des Moines
 Duvall
 Enumclaw
 Federal Way
 Issaquah
 Kenmore
 Kent
 Kirkland

Lake forest Park
 Maple Valley
 Medina
 Mercer Island
 Milton
 Newcastle
 Normandy Park
 North Bend
 Pacific
 Redmond
 Renton
 Sammamish
 SeaTac
 Seattle
 Shoreline
 Snoqualmie
 Tukwila
 Woodinville

Yarrow Point

Transit Providers

Sound Transit
 Pierce Transit
 Community Transit
 Snoqualmie Valley
 Transportation

Other Organizations

Puget Sound Regional
 Council
 Sound Cities Association
 WSDOT
 King County Department of
 Transportation
 King County Council Staff

Overview of Three Phases of Public Outreach

The Metro Long-Range Plan Strategic Engagement Plan outlined a three-phase approach to engaging the public and key stakeholders in the plan's development process. The following describes the purpose of each phase of outreach, how we let people know about the opportunity to participate, how we gathered input, who we heard from, and what we heard.

Phase One: Visioning, February to May 2015

Notification: How we let people know they could participate

- **Press release** - a press release was sent to media contacts including ethnic media to share information about the long-range plan and how to be engaged.
- **Website**- a website was developed to engage viewers and tell a story of why having a long-range plan matters, why we're creating one now and how they can be involved in the process.
- **CAG Invite to Community Partners**- Email sent to approximately 800 community partners inviting them or those they serve to participate in the Long-range Plan through the survey, apply to be on the Community Advisory Group, and sign up to receive notifications. Follow up phone calls to key groups the following week to encourage CAG participation.
- **TAC Invite Letter**- letter to 39 mayors and transit agency partners inviting them to designate a staff person to serve on the Technical Advisory Committee

- **Social media-** The King County Metro Facebook , Twitter, and Metro Matters blog accounts will be used to reach those audiences with information about the importance of the long-range plan and how to be involved.
- **Metro Matters blog-** long-range plan information posted on the Metro Matters blog.
- **Metro Matters subscriber notification-** An email or text message with a description of the project and an invitation to participate was sent to subscribers
- **Community Visioning Events-** Three community visioning events were held during the Discovery Phase. These events were used as a forum for discussion on what the future of transportation can be in King County. Participants took part in a visioning exercise and heard a panel of local and national experts talk about the future of public transportation and answer questions collected from the public.
- **Community visioning event poster-** to publicize the spring Community Visioning event at community locations including libraries, etc.
- **Printed one-page handout-** for distribution at community events and available to download on the website.
- **FAQs-** develop list of FAQs to respond to common questions about the LONG-RANGE PLAN
- **Reminder emails for TAC and social media posts for survey**
- **Survey reminder- to increase response rate from communities outside of Seattle-** identified best route subscriber groups, newsletters and other opportunities to improve response rate from other communities in the county

ESJ Specific Outreach

- **Email to approx. 800 community partners organization** contacts, many of which represent ESJ communities asking them to forward information on to the people they serve to be involved.
- **Targeted follow up phone calls** to approx. 25 organizations that serve ESJ populations to encourage participation on the CAG and
- **CAG selection** through a matrix selection process to ensure diverse participation
- **Outreach to ethnic media** for press release

Phase One Feedback: How people shared their opinions and what we heard

Online survey

An online survey was created to ask people their opinions and perceptions of public transportation in the region and how they think public transit should be like in 25 years. The survey was made available on the Long-range plan website and publicized in all public outreach materials. More than 2,900 people took the online survey from February to March 2015 from 38 different cities in King County. Participants were asked about how they use transit, and prompted to share their opinions about what an ideal transit system could look like and how it could better serve them.

Summary of Survey Results

Q *Where do you travel to using public transportation? (top 10 responses)*

- | | |
|-------------|-----------------|
| 1. Seattle | 6. Shoreline |
| 2. SeaTac | 7. Renton |
| 3. Bellevue | 8. Burien |
| 4. Redmond | 9. Issaquah |
| 5. Kirkland | 10. Federal Way |

Q *Where do you travel to using other transportation? (top 10 responses)*

- | | |
|-------------|----------------|
| 1. Seattle | 6. Renton |
| 2. Bellevue | 7. Shoreline |
| 3. SeaTac | 8. Issaquah |
| 4. Redmond | 9. Woodinville |
| 5. Kirkland | 10. Bothell |

Q *What types of public transportation do you use?*

91%	Metro Bus	15%	King County Water Taxi
53%	Sound Transit Link light rail	9%	Community Transit bus
42%	Sound Transit bus	9%	Souder train
40%	Washington State Ferry	5%	I do not use public transportation
19%	Seattle streetcar	3%	Pierce Transit bus

Q *How well does public transportation get you where you want to go?*

42%	Good, I can get to most places I want to go.
41%	Adequate, I can access some places I want to go.
12%	Poor, I cannot access the places I want to go.
4%	Excellent, I can get everywhere I want to go.
1%	No opinion

Q *How should public transportation service change in King County to best serve you, your family and your community?*

Major themes that emerged included:

- Expanding service (bus and rail)
- Capital improvements
 - Dedicated bus lanes
 - More Park and Ride capacity
- Improving service
 - More reliable/on-time service

- Less overcrowding
- Better connections between communities throughout King County
- Transit that works for all kinds of trips (shopping, attractions, colleges, airport)
- Integration
 - Link light rail
 - Bike and pedestrian infrastructure
 - Better fare integration among all transit providers
- Affordable fares

Community Visioning Events

Three community visioning events were held during the Discovery Phase. These events were used as a forum for discussion on what the future of transportation can be in King County.

The first visioning event was held at the Seattle Central Library on March 31 from 6:00 pm – 8:00 pm. Rita Brogan of PRR served as the event facilitator and emcee, and panelists included Jarrett Walker – transit network design consultant, Rebecca Saldana – Puget Sound Sage, and Mark Hallenbeck – Washington State Transportation Center. Around 200 attendees participated in facilitated breakout sessions focused on topics including equity and access; educators and institutions; business and economy; innovation and technology; integrating transit modes; and future policies and funding.

Attendees discussed how transit can serve as an equalizer, and how it translates to access to jobs, education, and opportunity. Many attendees urged that Metro should do more to get ORCA cards into riders' hands, suggesting better promotions, lower cost, and introducing more places to purchase the cards. Another major conversation topic was that frequency can be a barrier for reliance on transit. Attendees suggested that Metro should do more to accommodate 24-hour businesses, and mentioned that overcrowding on peak-hour buses can be a big issue for attracting business commuters. They were also interested in ways that technology can help make transit greener and faster. They felt that enhanced passenger information and trip planning capabilities are important, and cashless and off-board fare payment options could help streamline the experience.



VISIONING WORKSHOP



Around 200 people attended the Long-Range Plan visioning event in downtown Seattle.

The South King County Public Transportation Visioning Event was held on May 18 from 6:00 pm – 8:00 pm at the Federal Way Council Chambers. King County Metro Deputy General Manager Victor Obeso delivered opening remarks, and Jeanne Acutanza of Transpo Group facilitated the event. Panelists included Darin Stavish – Pierce Transit, Monica Whitman – City of Kent, Shefali

Ranganathan – Transportation Choices Coalition, and Lisa Shafer – King County Metro.

Event attendees heard local experts discuss the future of public transportation in our region, and were invited to participate in an exercise to share their ideas about the future of public transportation in King County.



The East King County Public Transportation Visioning Event was held on May 19 from 6 to 8 p.m. at Bellevue College. King County Metro Deputy General Manager Victor Obeso delivered opening remarks, and Jeanne Acutanza of Transpo Group facilitated the event. Panelists included Franz Loewenherz – City of Bellevue, Christen Leeson, City of Issaquah, Shefali Ranganathan – Transportation Choices Coalition, and Stephen Hunt – King County Metro.

Visioining event panelists lead a break-out discussion on social equity and transit access.

Attendees heard local experts discuss the future of public transportation in our region, and were invited to participate in an exercise to share ideas about the future of public transportation in King County. Some key impressions from this exercise included the need for local access and improved connections between suburban cities, as well as connecting major job centers on the Eastside (Bellevue, Kirkland, and Redmond). Attendees also discussed the need for more park-and-ride facilities, and ways to integrate technology and provide riders with real-time parking information and direction to additional parking lots.

Detailed notes from the feedback received at the visioning events is available in Appendix A.

Community Advisory Group work plan and feedback during Visioning Phase

The development of the Long-Range Public Plan is guided by two advisory groups – a Technical Advisory Committee (TAC) and a Community Advisory Group (CAG) – that meet regularly and collaborate with Metro to ensure that the final plan represents a diversity of needs and perspectives from across King County.

The Community Advisory Group is comprised of 25 community members who are helping develop a vision and identify the needs for public transportation in King County over the next 25 years. The group works closely with Metro to identify transit and mobility needs, review potential transit network options, and make key recommendations to incorporate into the Long-Range Plan.

Community Advisory Group Work Plan

The following is a list of CAG meetings and agenda summaries. For full meeting notes, see Appendix G.

March 12 meeting:

- Introductions
- Review role of Community Advisory Group and work plan
- Themes of the long-range plan
- Review outreach plan

April 16 meeting

- Review report on existing conditions
- Review evaluation criteria
- Input on initial concepts to be tested

The CAG met two times during the Visioning Phase, on March 12 and April 16. Twenty-four members attended the first meeting, which focused on introductions and reviewing the role of the CAG and the work plan. CAG

members discussed their transit use, and what they would like to see in the Long-range Plan. They also discussed the key themes of the long-range plan and reviewed the outreach plan. Twenty-one CAG members attended their second meeting. At this meeting, the CAG reviewed a report on existing conditions, reviewed evaluation criteria, and provided input on initial concepts to be tested. See Appendix G for full meeting notes.



A panel of local and national experts discussed the future of regional transportation at the Long-Range Plan Visioning Event in downtown Seattle.

Technical Advisory Committee work plan and feedback during Phase 1

The Technical Advisory Committee includes technical staff from local jurisdictions and transit agencies who are helping develop a vision and identify public transportation needs in King County over the next 25 years. Committee members participate in meetings and workshops, share how each community or agency is planning for growth and transit, and review and provide feedback on the development and analysis of plan alternatives.

This group met two times during the Visioning Phase, on February 26 and April 21. Twenty members attended the first meeting, where topics included roles and responsibilities, preparation for upcoming visioning workshops, and input on the Long-Range Plan themes. Members discussed where they see transit playing a significant role in their community and shared concerns about social equity in the long-range planning process and how to integrate with other large planning efforts within communities. Nineteen members attended the second meeting, where they discussed the draft network concepts and modeling assumptions and reviewed the evaluation criteria. Concerns raised included how to define accessibility and questions about what transportation infrastructure assumptions are being used in the model.

Technical Advisory Committee work plan

The following is a list of committee meetings and summaries of the agendas. For full meeting notes, see Appendix H.

February 2015:

- Why a long-range plan
- Roles and responsibilities
- Preparing for upcoming workshop
- Input on long-range plan themes
- Introduce evaluation criteria

April 2015:

- April 2, 2015 (Shoreline)
- April 6, 2015 (Auburn)
- April 9, 2015 (Kirkland)
 - Identify where cities are planning on growing – jobs and households
 - Identify current barriers to transit in their communities
 - Identify current areas that are poorly served by transit
 - Identify the connections beyond their community that are or will be important to make via transit



Technical Advisory Committee members talk with Metro staff.



Jurisdiction staff at a Metro Long-Range Plan Technical Advisory Committee meeting.

The committee met two times during the Visioning Phase of outreach. Metro welcomed members, explained why we are creating a long-range plan now and what it will entail, and facilitated discussions to better understand members' interests and answer questions. Members discussed their interests in seeing Metro coordinate closely with Sound Transit and reach out to residents in all parts of the county, including diverse representation in outreach. At the April meeting, the committee reviewed a report on existing conditions, reviewed evaluation criteria, and provided input on initial concepts to be tested.

Phase Two: Alternatives, June to December 2015

Notifications: How we let people know they could participate

- **Press release** - a press release was sent to media contacts including ethnic media to share information about the next phase of outreach and announced upcoming open houses.
- **Website** - the kcmetrovision website was updated with projections about what King County will be like in 2040 (i.e. where will people live, where will job centers be, and how transit is expected to change) and an overview of the characteristics of three different types of bus service- frequent, express, and local- and network maps with emphasis on each of the service types.

- **Social media-** The King County Metro Facebook, Twitter and Metro Matters blog accounts will be used to reach those audiences with information about the importance of the Long-range Plan and how to be involved.
- **Metro Matters blog-** Long-range plan information posted on the Metro Matters blog with link to the website and survey.
- **Transit Alert subscriber notification-** An email or text message with a description of the project and an invitation to participate was sent to subscribers
- **Notification to Community Partners-** Email sent to approximately 800 community partners inviting them to visit the website, take the survey, sign up for notifications and share the information with their contacts and offering to provide additional information or a briefing.
- **TAC notification-** Coordinated with jurisdictions throughout King County through TAC members to get the word out about how to weigh in in the second phase of outreach to their residents.
- **CAG notification-** Coordinated with CAG members to get the word out about how to weigh in in the second phase of outreach to their community contacts.
- **Printed one-page handout-** for distribution at Metro's table at community fairs, festivals and farmers markets and made available to download on the website.
- **FAQs-** develop list of FAQs to respond to common questions about the Long-range plan
- **Reminder emails for TAC and social media posts for survey**
- **Survey reminder- to increase response rate from communities outside of Seattle-** identified best route subscriber groups, newsletters and other opportunities to improve response rate from other communities in the county
- **ESJ Roundtable-** reached out to more than 40 organizations that serve limited-English speaking people, low-income, disabled and transit dependent people to discuss the Long-range Plan, gather input on the plan and the outreach to these populations.
- **Roadshow presentations-** Metro will take a presentation to organizations as requested and standing committees including South County Area Transportation Board, SeaShore, ETP, RTC, SCA, PSRC, etc.
- **Summer Open Houses- Metro coordinated with Sound Transit to host joint** open houses formatted to share projections about the future of King County growth, development and transit service. Metro also asked for feedback about three different types of bus service- frequent, express, and local- and network maps with emphasis on each of the service types.

ESJ Specific Outreach

- **ESJ Roundtable-** reached out to more than 40 organizations that serve limited-English speaking people, low-income, disabled and transit dependent people to discuss the Long-range Plan, gather input on the plan and the outreach to these populations.
- **Email to approx. 800 community partners organization** contacts, many of which represent ESJ communities asking them to forward information on to the people they serve to be involved.
- **Outreach to ethnic media** for press release

Phase Two Feedback: How people shared their opinions and what we heard

Phase Two Online Survey

The online survey for the second phase of outreach asked people how and when they would like to be able to use public transportation, opinions about the three different types of transit service- frequent, express, and local- and priorities about capital improvements and integration with other types of service. The following provides detailed information about what Metro heard about these topics.

Q *How would you like to be able to use public transportation?*

- The largest percentage of survey respondents would like to be able to use public transportation for work (82.4%).
- Across the diversity of the regional population, travel to a site of employment is a common desire.
- Significant percentages of survey respondents would also like to be able to use public transportation for leisure or non-business activities such as entertainment or sporting events (77.9%), parks or cultural destinations (60.8%), and/or shopping trips (53.5%).
- Less than half of survey respondents would like to use public transportation for access to medical services (43.4%) or to get to school (15.7%).
- Approximately 10.5% of the survey respondents left an open-ended response.

Open Ended

- The highest percentage of open-ended responses (23.1%) express a desire to be able to travel to and from the airport or general SeaTac vicinity. Meeting for social/family events (19.6%) and all/general use (19%) are not far behind.
- Approximately 5.5% of respondents express a desire for improved service.
- Across the open-ended categories there is a desire for transit service in situations where driving and/or parking is often considered “burdensome,” such as the airport. Some indicate that they would use transit more frequently if there was service to meet their needs.
- Respondents tend to use this open ended space to detail more specific non-work uses of public transportation.
- Approximately 5.5% of respondents express a lack of personal need, none of the above, or not applicable statements. This percentage includes those who were against public transit outright.



Overall: A key observation to derive from these survey responses is that there is a strong desire to be able to use public transportation for both work and non-work activities. Wishing to use public transportation for work was selected by the largest percentage of respondents, but entertainment and sporting events is not far behind.

Q *When would you like to be able to use public transportation?*

- The largest percentage of survey respondents would like to use public transportation during the morning (81.1%) and evening (80.4%) commutes. These times have a similar percentage to the percentage of people who want to be able to use public transportation for to get to work (82.4%) as expressed in Question 4.
- The next largest percentage respondents want to use public transportation during the weekend daytime (67.4%) and nighttime (50.8%). These percentages align with those found in Question 4, which indicated that people had greater use for transit beyond just commuting.
- Just under half of survey respondents want to use transit during the middle of the day in general (47.2%) and smaller percentages wanted to use transit during the late night hours (35.3%) and the early morning hours (25.4%).
- Approximately 4.6% of survey respondents left an open ended response.

Overall:

- Survey respondents have the greatest desire to use transit at commute times during the week. However, there is a desire for all-day, every day service during the non-peak times of the weekday and for various times during the weekend. This desire corresponds to the fact that the survey respondents wish to use transit for a variety of purposes and at a variety of times outside the traditional work related and peak commute time/directions of the past.

Express Service Feedback

- A simple majority of respondents (55.5%) would ride transit more if express service were increased.
- Less than half of respondents (38.6%) would not change their habits.
- Slightly more respondents would ride transit “Not at all” (3.2%) vs. “Less often” (2.6%), if express service were increased.
- The relatively split response to whether adding express bus service would change the survey respondents’ habits is in part due to the appeal of improved travel times for express transit routes being significantly compromised by service and facility issues. The reduced travel time is appreciated, but limited frequency, facilities, service span, and coverage contribute to the perception that express transit service is too crowded, unreliable, and out of the way to be useful for riders not already using the service.

Q *Would you ride transit more or less if there was more express service in your community?*

- More than 90% of responses indicated that respondents would ride transit more often or the same if there was more express transit service
- Respondents in households speaking a language other than English chose ‘more often’ at a higher rate than other groups, with a corresponding decrease in the rate of ‘same as I do now’ responses

Local Service Feedback

- Similar to the express transit question, slightly more than half of survey respondents (55%) would ride transit more frequently if there was an increase in local service and less than half of survey respondents (37.4%) would not change their habits.

- In a slight contrast to the express transit question, slightly more people would ride transit “Less often” (3.9%) than “Not at all” (3.7%). Perhaps this reflects less frustration with local service compared to express service, but it also just may be statistically insignificant.
- Most of the open-ended respondents who expressed no interest in local transit service were not against the idea of transit, just transit whose service pattern is incompatible with what they might want to use it for.

Q *Would you ride transit more or less if there was more local service in your community?*

- Results are nearly identical to Q8 results, asking the same question for express service

Frequent Service Feedback

Q *What do you like most about frequent transit service?*

- Not needing to check schedules due to frequency was the top response for respondents overall and for respondents in households speaking a language other than English, while shorter wait times at the stop was the second choice for these two groups
- Low-income respondents selected shorter wait times as the top response, while not needing to check schedules was close behind

Q *What do you dislike most about frequent transit service?*

- Needing to transfer more often was the top choice for all groups, with around 45% of responses
- Having to go farther to reach the bus stop came in around 35% for all groups
- Looking through the written responses, many people indicated that they didn’t have any dislikes about frequent service

Q *Would you ride transit more or less if there was more frequent service in your community?*

- The results for this question look similar to questions 8 and 11, though ‘more often’ performed a little better relative to ‘same as I do now’ when compared to those other questions

Capital Improvements feedback

Respondents were asked to rank the facilities and services that would make transit work better for them.

- Improvements to arterial streets to improve bus speed and reliability was the option most commonly ranked first for all groups
- Additional park-and-ride spaces was the option most commonly ranked last for all groups
- Responses were very similar for respondents in households speaking a language other than English and all respondents overall
- Low-income respondents showed a stronger preference for facilities at major bus stops and pedestrian and bicycle improvements to neighborhood streets

- Low-income respondents had a much stronger objection to additional park-and-ride spaces, with 39% of these respondents ranking this option last compared with 26.7% of respondents overall

Overall statement on capital investments

Across the defined response section and the open-ended section, capital improvements related to transit reliability were a highly ranked priority. For the defined response section, transit system access investments came in next, with non-motorized access improvements a priority for urban West King and park-and-ride facilities being the priority for suburban East and South King areas. Respondents used the open ended section to reiterate their desire for reliability-oriented investments and desire for increased/improved transit service in nearly equal measure.

Feedback about connecting with other modes of transit

- Three out of the five defined survey response options pertained to the overall transfer experience. Respondents prioritized reduced travel time (47%), making transfer to other modes easy (25%), and minimizing transfers (18%). One out of the five was a question of cumulative service pattern in the priority of reducing service duplication with other modes (4%).
- The survey respondents used the opportunity of the open ended response section to prioritize service improvements (62%) with specific interests in transfer timing and general reliability (15%), the improvement of frequency and service capacity (12%), and providing connecting service (7%).
- The survey respondents prioritized facilities specifically to a lesser degree (16%), with specific interests in additional parking (4%), non-motorized access (4%), and building light rail/rail transit (4%). When it comes to presenting riders with a service/operations question on their thoughts regarding transfers, the understanding of service vs. capital alone becomes a little clearer. Survey respondents also recognized the joint need for service and facilities (10%) in their mentioning or reiteration of reduced travel time (5%) and expressed importance of all of the above (5%).
- Survey respondents who either had no need, were opposed, or submitted responses that were not applicable numbered at less than 12%.



Members of the public talk with staff members at an open house.

Open Houses

King County Metro and Sound Transit hosted joint open houses to provide an opportunity for members of the public to weigh in on two important initiatives that will shape the future of public transportation in the region. Sound Transit held six open houses in the region to get input on ST3 and Metro joined them at the four King County locations to receive input on Metro's Long-range Plan. Metro has received input from the public about what types of

service they think would work best in their community given future growth projections. Metro took notes at each station to record comments from participants.

Below are the schedule and locations for the joint open houses.

- **June 16- Seattle** — 5:30-7:30 p.m., Union Station, 401 S Jackson St.
- **June 23- Redmond** — 5:30-7:30 p.m. , Redmond Marriot, 7401 164th Ave. NE
- **June 25- Seattle** — 11:30 a.m. -1:30 p.m., Union Station, 401 S Jackson St.
- **June 25- Federal Way** — 5:30-7:30 p.m. , King County Aquatic Center, 650 SW Campus Dr.

Metro staff collected comments on note pads with comments related to each of the service types. See Appendix C for detailed notes

Dot Exercise Results

Attendees participated in a dot exercise to tell Metro what percentage of frequent, local and express service they would like to see in their community. This input helped planners understand what type of service communities value to shape the service network and capital elements in the draft plan.

Seattle Open House- June 16

attendees: Approx. 100

Dot Exercise results:

55% Frequent
23.5% Express
21.5% Local

Redmond Open House- June 23

attendees: Approx. 60

Dot Exercise results:

46% Frequent
23% Express
31% Local

Seattle Open House- June 25- (daytime)

attendees: Approx. 50

Dot Exercise results:

50% Frequent
23% Express
27% Local

June 25- Federal Way

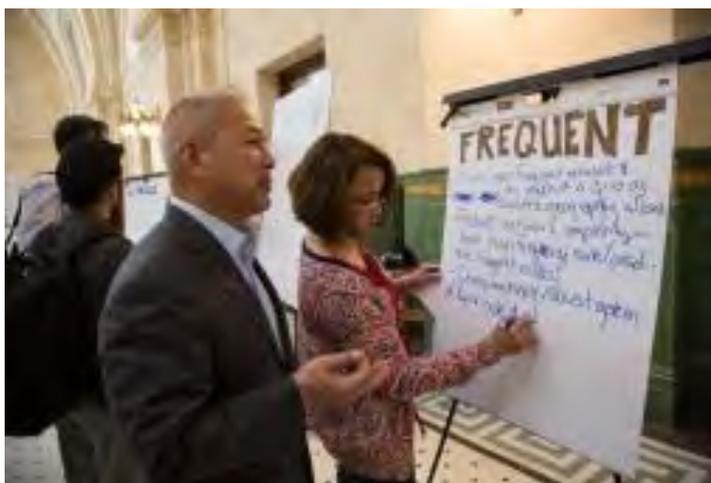
attendees: Approx. 35

Dot Exercise results:

41% Frequent
31% Express
28% Local



Open House attendees participate in a dot exercise about transit types.



ESJ Roundtable

Metro held a meeting on Sept 10 with organizations that serve transit-dependent, limited-English speaking, low-income and disabled people to discuss the Long-range Plan, gather input on the plan and the outreach to these populations.

The discussion focused on asking participants how their community uses transit today?; what is working well?; and what needs to be improved? We heard feedback on topics ranging from service connections and schedules, accessibility, capital, fare payment and technology.

The last item on the agenda asked participants to identify how Metro can best reach out to their communities for input on the Long-range Plan and several outreach strategies were identified.

Organizations expressed interest in identifying more opportunities in south and east King County, as well as county-wide, for outreach to these populations and Metro will continue to work with organizations to set up discussions over the next several months.

September 10, 2015 Meeting Summary

Purpose: Coordinate a Roundtable of representatives from organizations that serve transit-dependent, disabled, and limited-English proficient people to ensure that their input is received on the Long-range Plan. Work with the participants to support direct outreach to the people they serve for input on Long-range Plan topics and empower advocates to collect and represent feedback of their community.

Meeting Details

Date: Thurs, Sept 10, noon-1:30pm

Location: One America office, 1225 S Weller St #430, Seattle, WA 98144

Agenda:

1. Introduction of stakeholders
Introduction of project
2. Why is this important, needed
3. Facilitated discussion
Question 1: How does your community use transit?
Question 2: What is working well now?
Question 3: What can be improved?
4. Next Steps- How can Metro work with your organization to gather input about the Long-range Plan?

Objectives:

- a) Provide a background on the purpose of the Long-range Plan
- b) Gather input from attendees about their personal use of transit and what they know about their clients' use and experiences with transit.
- c) Get input about how Metro can best work with their organization to get direct input from their clients and how Metro can support organizations in their efforts to gather feedback.
- d) Ongoing updates of general feedback to participants so that they can see how their feedback fits into broader conversations

Organizations contacted:

ACRS	Japanese American Citizen League
African Diaspora of Washington	Jobs for Washington Graduates
Alliance of People with Disabilities	Khmerican
APACE	Latino Community Fund
ARC King County	Lighthouse for the Blind
Cambodian Cultural Alliance	Multicultural Education Rights Alliance
Catholic Community Services	One America
Centro de la Raza	Open Doors for Multicultural Families
Chinese Information and Services Center	Oromo Community Organization
CIRCC	Progresso Latino
East African Community Services	Puget Sound Sage
Eritrean Association of Greater Seattle	Refugee Women's Alliance
Eritrean Community Center	Seattle Vocational Institute
Ethiopian Community of Greater Seattle	Somali Community Services
Faith Action Network	Somali Community Services Coalition
Filipino Chamber of Commerce	Urban Family Center
Filipino Community Services	Urban Impact
Heritage House at the Market	Vietnamese Friendship Association
Homesight	White Center Community Association
Hopelink	Refugee and Immigrant Services NW
Horn of African Services	Centerstone
Islamic Jafari Association of Greater Seattle	

Summary of the Roundtable Meeting

The first Roundtable meeting was held on Thursday, September 10 at the One America offices in the International District. More than 50 organizations that serve transit-dependent populations were invited to attend and around 15 expressed interest in participating. Due to the teachers' strike five people were able to attend from four different organizations; Homesight; Issaquah Food & Clothing Bank; Seattle Commission for People with Disabilities; and the South Park Duwamish River Clean-up Coalition.

Metro staff presented information about the Long-range Plan and there was a facilitated discussion with participants to get feedback about what works well and what are barriers to using public transportation for them and the people served by their organizations. We asked participants if they were willing to work with us to do some direct outreach to their clients over the next few months and all were receptive to this proposal, providing feedback about how best to reach their populations.

We also received input and proposals from other organizations that were not able to attend but were interested in being involved.

- Hopelink proposed to facilitate a similar Roundtable on the Eastside focused on the needs of immigrants, refugees and other limited English proficiency populations, co-hosted by the King County Mobility Coalition.
- The Coalition of Immigrants, Refugees and Communities of Color provided a list of feedback about public transportation related concerns.

- The City of Tukwila’s Human Services Manager provided a list of several agencies to contact and recommended a regional meeting in south King County

The Coalition of Immigrants, Refugees and Communities of Color shared these concerns:

1. Increase in bus service in the South End. Re-instate Bus 42.
2. We want a light rail station in the Graham/MLK intersection
3. Equitable Restricted Parking Zone Fees (Why are people in the South End paying higher Restricted Parking Zone Fees?)
4. South End streets should be imbedded with cultural markings reflective of the different cultures of the people in the neighborhoods.
5. Ensure that seniors and disabled have easy access to transportation
6. Ensure public safety both in and around transit station and bus stops i.e. hedges are cut back; awnings

Metro staff members and consultants debriefed after the meeting and identified next steps.

1. Much of the feedback we received can best be addressed through the policies defined in the Long-range Plan.
2. The plan should include a section or multiple sections that call out and addresses ESJ issues and related policies.
3. Facilitated discussions for future meetings should be organized by topics that we hear back about and less focused on service types.
4. Follow up with the Roundtable attendees and others who expressed interest but couldn’t attend, to identify ways that we can get input from their clients. Most suggestions included attending established meetings of the organizations or coalitions of organizations.
5. Will work with Hopelink and CIRCC to coordinate additional meetings with their organizations.

For complete meeting notes, see Appendix E.

Community Advisory Group Alternatives Phase Work plan and feedback

The following is a list of CAG meetings and a summary of the agenda. Full meeting notes can be found in Appendix G

June 18, 2015 Meeting

- Review and discuss initial concepts
- Provide input on what should be included in the preferred concepts

CAG members had many suggestions for groups to reach out to for public outreach and ways that they could support the outreach. Metro received many comments on the service types and service in general including the need for better fare integration with Sound Transit, the use of technology to improve service, the need for better east-west connections and question about how well each alternative serves transit dependent populations.

August 20, 2015 Meeting

- Review and discuss initial concepts
- Provide input on what should be included in preferred concept
- Review what we heard in the second phase of outreach
- What we heard in second phase of outreach

CAG members brought up the topic of park-and-rides and the group had a robust discussion about the tradeoffs of providing these facilities. The group broke up into small groups based on region of the county to discuss the concepts.

October 15, 2015 Meeting

- Discussion and input about technology and innovation section of the plan
- Discussion about integration with other transit modes
- Overview and feedback on outreach

The group discussed technology and innovation including driverless vehicles as a way to improve safety, use on-demand service including possible partnerships with TNCs to improve first and last mile connections; use of apps that provide more real-time information so that riders have better information to make decisions.

December 3, 2015 Meeting

- Joint CAG and TAC workshop to gather feedback on the preliminary draft concept

The group broke into small groups based on their region of the county and TAC members discussed the planned development and growth in their jurisdictions and what they think that means for transit. CAG members provided their input to Metro staff and TAC members about their opinions about the service network in their community.

Technical Advisory Committee

The following is a list of TAC meetings and a summary of the agenda. For complete meeting notes, see Appendix H.

June 23, 2015 (Redmond)

- Reviewed goals of phase two of outreach
- Reviewed network concept maps and performance data
- Received feedback about types of service and capital improvements are priorities across the county and priorities for integrating with light rail and other transit

July Regional Meetings

- July 21, 2015- North King County Regional Meeting (Kenmore)
- July, 22, 2015- South King County Regional Meeting (Kent)
- July 28, 2015- East King County Regional Meeting (Mercer Island)
 - Reviewed additional analysis of the three service concepts
 - Facilitated break-out group workshops to collect information about jurisdiction priorities and feedback

August 31, 2015

- Provided an overview of Phase Two outreach
- Reviewed additional analysis previously requested by TAC members
- Summary of capital impacts in the service emphases/concepts
- Summary of July regional TAC input

October 27, 2015

- Discuss technology and innovation that should be considered as part of the Long-range Plan
- Discuss revised schedule for joint CAG/TAC meeting in December
- Provide orientation to Remix
- Review draft preliminary concept feedback process
- Review updated TAC work program

November Regional TAC Meetings

- November 17, 2015- South King County Regional Meeting (SeaTac)
- November 19, 2015- East King County Regional Meeting (Issaquah)
- November 30, 2015- North King County Regional Meeting (Bothell)
 - Metro staff received 321 comments from 24 jurisdictions and stakeholder organizations about the draft service concept during this time.

December 3, 2015

- Joint CAG and TAC workshop to gather feedback on the preliminary draft concept

The group broke into small groups based on their region of the county and TAC members discussed the planned development and growth in their jurisdictions and what they think that means for transit. CAG members provided their input to Metro staff and TAC members about their opinions about the service network in their community.

Phase Three: Draft Plan, January to June 2016

Notifications: How we let people know they could participate

- **Press release** - a press release was sent to media contacts including ethnic media to share information about the next phase of outreach and announced upcoming open houses.
- **Website** - the kcmetrovision website was updated with projections about what King County will be like in 2040 (i.e. where will people live, where will job centers be, and how transit is expected to change) and an overview of the characteristics of three different types of bus service- frequent, express, and local- and network maps with emphasis on each of the service types.
- **Social media**- The King County Metro Facebook, Twitter and Metro Matters blog accounts will be used to reach those audiences with information about the importance of the Long-range Plan and how to be involved.
- **Social Media Infographics**
- **Bus Advertisements**
- **Rack Cards**
- **Metro Matters blog**- Long-range Plan information posted on the Metro Matters blog with link to the website and survey.
- **Transit Alert subscriber notification**- An email or text message with a description of the project and an invitation to participate was sent to subscribers
- **Notification to Community Partners**- Email sent to approximately 800 community partners inviting them to visit the website, take the survey, sign up for notifications and share the information with their contacts and offering to provide additional information or a briefing.
- **TAC notification**- Coordinated with jurisdictions throughout King County through TAC members to get the word out about how to weigh in in the second phase of outreach to their residents.

- **CAG notification-** Coordinated with CAG members to get the word out about how to weigh in in the second phase of outreach to their community contacts.
- **Printed one-page handout-** for distribution at Metro’s table at community fairs, festivals and farmers markets and made available to download on the website.
- **FAQs-** develop list of FAQs to respond to common questions about the Long-range Plan
- **Reminder emails for TAC and social media posts for survey**
- **Survey reminder- to increase response rate from communities outside of Seattle-**identified best route subscriber groups, newsletters and other opportunities to improve response rate from other communities in the county
- **Transportation Choices Coalition Transit Talk Event**
- **Roadshow presentations-** Metro will take a presentation to organizations as requested and standing committees including South County Advisory Board, SeaShore, ETP, RTC, SCA, PSRC, etc.
- **Spring Open Houses- Metro coordinated with Sound Transit to host joint** open houses formatted to share projections about the future of King County growth, development and transit service. Metro also asked for feedback about three different types of bus service- frequent, express, and local- and network maps with emphasis on each of the service types.

ESJ Specific Outreach

- **Email to approx. 800 community partners organization** contacts, many of which represent ESJ communities asking them to forward information on to the people they serve to be involved.
- **Briefings with ESJ organizations**
- **Spanish translation of one page handout**
- **Outreach to ethnic media** for press release

Phase Three Feedback methods: How people shared their opinions and what we heard

Transportation Choices Coalition Transit Talk

Around 100 people attended the Transportation Choices Coalition lunchtime Transit Talk forum featuring a preview of Metro’s Draft Long-range Plan on January 15.

Kevin Desmond, Metro General Manager, presented an early preview of the Draft Long-range Plan that Metro plans to release for public input in the spring. His presentation was followed by comments from a response panel of public sector and private sector leaders who then facilitated breakout sessions to receive input from attendees on a variety of topics.

The presentation provided some highlights



Metro General Manager Kevin Desmond speaks to the crowd at the Transit Talk.

of the draft plan that describes a shared vision of a public transportation system that will give all of us new freedom to move around our region, help everyone in our community thrive, and make a meaningful reduction in greenhouse gas emissions.

Panelists included Deputy Mayor John Chelminiak, City of Bellevue; Josh Brown, Executive Director, PSRC; Lisa Brandenburg, President, Children’s Hospital; Tommy Hayes, Transportation Policy Manager, Lyft; and Rebecca Saldana, Executive Director, Puget Sound Sage.

Following the panel’s remarks attendees participated in one break-out session facilitated by one of the panelists, along with a Metro staff member. Discussions focused around how employers can reduce single occupant vehicle driving through innovative transportation programs; how public transportation

can support regional growth; the importance of providing transit access to low-income and minority residents; the need for innovative and complementary partnerships between transit and companies like Lyft; and how partnerships with cities can ensure that transit is fast and reliable.

The event concluded with a report out from each of the break out groups and a call to action from Metro to stay engaged in the Long-range Plan and participate in the upcoming open houses, online survey and other activities planned for the spring.



Transit Talk attendees listen to panelists discuss regional transit

Online survey

An online survey was available online and promoted during the open comment period for the draft plan, April 6, 2016 to June 1, 2016. The survey asked a series of questions about how well certain elements were incorporated into the plan. Respondents provided additional feedback in the four open-ended questions:

- Are there places in King County that you think are missing connections to transit in the draft transit network?
- What do you like most about the draft service network?
- What do you like least about the draft service network?
- Please provide any additional comments you have about Metro’s draft Long-Range Plan



Breakout group discussion at the Transportation Choices Coalition Transit Talk.



Exterior bus advertisement announcing the Draft Plan Phase of public outreach.

Who we heard from

Where respondents live

The following provides a summary of where respondents live based on zip code Percent of respondents from each city (please note that some zip codes cross city boundaries) Other communities in King County that represented 1% or less of responses are not listed.

- Seattle- 53%
- Shoreline/Seattle- 8%
- Bellevue - 4%
- Kirkland/Redmond- 3%
- Kirkland- 3%
- Issaquah- 3%
- Shoreline/Lake Forest Park- 2%
- Federal Way/Auburn- 2%
- Renton/Newcastle- 2%
- Tukwila/Seattle- 2%
- Redmond- 2 %



View of an exterior bus advertisement on a Metro bus.

Race and ethnicity

- The percentage of respondents of White/Caucasian race/ethnicity (72%) is slightly higher than the countywide percentage (69%).
- The percentages of respondents of Native American (1%) or Multiple Ethnicities (5%) are close to countywide percentages, at 1% and 6% respectively.
- The percentages of respondents of African-American (2%), Asian/Pacific Islander (5%), and Hispanics (3%) are underrepresented at about one third the percentages of countywide demographics, which are 6%, 16%, and 9% respectively.

Income

- County residents with incomes below \$75k and above \$150k are underrepresented in the pool of survey respondents, with an average difference of -3.9% for those below \$75k and -1.6% above \$150k.
- County residents with incomes between \$75-100k are well represented in the pool of survey respondents at 0.1% higher than the countywide percentage and those with incomes between \$100-150k are also well represented at 1.4% higher than the countywide percentage.

- Note: The Census data for King County groups the data into \$35-49k and \$50-74k, rather \$35-55k and \$55-75k.

Disability

- 14% of people completing the survey identified themselves as having a disability
- Of those who identified as having a disability, 37% reported a mobility impairment; 21% reported having a hearing impairment; 8% reported having a visual impairment; 8 percent reported having a cognitive disability; 26% chose other such as all-encompassing/neural or cognitive.

What we heard in the survey

Percent of respondents who thought the following items were incorporated into METRO CONNECTS well or very well. Analysis was done to see how people in different demographic groups responded to this series of questions. This detailed analysis is available in Appendix I.

71%	Expanding frequent service
66%	Expanding frequent service to low-income and minority residents
71%	Expanding Rapid Ride service
70%	Expanding express service
61%	Increasing local and flexible service
61%	Increasing transit mode share

Q *What do you like most about the draft service network presented in METRO CONNECTS?*

- Support increased frequency for all routes
- Support expanded frequent service network
- Support expanded service coverage
- Support expanded Rapid Ride service
- Support more/improved connections to Link light rail
- Support increased speed of transit
- Support better east-west connections/crosstown service

Q *What do you like least about the draft service network?*

- Want the plan implemented sooner
- More or improved service
- Want more detail on several topics: overall details, transit routing, funding/financial plan
- Better connections to Link:
- Physical connections between bus and Link should be short/ easy
- Connecting buses should be frequent
- More or improved service to non-urban center suburbs

Bus rack card announcing Draft Plan outreach.

- Better service coverage, i.e. transit lines closer to their origins and destinations

Themes from the open-ended survey questions

Q *Are there places in King County that you think are missing connections to transit in the draft transit network?*

- **Neighborhood Service:** 17 percent of respondents want more or improved service to neighborhoods in Seattle. These include general "neighborhoods", specific ones, and from general/specific neighborhoods to elsewhere.
- **Suburban Service - Outside Seattle:** 17 percent of respondents want more or improved service to suburban areas in King County. These include general suburban areas (6), inter-Eastside travel (8), other inter-suburban travel (5), and specific areas (60).
- **East-west:** Four percent of respondents want better east-west service. Some want better east-west service in general and some in specific areas (Seattle, north Seattle, Shoreline, north King County, south King County).
- **Restore Cut Service:** Three percent of respondents want restore previously deleted or modified bus service (not service proposed to be cut in the plan). Some comments are related to recent realignments to serve U Link, and some are related to other service changes.
- **Light Rail:** Three percent of respondents want to expand light rail service to more areas. Multiple suggestions: 130th St Station, Central District, Renton, Burien and SW Seattle, South Lake Union, Hillman City, Eastside, east-west light rail, connect with Streetcar, SeaTac, Redmond, Renton, and West Seattle.
- **Span of Service:** Three percent of respondents want extended span of service in non-commute periods. Some want a general increase, an increase in certain areas (Sammamish and Queen Anne, Lake City to SLU, areas outside Seattle), or specific routes (21, 56, 57).
- **Frequency:** Two percent of respondents want more frequent service. Some want more frequent service in specific areas (suburbs, Mercer Island, Eastlake, West Seattle), during specific times (morning/late afternoon), or for specific routes (56, 65, 75, 77, 255).
- **Speed and Reliability:** Two percent of respondents want speed and reliability improvements. Respondents want improved speed and reliability in general and in specific locations (Seattle, Seattle to areas south, Ballard to Downtown, Seattle to Shoreline, and Sammamish) exclusive ROW for transit, and improvements for the water taxi.
- **Connections to Link:** Two percent of respondents want better connections to Link. Some want good connections to light rail in general, and some want specific connections improved (UW Station, Redmond Station, 130th St Station).
- **RapidRide:** One percent of respondents wanted a specific new RapidRide route.

Q *What do you like most about the draft service network?*

- **Frequent Service/Frequency:** 22 percent of respondents supported increased frequency for all routes in addition to the frequent service network. It was often difficult to distinguish between the two. Majority referred to the general network and no specific locations.
- **Frequent Service:** 11 percent of respondents supported the expanded frequent service network.
- **Frequency:** 11 percent of respondents supported increased frequency.
- **Service coverage:** 16 percent of respondents supported expanded service coverage. Majority referred to the general network and no specific locations.
- **RapidRide:** 11 percent of respondents supported expanded RapidRide network. Majority referred to the overall RapidRide network and no specific locations. Specific locations included Denny Way, NE Seattle, UW, Rainier Valley, Ballard, Eastside, Renton, Lake City, Beacon Hill to Capitol Hill, Madison BRT.
- **ST3 Draft Plan:** Eight percent of respondents supported expanded light rail.
- **Service increase:** Six percent of respondents supported "more service". It was unclear if this meant area of coverage, frequency, span of service, or something else.
- **Connections to Link:** Six percent of respondents supported improved/more connections to Link light rail. Three specific locations included Ballard, UW, and NE 130th St stations.
- **Overall Transit Improvement:** Five percent of respondents supported improving transit overall. This category covered general statements, such as respondents commenting that the plan was "good" or they supported "more transit".
- **Speed and Reliability:** Three percent of respondents supported increased speed and reliability of transit. Most referred to reduced travel times. One supported faster boarding times and fare payment. One respondent specifically supported increased speed on Routes 40 and 44.
- **Express service:** Three percent of respondents supported expanded express service.
- **Social Equity:** Three percent of respondents supported service to low-income/minority areas.
- **East-west:** Three percent of respondents supported better east-west/crosstown service. Specific locations were all noted in North Seattle: Ballard to UW, Greenlake to Roosevelt, North Seattle.
- **Span of Service:** Three percent of respondents supported increased span of service: midday, evening, and nights, including to Seattle's Children's Hospital.
- **Transit connections:** Three percent of respondents supported better/more connections to transit in general. This could be unspecified light rail/bus/commuter rail/streetcar/other.
- **Streetcar:** Two percent of respondents supported expanded streetcar service.
- **Options:** Two percent of respondents supported that the plan provided various options, in terms of both mode of travel (bus/rail) and type of bus service (local/frequent/express).

- **Traffic congestion:** Two percent of respondents supported an increase in transit to reduce traffic congestion.
- **Ambition/Vision:** Two percent of respondents supported the plan being ambitious and having a big/good vision in general. One specially mentioned the mission to increase ridership and access.
- **Long-term Planning:** One percent of respondents supported the emphasis on long-term planning.

Q *What do you like least about the draft service network?*

- **Timeline:** 13 percent of respondents want the plan implemented sooner.
- **Neighborhood Service – Seattle:** Nine percent of respondents want more or improved service provided to neighborhoods in Seattle (in general "neighborhoods" (4), specific ones (28) and between non-Downtown neighborhoods (4)).
- **Suburban Service:** Seven percent of respondents want more or improved service provided to suburban areas. Some responses were for general suburban service, and some were specific locations (various parts of east, southeast, and south King County). Some want service between suburbs and neighborhoods within Seattle that aren't Downtown.
- **Light rail:** Six percent of respondents want light rail service expanded to more areas.
- **Plan Details:** Six percent of respondents think the plan needs to provide more detail on multiple topics: overall details, transit routing, funding/financial plan, goals.
- **Connections to Link:** Five percent of respondents had various comments: Route buses so that they serve Link (some noted specific stations, others in general). Physically make the connection from bus to train short and easy. Connecting buses should be frequent. Some said the network should focus less on feeding Link. One comment specifically noted congestion issues for Eastside buses connecting to UW Station.
- **Restore Cut Service:** Five percent of respondents want to restore previously deleted or modified bus service (not service proposed to be cut in the plan). Mostly related to recent realignments to serve U Link, but also other service changes.
- **Service Coverage:** Five percent of respondents want better service coverage. Some respondents think ½-mile walkshed is too far as a metric. They want more transit lines near their origins/destinations. One respondent wants more places within 30 minutes by transit.
- **Transfers:** Four percent of respondents want fewer transfers and prefer one-seat ride. Some want better-timed transfers with less waiting. One respondent wants better information for connecting both on buses and at bus stops.
- **Speed and Reliability:** Four percent of respondents want improved reliability. Respondents noted current reliability issues with their buses, and question if they will continue in the future.

Some noted specific areas (Downtown to Northgate and Westwood Village, Eastside and Seattle tech company campuses) existing routes (24, 44), and future routes (1063, 1075). There is some overlap with respondents wanting improved reliability to make transferring better.

- **Type of Service:** Three percent of respondents want a different mix of service type. Some respondents want more emphasis on bus over rail, some think there are too many local routes while some think there are too few, some want reduction in express routes while some are against a reduction in express routes.
- **Funding:** Three percent of respondents are against plan cost in general. Some are against increased taxes or fares to pay for plan.
- **Park and Ride Expansion:** Three percent of respondents commented about Park and Ride expansion; 10 people favored park and ride expansion and 2 oppose. Of those that favor, they noted both additional park and rides and more spaces. Two noted the Eastside and in or near suburbs as specific locations.
- **Exclusive ROW:** Three percent of respondents want exclusive ROW for buses.
- **RapidRide:** Three percent of respondents commented on RapidRide. Many want improvements to RapidRide. Two question the proposed routing of new RapidRide lines.
- **Span of Service:** Three percent of respondents want expanded midday, night, and weekend service in general and in specific locations (Harbor Island). One question on what the span of service is for express routes.
- **ST3 Project Horizons:** Three percent of respondents want ST3 to be implemented sooner.
- **East-west:** Two percent of respondents want better east-west service. Some want better east-west service in general and some in specific areas (Seattle, north Seattle, Shoreline).
- **Frequency:** Two percent of respondents want more frequent service. Some want it in general and some want it in specific areas (Eastside, suburbs, South Lake Union, Central District).
- **Express Routes:** Two percent of respondents want additional express service. Some want more express routes in general, while some want more/improved express service in certain locations (Seattle, Normandy Park, Arbor Heights, Magnolia).

Q *Please provide any additional comments you have about Metro's draft Long-Range Plan*

- **Service Horizon of the Long-range Plan:** 28 respondents would like to see the improvements implemented sooner than 2040.
- **Non-motorized access and integration transit:** 8 respondents requested improved non-motorized access to transit stops and/or better integration of transit and cycling facilities on roadways.
- **Motorized access to transit:** 17 respondents were concerned that there are not enough park-and-rides for accessing transit.

Respondents identified the following locations as areas that need more park-and-rides: Federal Way, Woodinville, Redmond, Bellevue, Northgate, Lynnwood, Lake Forest Park, Burien, and generally in East King County.

Three respondents concerned with motorized access to transit also expressed disapproval of paid parking at park-and-rides.

Customer Experience: 23 respondents expressed a desire to improve customer experience on the transit system.

- Security: 10 respondents would like to increase safety and security on buses and at stops. One respondent identified the bus stop at 3rd and Pike as unsafe.
- Cleanliness: 3 respondents would like to increase cleanliness on buses.
- Amenities: 8 respondents would like better amenities at bus stops, such as more accurate real-time arrival information, Wi-Fi in the DSTT, and shelters at stops. One respondent identified Bay 4 at the Bellevue Transit Center as a stop that is crowded due to high numbers of riders.
- Overcrowding: 3 respondents would like less overcrowding on buses.

Fare Collection and Technology: 10 respondents identified concerns or suggestions with transit fares.

- Fare technology: 4 respondents would like Metro to pursue other fare collection technologies, such as mobile ticketing.
- Fare integration: 1 respondent would like to see fares better integrated among regional transit systems.
- Fare pricing: 4 respondents would like to see cheaper fares or fares priced per mile.
- Fare enforcement: 1 respondent expressed a desire for better fare enforcement.

Funding: 22 respondents expressed concern with funding of the transit system.

- Funding mechanism: 11 respondents disapproved of funding the plan through property taxes.
- Funding details: 5 respondents would like to see more detail on how the plan will be funded.

Speed and Reliability: 23 would like more transit speed and reliability investments.

- Three respondents would like to see more speed and reliability improvements on RapidRide lines.

Integration with Sound Transit: 14 respondents would like Metro to better integrate with Sound Transit services.

Light Rail and Sounder Service: 21 respondents would like to see more light rail and Sounder Service.

- Light rail: 4 respondents would like to see light rail to West Seattle, 2 respondents would like to see light rail to Ballard, 1 respondent would like to see more light rail to the eastside, and 5 respondents generally requested more light rail.
- Souder service: 2 respondents wanted more Souder Service.

Service Coverage: 87 respondents would like to see more service coverage.

- Twenty-two respondents would generally like to see more service coverage.
- Fifty-three respondents requested more service coverage in specific locations including: Auburn, Des Moines, Downtown Seattle, West Seattle, Ballard, Northgate, Bellevue, Redmond, Capitol Hill, First Hill, Issaquah Highlands, Sammamish, Magnolia, Renton, Renton Highlands, SE King County, Seattle Center, Shoreline, South Seattle, Tacoma, University District, Woodinville, Bothell, and Lynnwood.

Support for the Plan: 32 respondents expressed approval of the Long-range Plan

For a detailed summary of survey responses and online comments received during the Draft Plan phase of outreach, see Appendix I.

Online comments and key themes

The opportunity to provide comments to Metro using an online comment form was available during the public comment period for the draft plan, METRO CONNECTS. The themes that emerged from these comments are provided below.

Service Desired

Thirty-eight (34%) online respondents wrote about service desires.

- 13 comments: missing service or particular service increases or improvements
- 7 comments: service desired for different parts of West Seattle
- 5 comments: Express Routes / Service
- 5 comments: service to East County communities, including Snoqualmie Valley
- 3 comments: East-west corridors, principally in Seattle
- 3 comments: service to the Port of Seattle area, including Harbor Island and Terminal 5
- 2 comments: suburban service to outer ring communities like Covington and Woodinville

Service Character

Nineteen (17%) online respondents wrote about transit service character.

- 6 comments: frequency, including frequent service, crowding, and alternate network options
- 3 comments: the inconvenience of transfers
- 3 comments: vehicle type, noise, comfort, and neighborhood impacts
- 2 comments: the importance of exclusive ROW for transit
- 2 comments: speed and reliability of service
- 1 comment: RapidRide specifically
- 1 comment: service coverage in general
- 1 comment: service span

Service Change Comments

Nineteen (17%) online respondents wrote about the impacts of service changes and restructures.

- 14 comments: dissatisfaction with the NE Seattle restructure from March
 - Stop at Intersection of 25th Ave NE and NE 60th
 - Walking distance complaints related to 372
- 4 comments: dissatisfaction with the Capitol Hill and Central area restructure from March
 - Route 10, 43, 48
- 1 comment: complimenting the Capitol Hill and Central area restructure from March

General

Nineteen (17%) online respondents wrote about general concerns.

- 6 comments: general community input
- 4 comments: plan details
- 3 comments: operations complaints
- 3 comments: social equity
- 2 comments: agency organization
- 1 comment: potential park development

System Access

Sixteen (14%) online respondents wrote about system access.

- 6 comments: non-motorized access and integration with transit
- 6 comments: park and ride addition / expansion
- 2 comments: fare collection and technology
- 1 comment: rider information / wayfinding
- 1 comment: for passenger comfort / safety

Sound Transit

Fourteen (13%) online respondents wrote on issues related to Sound Transit and light rail.

- 5 comments: the ST3 Draft Plan
- 4 comments: the ST3 project completion horizons
- 3 comments: service integration with Sound Transit
- 1 comment: connections to Link specifically
- 1 comment: light rail in general

For a detailed summary of survey responses and online comments received during the Draft Plan phase of outreach, see Appendix I.

Open Houses and themes from feedback

Metro coordinated with Sound Transit to host joint open houses formatted to share projections about the future of King County growth, development and transit service. Metro also asked for feedback about three different types of bus service- frequent, express, and local- and network maps with emphasis on each of the service types.



Attendees at the Metro and Sound Transit joint open house in West Seattle.

Ballard Open House Key Themes

- **RapidRide:** Improve speed and reliability treatments before adding new lines, increase D Line service and upgrade to BRT standards - make competitive with 15x, appreciate Route 40 replacement - hope local service preserved too, RapidRide on 45th corridor
- **ST3 Draft Plan:** Include Madison BRT in plan, integrate service with possible Link/Sounder stations in Interbay, invest in BRT and busways for West Seattle instead of rail, build actual BRT - instead of RapidRide, aim to reduce origin to destination travel times
- **East-west corridors:** Improve general crosstown service in Seattle, restore east-west express routes like the 48x, add a route on 65th St
- **Connections to Link:** Reduce service duplication, connect Phinney Ridge to ST trunk lines, increase existing service to Link, implement new East-west service to Link



Open house attendees discuss the draft plan with Metro staff.

Union Station Open House Key Themes

- **Exclusive Right-of-Way:** Reroute buses to dedicated right-of-way, like the Downtown Seattle Transit Tunnel or Third Avenue, to improve performance. Provide dedicated lanes, implement dedicated lanes before longer term projects, add reversible bus lanes on SR- 99 and SR-520 corridors.
- **RapidRide:** Preference due to lower cost and shorter implementation timeframe, expand RapidRide throughout Metro service area.
- **Connections to Link:** Metro and Sound Transit should work together to make sure bus/Link transfers are better than at UW station, improve King Street Station/ID Station transfers.

West Seattle Open House Key Themes

- West Seattle Service: More service between Alki, Admiral, Alaska and Morgan, what are other options for displacing EB busway for West Seattle Light rail?, connection between Busway and Lander too far apart, transferring from C Line to 50s routes too difficult because not enough frequency
- Exclusive Right-of-Way for Transit: Create exclusive ROW/true BRT pathway between West Seattle and downtown.
- Funding: Spend funding efficiently, ensure farebox recovery of at least 33%.
- Service coverage: Need more service to Burien, consider cable car between West Seattle and Beacon Hill, more service coverage is needed between the Admiral District and Alaska Junction.
- RapidRide: Add frequency to the C Line; add RapidRide to northern part of California Avenue NW, invest in BRT/RapidRide over light rail; add RapidRide Line on Delridge.
- Service Span: Add midday trips to downtown Seattle on Route 56; increase midday service in general; increase service between Bradford/Avalon and Admiral.

Redmond Open House Key Themes

- Service Increase/Improvement: More frequency is needed on routes 248 and 235; more service between downtown Seattle and UW; shuttles between arts destinations; downtown Seattle and eastside (Bellevue, Redmond, Kirkland).
- East county service: Would like more service in east King County.
- Passenger comfort/safety: Concerned with safety at Renton bus stops.
- RapidRide: Unconvinced that BRT/RapidRide is a viable option for north Eastside/north Lake Washington area.
- Social Equity: Too difficult to get disabled bus pass; should be provided to those who aren't blind as well.



View of the Metro and Sound Transit open house in West Seattle

Federal Way Open House Key Themes

- Community input: Open house well managed:
- Connections to Link: Shuttle on S. 200th St from 1st Ave S and Pacific Highway
- Express Routes / Service: Preserve express bus service in Federal Way

Community Advisory Group

February 18, 2016 Meeting

- Preview the draft plan, METRO CONNECTS
- Discussion and feedback about Phase Three outreach plan

CAG members had many suggestions for groups to reach out to for public outreach and ways that they could support the outreach. Metro received many comments on the service types and service in general including the need for better fare integration with Sound Transit, the use of technology to improve service, the need for better east-west connections and question about how well each alternative serves transit dependent populations.

May 19, 2016 Meeting

- Review of the full draft plan, METRO CONNECTS
- Overview and feedback on outreach

The group discussed the draft METRO CONNECTS and feedback was mostly supportive. Members saw the value of the plan in helping Metro coordinate with jurisdictions and transit providers, but also had suggestions about how to make the plan accessible to a lay audience and get people excited about the vision. Detailed notes are provided in Appendix G

Technical Advisory Committee

February 23, 2016 Meeting

- Review Capital Implications of Service Network
- Discuss Capital Program – size and scope
- Begin discussion of capital partnerships

Metro staff reviewed capital elements being developed for METRO CONNECTS. TAC members asked questions related to speed and reliability, access to transit, major hubs and stations, passenger facilities and transit centers, and capital partnerships.

April 26, 2016 Meeting

- Orient TAC members to METRO CONNECTS
- Review data that will be available in the Capital, Service and RapidRide appendices
- Service review and response to preliminary draft network comments

Metro staff reviewed METRO CONNECTS and technical data from the appendices. Staff answered questions about the plan and discussed scheduling briefings with city councils.

Formal Comment Letters

Metro invited TAC member jurisdictions and other stakeholders to provide formal comments on METRO CONNECTS. Twenty organizations provided formal comment letters (see Appendix J).

Appendices

Appendix A: Visioning Event Notes

**King County Long-Range Plan
Community Visioning Workshop - March 31, 2015
Breakout session flip chart transcription**

Future Policy and Funding

- Transit important to growth
- Long range future
- Good funding sources important
- Unclear funding
- Transit intersection w/ housing
- Save our buses campaign
- Grounded in comprehensive planning
- Concerned about affordable housing, health of city; need to look at big picture
- What about income tax?
- Revenue ideas:
 - Increase parking taxes
 - Encourage bus riding
 - Raise revenue
 - Employee hour tax
 - Low income fare doesn't go far enough – but in the right direction
 - Raising fares will discourage ridership
 - MUET
 - Parking tax
 - Charging for park+ride; sell, lease
 - Income tax
 - Advertising
 - Retail space
- Sales tax is unstable
 - Not equitable
 - Want better info on finances
 - Is bus ride \$10
 - We need more park and rides → park and rides are full
 - No access after early morning
 - Pricing p=r as idea
 - Balance between appropriate price + discouraging riders
 - Can it be more efficient?
- International best standards for funding?

- Make ORCA cards free, pay for decorative cards

Integrating Transit Modes

- Integration = how agencies work together
 - ST3, +1M in region by 2040
 - What should we be thinking about?
 - Strategies?
 - Goals?
 - Etc.?
- What is Metro thinking about vis-à-vis Sound Transit's plans?
- KCM + ST should have single fare structure + interface
- Why are there two transit orgs?
- 4 transit agencies in region – there should be one. Need to tie better to land use.
- Is there a long range strategy for planning?
- Is there a process for simpler branding (e.g., RapidRide, ST, KCM, etc.?)
- Integration is reciprocal
- Remember that not everyone has a smart phone in usability
- How are we addressing first/last mile issues?
- How do we integrate car share, vanpool, etc.?
- How do agencies address forecasting of ridership?
- How are we addressing transit dependents outside of typical transit areas?
- How are we planning beyond office workers?
- Here: not a seamless system (vs. Europe), frequency is low, loading speed is slow
- What are the obstacles to integrating ST, KCM, etc.?
 - Communication with the population
- What is UW doing with the bus system with opening of LRT?
- What is the relationship of tolling to transit?

Technology and Innovation

- Passenger Info
- Shared Transportation
- Payment Systems – off vehicle payment system
- Electrifying Transit Buses with batteries or other sources
- Trip Planning
 - Checking multiple sources
 - Real-time information
 - Electronic readers
- Technology Overload
 - Puget Sound trip planner app
 - Specific apps may give you info quicker
- Transit signal priority

- Passenger Information
 - Consistency
 - Funding and implementation systematically
- Integration between modes
- Route planning to determine when/where people are going
- Security and privacy
 - Aggregating data to determine trip patterns
 - Linking sensitive sources of data
- Origin and Destinations
- Orca cards still being adopted by others?
 - Phone payment options
 - Near frequency payment options
 - Carpooling with other transit riders
 - On-demand transit
- Electric shuttle systems to solve last mile
- Cashless and off-board fare payment
- Ad-supported stops
- Location-based passenger information for disruptions
- Screens at stations with real-time information
 - Includes ad-based revenue
- Bus transfers at stops

Education and Institutions

- Access to education
- Sustainability
- Parking on campus
- Connections
- Students don't live on campus
- Most educational institutions don't have enough housing for all students
- A lot of students could be transit riders
- Cuts on Eastside in local routes hurting the students
- Subsidized bus fares for students
- Other transit options:
 - Vanpool
 - Ridematch
- Students often have economic constraints
- Orca lift
 - More assistance is needed
 - More awareness
- Introduce programs to attract ridership
- Metro working with institutional transit coordinators

- More customization of programs
- Incorporation of technologies
- Since information sharing, BC has 17% in SOV trips
- U-District: re-allocating transit service to better serve with changing transit network
- Integration with bike/pedestrian networks
 - Bike storage
- Sharing the road
- Technology
 - Tell me the cost/benefit of different modes
- Integrated technology that can help you choose what to take
- Private and public partnerships to improve info-sharing
- Concurrency planning between different institutions to support future growth

Equity

- Transit for all – pathway to opportunity
 - Jobs, education
- More dedicated routes to medical facilities
 - Additional service? Part of a route that may have other destinations
- Different treatment for different people
 - Fare enforcement – light rail
 - Equal treatment for all
- Services available and used by all
- Orca lift is a great program – need more of these
 - Marketing & outreach needed to educate about its availability; only certain agencies distributing – better access needed
- Why is a picture needed on disabled card?
 - Why is it more likely to be abused than regular cards?
- More promotion of Orca card – ability to like multiple systems; reduce minimum purchase requirement
- More service/network for non-commuters
- Fare system – fare more commensurate w/ length of trip – similar to link - tap on/tap off
- Use of Orca cards for infrequent riders/visitors
- Convenience & energy needed to utilize the system – multiple transfers needed, more frequent service needed
- Not enough service – over-crowded buses on popular routes
- Nicer buses serve the eastside
- Preference for a flat rate
- Service to health care, proximity to affordable housing
- Need for an all-day network
- Terminology used for Orca “I-purse” “Puget pass” what do they mean?
 - Not all people use the traditional banking methods

- Orca is not exciting – needs more marketing; make it more interesting
- Metro working with regional partners to promote non-motorized travel & ensure safety
- East-west connections are challenging ability to reach destinations
- Ability to connect between south and east RC
- Disability programs make a significant difference – makes transit affordable
 - Promote LIFT program
 - Better information on about available services
- Affordable rates for health care patients
- Non-profits should invest in the community
- Fares – Orca
 - Use
 - Availability
 - Promotion
 - Equal treatment
 - Orca can serve as an equalizer for transit service
 - One regional card for all
- How can Orca get into the hands of more people?
 - Success stories from other places?
 - How can Seattle be a model?

Business and Economy

- Employer benefits
 - Subsidized transit pass
 - Opportunity with large employers (First Hill)
 - Ease of getting Orca pass can be issue – keep it simple
- Transit access
 - Span of frequency can be barrier for reliance on transit
 - Access to non-downtown job centers
 - Enforcement an issue with bus lanes (Aurora)
 - Accommodate 24-hr businesses
 - More bus priority (3rd Ave)
 - Crowding (bus) at stops can be an issue at peak
 - Purchase of Orca cards at more stops
 - Real time information – incl. delay
 - Email updates useful, but can also cause their own jams
 - Push notifications via app?
 - Fare policy gradation for small businesses and small non-profits
 - How econ. Dev. On South Seattle
 - Light rail
- Overcrowding is a big issue
 - Also for attracting business commuters (hard to do work on RR when standing room only)

Transit as an Equalizer: Orca Technology & Integration

- Smart cards if fares are equitable
- Transparent/creative
- Access to education can be a barrier
 - How can tech – an incentive
 - Transit <-> other modes?
- Invent services (pronto) for Last Mile
- Transit help employers help employees
- Help employees make an active option in other hours (non-peak)
- Frequent network
 - Integrate with other options
- Last mile other options – shared vehicles/G.R. Home
- Best exp. Of technology
 - What are our problems <-link-> to tech solutions
 - Tech just tools
- Metro/St Integration
 - How do other cities adapt to new transit
 - Big investment → more opportunity integrated
 - Total network – frequent
- Realistic funding sources?
- Through land development

Appendix B: Visioning Phase Survey Results Summary

Question 1: What community do you live in?		
Responses = 2329	Updated 3/9/2015	
Response	Response Percent	Response Count
Seattle	69%	1803
Bellevue	5%	119
Kirkland	3%	79
Shoreline	3%	66
Issaquah	2%	54
Renton	2%	52
Redmond	2%	44
Burien	1%	36
Kent	1%	28
Bothell	1%	23
Federal Way	1%	22
Sammamish	1%	22
Kenmore	1%	21
Auburn	1%	15
Woodinville	1%	15
Vashon Island	0%	13
Tacoma	0%	12
Lynnwood	0%	11
Maple Valley	0%	11
Mercer Island	0%	11
Des Moines	0%	10
Lake Forest Park	0%	10
Newcastle	0%	10
SeaTac	0%	10
White Center	0%	10
Everett	0%	8
Snoqualmie	0%	8
Covington	0%	7
Unincorporated King County	0%	7
Duvall	0%	6
North Bend	0%	6
Yarrow Point	0%	6
Normandy Park	0%	4
Snohomish County	0%	4
Tukwila	0%	4

Bonney Lake	0%	3
Carnation	0%	3
Clyde Hill	0%	3
Edmonds	0%	3
Enumclaw	0%	3
Milton	0%	3
Mukilteo	0%	3
Skykomish	0%	3
Skyway	0%	3
West Lake Sammamish	0%	3
Bainbridge Island	0%	2
Beaux Arts Village	0%	2
Black Diamond	0%	2
Mill Creek	0%	2
Preston	0%	2
Puyallup	0%	2
Smokey Point	0%	2
Algona	0%	1
Gold Bar	0%	1
Graham	0%	1
Haller Lake	0%	1
Kingston	0%	1
Licton Springs	0%	1
Manchester	0%	1
Marysville	0%	1
Medina	0%	1
Morgan Junction	0%	1
Mountlake Terrace	0%	1
New Holly	0%	1
North Highline	0%	1
Orting	0%	1
Pacific	0%	1
Port Orchard	0%	1
Portland	0%	1
Shelton	0%	1
Skagit	0%	1
Yelm	0%	1
Hunts Point	0%	0
Lea Hill	0%	0

Q2: What types of public transportation do you use?

- Metro bus most common response for all groups (>90%)
- Link and ST buses are the second and third most common (roughly tied)
- Low-income respondents and respondents in households speaking a language other than English more likely to use ST buses than overall respondents
- Low-income respondents noticeably more likely to use CT and PT buses and Sounder

Question 2: What types of public transportation do you use? (check all that apply)

Responses = 2467 Updated 3/9/2015

Response	Response Percent	Response Count
Metro Bus	31%	2254
Sound Transit Link light rail	18%	1316
Sound Transit bus	14%	1030
Washington State Ferry	13%	969
Seattle streetcar	6%	465
King County Water Taxi	5%	369
Community Transit bus	3%	237
Sounder train	3%	227
I do not use public transportation	2%	141
Pierce Transit bus	1%	68
Metro VanPool/VanShare	1%	42
Hyde Shuttle (Senior Services)	0%	18
Metro Access transportation	0%	16
Senior Services Volunteer Transportation	0%	8
Metro Rideshare	0%	7
Amtrak	0%	5
Bike Share	0%	5
Uber	0%	5
Bike	0%	4
Car2Go	0%	4
Seattle Monorail	0%	4
Microsoft Connector	0%	3
Skagit County Transit	0%	3
South Lake Union Trolley	0%	3
Walk	0%	3
Mason County Transit	0%	2
Intercity Transit	0%	1
Kitsap Transit	0%	1
UW Shuttle	0%	1

Q3: Where do you go on public transportation?

- Seattle is by far the most common destination for all groups (~95%)
- Bellevue and SeaTac are the only other locations to exceed 20% of respondents
- Low-income respondents more likely to choose Auburn, Burien, Federal Way, Issaquah, Kent, Renton, Shoreline, and Woodinville as common transit destinations
- Respondents in households speaking a language other than English more likely to choose Bellevue, Kirkland, and Redmond as common transit destinations

Question 3: What areas do you travel to most often using public transportation? (check all that apply)

Responses = 2309

Updated 3/9/2015

Response	Response Percent	Response Count
Seattle	44%	2288
SeaTac	12%	615
Bellevue	10%	519
Redmond	5%	234
Kirkland	3%	168
Shoreline	3%	155
Renton	2%	112
Burien	2%	94
Issaquah	2%	91
Federal Way	2%	80
Kent	2%	80
Bothell	1%	74
Mercer Island	1%	60
Woodinville	1%	43
Des Moines	1%	40
Auburn	1%	38
Kenmore	1%	36
Tukwila	1%	36
Lake Forest Park	1%	35
Bainbridge Island	1%	32
Tacoma	1%	31
Sammamish	0%	24
Covington	0%	21
North Bend	0%	21
Vashon Island	0%	20
Snoqualmie	0%	17
Everett	0%	14
Lynnwood	0%	14
Newcastle	0%	13
Normandy Park	0%	13

West Lake Sammamish	0%	13
Clyde Hill	0%	10
Beaux Arts Village	0%	8
Bremerton	0%	8
Maple Valley	0%	8
Medina	0%	8
Yarrow Point	0%	8
Duvall	0%	6
Edmonds	0%	6
Kingston	0%	6
Lakewood	0%	6
Enumclaw	0%	5
Hunts Point	0%	5
Pacific	0%	5
Algona	0%	4
Black Diamond	0%	4
Carnation	0%	4
Factoria	0%	4
Lea Hill	0%	4
Milton	0%	4
Mountlake Terrace	0%	4
Puyallup	0%	4
Skykomish	0%	4
Whidbey Island	0%	4
Kitsap County	0%	3
Skyway	0%	3
Eastgate	0%	2
Mukilteo	0%	2
Pierce County	0%	2
Sumner	0%	2
Bellingham	0%	1
Camano Island	0%	1
DuPont	0%	1
Fife	0%	1
Guemes Island	0%	1
Lynwood	0%	1
Marysville	0%	1
Olympia	0%	1
Overlake	0%	1
Port Orchard	0%	1
Port Townsend	0%	1
Poulsbo	0%	1

White Center	0%	1
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Question 5: How would you rate current public transportation options in King County? Do they get you where you want to go?

- ‘Good’ or ‘adequate’ received roughly equal response rates from respondents overall with each about 40%
- Low-income respondents most likely to rate transit options as ‘good’ with roughly 50% of responses
- Respondents in households speaking a language other than English most likely to rate transit options as ‘adequate’(45.5%) and much less likely to rate options as ‘good’ than other groups (29.3%)

Question 5: How would you rate current public transportation options in King County? Do they get you where you want to go?

Responses = 2409 Updated 3/9/2015

Response	Response Percent	Response Count
Excellent, I can get everywhere I want to go	4%	94
Good, I can get to most places I want to go	42%	1006
Adequate, I can access some places I want to go	41%	984
Poor, I cannot access the places I want to go	12%	292
No opinion	1%	33

Question 6: Metro’s Long Range Public Transportation Plan is looking 25 years into the future. How should public transportation service change in King County to best serve you, your family and your community?

Responses = 2002 Updated 3/9/15

Response	Response Count
Address overcrowding	71
Affordable fares	105
Better connections between Seattle and Everett	20
Better connections between Seattle and Redmond	10
Better connections between Seattle and Renton	2
Better connections between Seattle and Tacoma	34

Better connections between Seattle and the Eastside	78
Better service between Seattle neighborhoods without going through downtown Seattle	76
Better service in Downtown Seattle	41
Better service in/to Ballard, Seattle	39
Better service in/to Wallingford, Seattle	4
Better service on the Eastside	57
Better service to outlying communities	95
Better service to transit centers/ park and rides	8
Better service to West Seattle	79
Better transfer options and times	35
Cleaner/more comfortable/safer buses	40
Connection between multiple modes of transit	115
Coordination between transit agencies	30
Cut redundant routes	5
Extend light rail	453
Extend streetcar	37
Faster trips	56
Fewer route cuts	11
Fewer stops on local routes	10
Fewer transfers/ more direct routes	59
Grade-separated/lane-separated transit	203
Improved bus frequency	250
Increased Sounder frequency	11
Light rail along major highways	25
More bike parking at transit hubs	7
More bike racks on buses	7
More BRT	24
More east-west connections	83
More express routes	74
More off-peak service	154
More park and ride garages/parking spots	59
More reliable service	132
More routes/buses	105
More sitting/standing room on buses	10
More vanpool service	3
More water taxi and ferry service	23

Off-board payment	12
Real time bus arrival info	22
Safer bus stops/stations	26
Service for people with disabilities and the elderly	18
Service to outdoor destinations	3
Service to/from Seatac	20
Smaller feeder vehicles connecting to bus/rail	14
Sustainable Metro funding	26
Wifi on buses	11

Question 6: Top 10 responses to the question "How should public transit improve?":

5. Extend light rail
6. Improved bus frequency
7. Grade-separated or lane-separated transit
8. More off-peak service
9. More reliable service
10. Connection between multiple modes of transit
11. Affordable fares
12. More routes/buses
13. Better service to outlying communities
14. More east-west connections

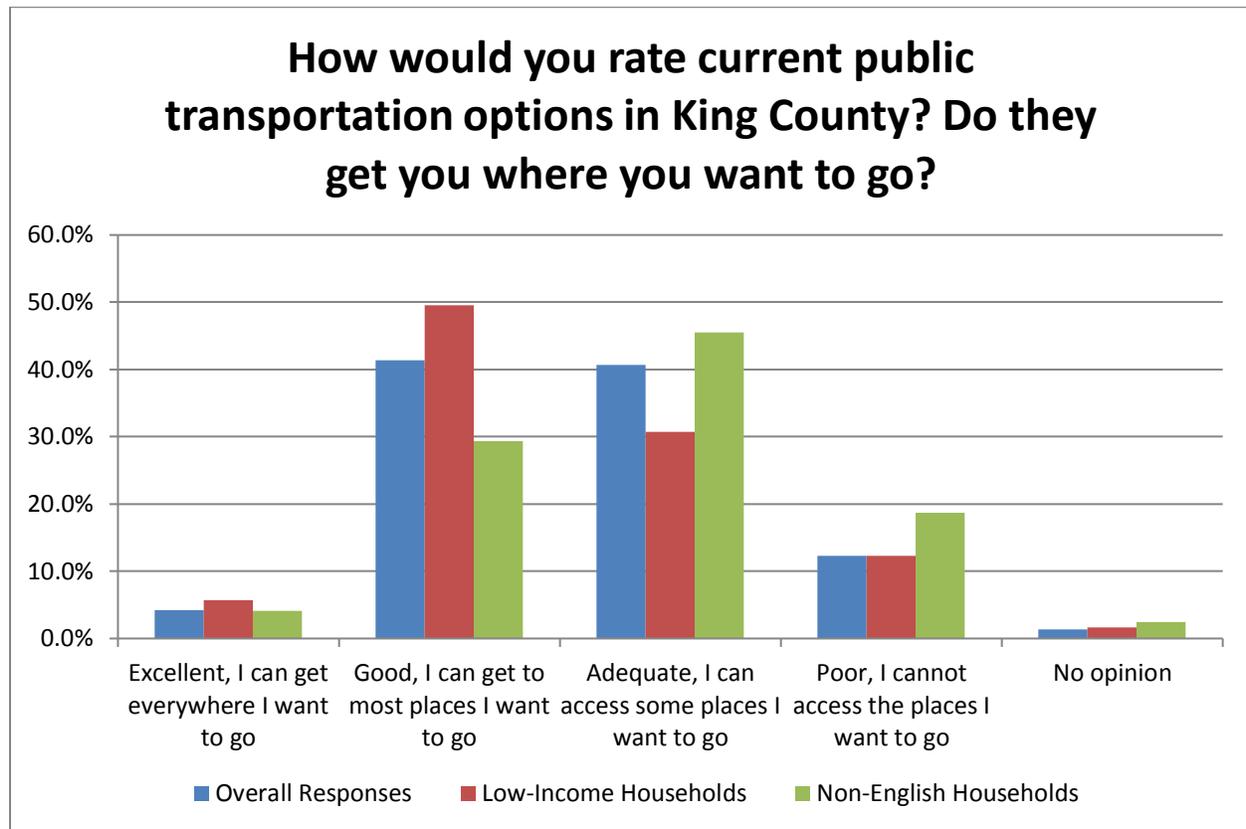
Question 8: Is there anything else you'd like to share about Metro's Long Range Public Transportation plan?

Responses = 881

Updated 3/9/15

Response	Response Count
Add/extend/reinstate bus routes	83
Address lack of funding	53
Alternatives to busses/ease traffic congestion	26
Appreciation for ability to comment	45
Be aggressive in finding the right transportation plan	18
Better communicated transportation plan	14
Better conditions for bus riders	82
Better use of technology	18
Build Train	19
Bus only lanes/True BRT	51
Customer service improvements	7
Decrease use of biofuel	1

Discouraged with construction process	41
Discouraged with transit planners	10
Eliminate public transportation	2
Fare affordability/modernization	63
Find a transportation solution and act promptly	49
Increase bus convenience/connections	94
Increased amount of park and rides	10
Increased bus frequency	57
Increased bus reliability	61
Increased bus signage	19
Increased light rail	89
Increased public participation	18
Increased transport connectivity options for outlying areas	86
Increased safety regarding all things public transit	53
Interest in a forward thinking plan	51
Interest in efficiency	59
Interest in environmentally friendly transport	18
Interest in finding solutions for current needs	13
Interest in transit friendly neighborhoods	16
Interest to parallel transit systems in other major cities	31
More direct routes	18
More stalls at park and rides	14
No wifi on public transportation	1
Nothing to add	55
Reduce Rapid Ride	5
Respect drivers and roads	8
Separated grade transportation	50
Support for pedestrian traffic options	15
Transportation type based on location and demographics	4



Answer Options	Response Percent	Response Count
15 or younger	0.1%	3
16-17	0.4%	8
18-19	0.4%	9
20-24	4.9%	110
25-34	28.2%	629
35-44	22.1%	494
45-54	17.3%	387
55-64	16.2%	363
65 or older	9.1%	203
I would rather not share	1.3%	28

Answer Options	Response Percent	Response Count
Female	48.3%	1059

Male	50.5%	1107
Other	1.2%	27

Appendix C: Alternatives Phase Open House Notes

June 16- Seattle

attendees: Approx 100

Flip Chart comments:

- Frequent
 - Want more frequent network and as much of a grid as Seattle geography allows
 - Reduce network complexity- fewer high frequency routes (consolidate frequent routes)
 - Develop much more robust system of Rapid Ride and all day
 - Needs a comp plan that takes into account off-street parking to move buses faster
 - Define “frequent”
 - Frequent best way to leverage the most benefit for more riders
 - Need to make input on days of service and span
 - 7 day a week service
 - Local is the wrong word- local service can be frequent
 - Making sure connections are convenient
 - There are more places I would like to go
- Express
 - BRT on SR-522 & 145th and feed Link station
 - Additional Park and Ride capacity on SR-522 corridor
 - Light rail connections between UW campuses
 - Fewer stops
 - Fees for Park and Ride- card system
 - Need more feeder service to Park and Ride to help support express service- more equitable
 - No need for express buses- light rail
 - More Park and Ride capacity at light rail and Sounder stations
 - Need more bike capacity on buses and trains (not parking)
 - Biking should be a viable alternative to driving to Park and Rides
 - Later 18 Express trips up to 9:30
- Local
 - Slower, more stops
 - Lost bus to Kenmore, service reduction
 - No direct routes from Eastside to SLU or waterfront
 - Reduce reliance on loops-direct lines
 - No direct routes from Magnolia to downtown
 - Need more inter-neighborhood service
 - Apparent tradeoffs with local emphasis- lack of frequent service
 - Bike racks on buses too high and stiff
 - Local service plan needs to show where frequent service will still be
 - Service every 30-60 minutes not adequate to meet population needs
 - Local access is important to seniors and people with disabilities

- Flaw: metro is a commuter service; need: better service outside commuter hours and connecting people to recreation, shopping, etc.
- Consideration of alternative types of vehicles- seasonal vehicles for recreation, etc.
- Specific hill service
- Smaller vehicle options
- Need to display the number of routes associated with each concept
- Bad transfer connections from Link to local
- Existing local service levels should be maintained. E.g. local service should be more frequent than 30 minutes
- Transfers need to be simple and easy (facilities, timing, road intersection)
- Don't force all riders to transfer off one bus to another route

●
Dot Exercise results:

Frequent: 166 (54.9%)

Express: 71 (23.5%)

Local: 65(21.5%)

Total: 302

June 23- Redmond

attendees: Approx 60

Flip Chart comments:

Frequent

- Increasing demand on 228th due to UW expansion, development, aquatic center & high schools
- Prefer more frequent, all-day service over peak-hour-only service
- Not a lot of frequent routes in South I-405 corridor
- Need buses throughout the day- including late buses (11:30pm-midnight)
- How do we educate people? Younger is better; 2040 riders are in kindergarten today.

Express

- Simplicity of getting on & to destination without transfer
- Park & Rides fill up if you're late.
- Lack of frequency is a potential issue
- Connections like Bellevue to Tacoma not currently addressed by service
- UW satellite going into Sammamish
 - Their commute will need service
- More connections between Sammamish and Bellevue
- Emphasis on serving primary destinations
- Large emerging Eastside development will need service to address draw of new destinations
- Sammamish growing rapidly
 - 10k more population in 10 years
 - Klahani annexed
- Errands and misc. trips for retirees not addressed by express service.

- Retirees value frequency and local
- Ideal for commuters to primary connections- Kirkland to Bellevue
- Balance of trade-offs and shares many advantages of frequent service.
- More service to Kirkland
- ERC in Kirkland as HCT potential
- Connections from Kirkland downtown and S. Kirkland Park and Rideto 520/405 services

Local

- Vanpools not shown- important, cost-effective and efficient
- Direct center to center express service- without need to transfer during peak commute hours
- Needs to be as quick as driving

Frequent, Local & Small Buses:

- If local bus comes frequently close to your home, you don't need to drive.
 - Need this service during peak hours
- Express is good for commuters in peak hours
- Transfer from local to Sound Transit (or frequent service) is okay, but ST to local is not.
- Infrequent is okay if you do not need to transfer

Dot Exercise results

Frequent: 56 (45.9%)

Express: 28 (22.9%)

Local: 38 (31%)

Total: 122

June 25- Seattle (daytime)

attendees: Approx 50

Flip Chart comments:

- Frequent
 - Still need dedicated transit lanes
 - Car traffic will be an issue with frequent service
 - Balancing frequent with travel time length
 - Need to listen to the public
 - Frequent east-west connections to Link in and outside of Seattle – Rapid Ride
 - Stops that are easy and safe to access
 - Transit service that is both express and frequent
 - Growing demand in south King County needs more frequent service in this area
 - Consider equity- car ownership, etc.
 - Give more of the emphasis to local bus service. Seattle and other urban areas are best served by long robust, local distributed service. Every 15-20 minutes on local service. Neighborhoods and destinations need to be connected.
- Express

- More all day , 2-way services i.e. more I-5 Express, start earlier in the morning and afternoon
- Why not apply the concept of the Rapid Ride to Express- more frequency
- Express routes are standing room currently, why not add more service?
- Do not reduce Express (peak) when university station opens 252, 257, 311
- Better local connections in SE Seattle to Link
- People prefer 1 seat ride, not transferring
- Impossible to schedule service to make every transfer point work
- Skip stops on 76, farther stop spacing
- No matter what system-actual bus location, real time- GPS moderated is critical for consumer trip planning
- What about park and rides? Where will they be? Will they charge? Encourage carpools to P&Rs Guaranteed spaces
- Rider experience- trains more comfortable. More reliable
- Like to see more trains; good connections from neighborhoods to trains
- Time/money matter. Will take easiest, least time, i.e. drive to P&R rather than walk 30 min.
- Park and Rides: park further downstream where bus travel time is faster. Seek fastest trip possible, combination of modes
- Concern in outer areas, people don't have convenient access to service- too far/unsafe to walk
- Capital considerations: modifying curbs/streets to make boarding more level, less need for ramps
- This is good for long commutes but people need good local service within the cities and areas.
- Local
 - Needs focused in central/dense areas
 - Focus on using local services as neighborhood circulator- as a connector between different transportation modes.
 - Realtime bus arrival info makes transfers easier
 - Gondolas- rely on local bus service to get riders to gondola
 - West Seattle to downtown
 - Beacon Hill to light rail
 - Local circulators that connect high capacity transit and local activity centers
 - Need a better grid of high frequency routes in south King County
 - Technology (live info) makes local service have some of the advantages of frequent service because you know when to go to your stop
 - ¼ mile stops are a lot better for low mobility population than ½ mile, e.g. seniors
 - More real time information:
 - The types of service depends on the neighborhood
 - Need a variety of services to meet transportation need
 - Frequency of service is most important in Seattle
 - Reliability is key, especially in the most congested area
 - Local service is very important in Seattle or any other urban environment. Local service should not be limited to every 30 minutes. Bus lines in Seattle need to be robust with distributed service. Give more of the pie to local service.

Dot Exercise results

Frequent: 116 (50%)

Express: 53 (22.9%)

Local: 62 (26.8%)

Total: 231

June 25- Federal Way

attendees: Approx 35

Flip Chart comments:

- Frequent
 - Pierce Transit coordination
 - Outside county people (should they get service
 - Love to have mass transit that gets you where you want to go- move trains too
 - Is 45% population with access to 30,000 jobs within 30 minutes on transit “is that good?” yes!
- Express
 - More direct transportation to UW Tacoma and UW Seattle from Federal Way
 - More service on Enchanted Parkway
 - Better service in south King County, near or across county line- better connections. Serve attractions like Wild Waves
 - Sectors within circulator loops to serve light rail
 - Keep existing routes into the future- 70 series and the 41
- Local
 - Need local bus routes in lower Federal Way area
 - Route 180 needs more frequency- 15 minutes
 - 331 Shoreline College to Kenmore Park and Ride
 - Local mid-day service to meet needs of non-commuters
 - Expanded dial-a-ride service using technology to reserve trips, frequent and local.
 - Need service to go to entertainment- games and stadiums (x2)
 - Frequency is important for work trips- quickest ride and lowest cost
 - Sound Transit- major loops or sectors serving the major geographic areas
 - Metro needs to communicate user needs and wants

Dot Exercise results:

Frequent: 42 (41%)

Express: 31 (30%)

Local:29 (28%)

Total: 102

Appendix D: Alternatives Phase ESJ Roundtable Notes

Metro Long-range plan ESJ Roundtable Meeting

10-Sep-15

Name	Organization
Ryan Troyer	Seattle Commission for People with Disabilities
Anna Lee	Seattle Commission for People with Disabilities
Paulina Lopez	South Park Duamish River Clean-up Committee
Rebecca Rayner	Issaquah Food & Clothing Bank
Tony Ho	Homesight

Meeting Notes

How does your community use transit? What is working well and what can be improved?

Rebecca: Lost local service- low income housing is not convenient to transit (especially not in Downtown), distance getting to the bus is a challenge.

Rebecca: For clients, struggle to get to places like Downtown, Issaquah, Bellevue

Pauline: Youth/students don't have direct transit service and if kids miss a transfer, they will be late to school.

Pauline: Shelters are not nice, convenient.

Anna: Is access to schools considered in planning? (College- yes, high school- not as much)

Ryan: Issaquah is not designed to transport vulnerable populations to/from transit

Anna: Few bus shelters in Issaquah.

Anna: Individual community needs vary by time of day. Service should accommodate these variations (not just peak)

Ryan: Try to understand unique needs of vulnerable populations- different times of day= different needs

Tony: Big issue in Rainier Valley - service is okay on north south routes but not as easy to difficult for east west connections to Rainier Valley/Rainier Beach/ Beacon Ave, Skyway. What are thresholds to get smaller services as "circulator"

Tony: How do we accommodate people working 2-3 jobs. Is there potential for all day pass for people with multiple jobs?

Rebecca: Fares not as much of an obstacle, ORCA or LIFT- lots of positives.

Ryan: Other obstacles- route availability and vulnerable pops- visual, walkers, etc.

Ryan: Pay fare with easier media- phone or tablets instead of fare media.

Pauline: Grateful for volunteers that help (mentors) to teach you to ride the bus. These are great. It would be good to have these folks with more languages.

Rebecca: Riders that speak Spanish and come to the foodbank often come by car and don't take transit to Issaquah food bank.

Ryan: Would be nice to copy free ride areas like DT Issaquah.

Pauline: How do we decide what communities will have what type of service?

Pauline: Are there locations where frequent service overlaps with express? Consider overlapping non-express service along an express route- meets need for commute hours and provide access throughout the day would serve people without 9-5 jobs.

Pauline: Service to South Park and south King County is too infrequent. There are long waits on some buses.

Pauline: Youth have to take 2 buses- if they miss one they're late for school

Pauline: Shelters- only 1 in South Park

Ryan: Understand what each communities needs are and improve service and cut congestion

Ryan: Low income housing should be planned/built with transportation in mind.

Rebecca: Public transit is sometimes disconnected from low income housing.

Ryan: Transfers difficult especially for people with disabilities where these aren't shelters.

Ryan: emergency preparedness issues, need to be considered for vulnerable populations for timely response to their needs

Pauline: Bike lanes are good, but not many bikes in the South Park community. What about incentive programs to increase bike access/ridership?

CONTINUED OUTREACH

How can Metro work with your organization and reach ESJ populations to gather input about the Long-range Plan?

Tony: come to regular meetings, especially coalition meeting- get on agenda in advance

Tony: set up table at the Filipino Community Center, 4 coalition meeting

Ryan: Food bank visits

Pauline: Presentation- keep short, have a lot of time for discussion, just focus on key topics to get feedback

Tony: Ask about pros/cons, what can be done better, libraries, community centers

Ryan: Need to consider languages/translator/sign language

Ryan: Go beyond online engagement

Rebecca: Service providers don't necessarily use the bus so may not know about the issues

Ryan: Consider what it like on a day to day basis for the disabled?

Ryan: Potentially could meet with disability commissions to see how they utilize transit

Rebecca: Nourishing Networks would be a good group to reach out to

Appendix E: Alternatives Phase Survey Summary

Analysis of and Reporting on the Alternatives Online Survey

Questions 1 and 19-25

Demographics

- 6,000+ responses from June 4 to Aug 9
- 50% from outside the city of Seattle (see slide 3)
- Roughly representative of different income strata (see slide 4) –
 - Comparison of responses for demographics of Metro ridership to regional demographics
 - Under represented: 15k, 15-25k, 25-35k, 100-140k, 140-150k
 - Over represented: 35-50/55k, 75-100k
 - Equal: 50/55-75k
- 77% white, 8% Asian, 4% multiple ethnicities, 3% Latino, 2% Black, 1% American Indian
- 55% of respondents are women, 44% men
- 8% reported having a disability

• **Where are people going to most/least often using public transportation**

Task: Summary statement based on Question 2 results in Excel Spreadsheet “Q2”

- The highest percentage of respondents are using public transportation to travel to Seattle (91%). Bellevue (23%) is the next most common response, followed by SeaTac (20%), and Redmond (11%). These destinations are commercial activity centers with SeaTac being a long distance transportation hub (international airport).
- The lowest percentage of respondents are using public transportation to travel to communities with limited transit service and activity center density. Examples include Maple Valley (<1%), Carnation (<1%), and Medina (<1%).
 - The character of these destinations is predominantly residential or rural.

• **What types of transportation are people using**

Task: Summary statement based on Question 3 results in Excel Spreadsheet “Q3”

- The highest percentage of respondents use Metro Bus (88%), followed by Sound Transit Link light rail (42%) and Sound Transit Express Bus (39%).
- A smaller percentage of respondents use Sounder commuter rail (11%).
- Some people who use services that predominantly serve other parts of the region (Snohomish and Pierce Counties) also responded in the survey.
- The lowest percentage of respondents use specialized services with low frequency and scope, such as shuttle and rideshare services.
- Fewer than 7% of respondents do not use public transportation in general.

- **How would you like to be able to use public transportation**

Task: code open ended responses in Excel spreadsheet “Q4”

Task: Summary statement based on Question 4 results in Excel Spreadsheet “Q4”

Breakdown of open ended “Other...” responses for “How would you like to be able to use public transportation”:

- 23.1% Travel to / from airport
- 19.6% Meet for social / family event
- 19% All / General
- 9.3% Attend cultural / educational / civic / health activities
- 7.3% Entertainment / dining
- 7% Recreation
- 6% Intermodal connection / travel
- 5.5% Improved service desired
- 5.5% No personal need / none of the above /not applicable
- 4% Business
- 3.3% Events or locations with limited parking / busy events and areas / special occasions

Multiple Choice

- The largest percentage of survey respondents would like to be able to use public transportation for work (82.4%).
 - a. Across the diversity of the regional population, travel to a site of employment is a common desire.
- Significant percentages of survey respondents would also like to be able to use public transportation for leisure or non-business activities such as entertainment or sporting events (77.9%), parks or cultural destinations (60.8%), and/or shopping trips (53.5%).
- Less than half of survey respondents would like to use public transportation for access to medical services (43.4%) or to get to school (15.7%).
- Approximately 10.5% of the survey respondents left an open-ended response.

Open Ended

- The highest percentage of open ended responses (23.1%) express a desire to be able to travel to and from the airport or general SeaTac vicinity. Meeting for social/family events (19.6%) and all/general use (19%) are not far behind.
- Approximately 5.5% of respondents express a desire for improved service.
- Across the open-ended categories there is a desire for transit service in situations where driving and/or parking is often considered “burdensome”, such as the airport. Some indicate that they would use transit more frequently if there was service to meet their needs.

- Respondents tend to use this open ended space to detail more specific non-work uses of public transportation.
- Approximately 5.5% of respondents express a lack of personal need, none of the above, or not applicable statements. This percentage includes those who were against public transit outright.

Overall

- A key observation to derive from these survey responses is that there is a strong desire to be able to use public transportation for both work and non-work activities. Wishing to use public transportation for work was selected by the largest percentage of respondents, but entertainment and sporting events is not far behind.
- **When would you like to be able to use public transportation**
Task: code open ended responses in Excel spreadsheet “Q5”
Task: Summary statement based on Question 5 results in Excel Spreadsheet “Q5”

Break down of time span of open ended “Other...” responses for “Q5”:

60.4% Every day

- 32% All day
- 6.1% Mid-day
- 6.1% Evening
- 4.3% Afternoon
- 4.3% Night
- 2.9% Off peak / reverse commute
- 1.8% Early morning
- 1.8% Late night
- 1.1% Morning

7.2% Weekday

- 4% Evening
- 1.8% Night
- 0.7% Midday
- 0.7% Afternoon

4.3% Weekend

- 1.4% All day
- 1.1% Early morning
- 0.7% Morning
- 0.4% Midday
- 0.4% Evening
- 0.4% Late night

4% Holiday

- 3.6% All day
- 0.4% Late night

- 14% Would not use transit at any time**
- 9.7% Special events**
- 6.1% Improved service desired**
- 2.9% Situational comment**

Multiple Choice Responses for “Q5”:

- I. The largest percentage of survey respondents would like to use public transportation during the morning (81.1%) and evening (80.4%) commutes. These times have a similar percentage to the percentage of people who want to be able to use public transportation for to get to work (82.4%) as expressed in Question 4.
- II. The next largest percentage respondents want to use public transportation during the weekend daytime (67.4%) and nighttime (50.8%). These percentages align with those found in Question 4, which indicated that people had greater use for transit beyond just commuting.
- III. Just under half of survey respondents want to use transit during the middle of the day in general (47.2%) and smaller percentages wanted to use transit during the late night hours (35.3%) and the early morning hours (25.4%).
- IV. Approximately 4.6% of survey respondents left an open ended response.

Open Ended Responses for “Q5”:

- I. A majority of open ended respondents (60%) express a desire to use transit on any given day and a majority of that percentage (32% of total) express a desire to use transit all day.
- II. The next highest percentage of respondents (14%) submitted comments that express that they would not use transit at any time or were opposed to the idea in general.
- III. A number of respondents, across multiple categories, interpreted the question to mean situations, rather than a particular time range in the day.
- IV. Fewer than 10% of respondents wrote that they would like to use public transit to attend special events.
- V. Weekday use (7%), weekend use (4%), and holiday use (4%) are all mentioned as situations that the respondents would like to use public transit.
- VI. Responses indicating a desire for improved service (6%) and providing a situational comment (<3%) were also submitted.
- VII. For times of day across the various spans of the week, the approximate response share are listed in descending order: all day (37%), evening (10%), mid-day (7%), night (6%), afternoon (5%), off peak / reverse commute (<3%), early morning (<3%), late night (2%), and morning (<2%).¹

Overall take on “Q5”:

- I. Survey respondents have the greatest desire to use transit at commute times during the week. However, there is a desire for all-day, every day service during the non-peak times of the weekday and for various times during the weekend. This desire corresponds to the fact that the survey respondents wish to use transit for a variety of purposes and at a variety of times outside the traditional work related and peak commute time/directions of the past.

- **Express Transit Service**

What do you like most about express transit service?

What do you dislike most about express transit service?

Would you ride transit more or less if there was more express service in your community?

Task: Review all responses in Excel spreadsheet Q6, Q7 and Q8

Task: Summary statements about responses based on responses

General sentiment of open-ended “Other...” responses for express transit service:

Likes

- Don't have to drive
 - Both out of choice and necessity
- Cheaper than parking
- Frequency and span when applicable
- N/A / Nothing

Dislikes

- Insufficient service – not useful
 - Crowding
 - No service where needed
 - Have to drive to a park and ride, which adds a prohibitive amount of time
 - Lament the loss of certain routes
 - Long walk to origin stop or destination
 - No service when needed
 - Peak only
 - Infrequent
 - Too many transfers
 - Insufficient span
 - Too many stops
 - Too slow
 - Don't use/never use
 - Unsafe
 - On buses and park and rides
 - Fare evasion

- Insufficient facilities
 - Park and ride lots full/non-existent
 - Unreliable
 - Lack of transit priority/lanes
 - Preference for light rail
 - Traffic congestion prevents buses from getting to their layover points
 - Express plan can't happen/misnomer, like nothing about it
 - Buses old
- Service redundancy with Sound Transit
- Nothing / None of above / No personal need

Express Service Likes

- Survey respondents were primarily drawn to the reduction in travel time that express transit service provides. A cumulative majority of survey respondents selected “Shorter travel times to and from my destination” (40.5%), “I can get to and from job and education centers very quickly” (26.7%), and “My bus makes fewer stops along the route” (18.5%).
- The appeal of park-and-ride service was limited (8%).
- Approximately 6.4% of respondents submitted an open-ended response.
- Of the open ended responses (349 received), there were a handful of comments praising the fact that users of the service did not have to drive, that it was cheaper or more affordable than parking at their destination, and that it was appreciated when service frequency and span overlapped with the user's needs. However, the overwhelming majority of open ended responses submitted in response to the question “What do you like most about express transit service?” were complaints.

Express Service Dislikes

- The pre-defined survey choices for what respondents disliked the most about express transit service revolved around symptoms of limited service and facilities.
 - Frequency: “I have to wait longer for a bus during non-peak times” (30.3%)
 - Facilities: “I do not have easy access to a transit center or Park-and-Ride” (21.6%)
 - Span: “I can only use this transit service to commute to and from work or school” (19.3%)
 - Coverage: “I have to walk farther to get to my bus stop” (12.7%)
- The open ended responses (861 received) fell along the same lines, but with added emphasis on lack of system capacity as a deterrent.
 - Insufficient service was a general theme, with survey respondents commenting on chronic crowding, no service where they need it (on either end of their trip), no service when they needed it (limited span), insufficient frequency, and slow travel times (too many stops).
 - Inadequate facilities were the other general theme, with survey respondents commenting on unreliable service due to lack of facilities (lack of dedicated

transit or functional HOV lanes), preference for light rail (likely both due to exclusive ROW and the general technological experience), and Park-and-Ride facilities that were either too full or not prevalent enough.

Express Service Overall

- A simple majority of respondents (55.5%) would ride transit more if express service were increased.
- Less than half of respondents (38.6%) would not change their habits.
- Slightly more respondents would ride transit “Not at all” (3.2%) vs. “Less often” (2.6%), if express service were increased.
- The relatively split response to whether adding express bus service would change the survey respondents’ habits is in part due to the appeal of improved travel times for express transit routes being significantly compromised by service and facility issues. The reduced travel time is appreciated, but limited frequency, facilities, service span, and coverage contribute to the perception that express transit service is too crowded, unreliable, and out of the way to be useful for riders not already using the service.

- **Local Transit Service**

What do you like most about local transit service?

What do you dislike most about local transit service?

Would you ride transit more or less if there was more local service in your community?

Task: Review all responses in Excel spreadsheet Q9, Q10 and Q11

Task: Summary statements about responses based on responses

General sentiment of open-ended “Other...” responses for local transit service:

Likes

- Proximity to need
 - Don’t have to travel a long distance to transit
- Having it as an option - better than nothing
 - Connections to destinations and other services
 - Coverage is nice lots of stops – useful if it happens to come
 - Frequency in Seattle
 - Don’t have to drive
- Inexpensive
 - Cheaper than driving

Dislikes

- Insufficient service
 - Too slow
 - Infrequent
 - Poor connections
 - Lack of coverage in suburban communities
 - Bus stop distant
 - Crowded

- No weekend service
- Not enough span
- Drivers not knowledgeable
- Suboptimal routing
- Buses leave early – more of a consequence for infrequent service
- Lament the loss of certain routes
- Character of the transit clientele
- Insufficient facilities
 - Unreliable
 - Light rail preferred
 - Not enough transit priority
 - Uncomfortable buses
- Excess service
 - Empty buses
- Dislike in general / don't use
- N/A

Local Service Likes

- A majority of survey respondents primarily appreciate the proximity and directness of the bus service from their trip origin to their destination: “I don't have to go very far to get to and from my bus” (58.6%) and “I can often get where I'm going without a transfer” (16.9%). The minimal walking distance to and from the stop has an appeal for those who don't consider the actual time or network inefficiencies that result from infrequent local service that tends to use a circuitous or radial pattern instead of a grid.
- A smaller percentage of respondents primarily appreciate their service stability: “Bus schedules are the same throughout the day” (16.8%). The lack of added peak trips or express routings improves legibility of the service.
- Approximately 7.7% of survey respondents submitted an open ended response (411 responses received).
 - Survey respondents appreciated the coverage character of the local routes, i.e. providing of service close to their trip origin, the large areas with service, and plentiful stops. There was also an appreciation for what public transit service provides in general, which is an affordable alternative to driving and connection to many places in the city.

Local Service Dislikes

- Survey respondents disliked the formally defined concerns of coverage-oriented route design and low frequency relatively evenly:
- Coverage issues:
 - “My bus makes frequent stops so it takes longer for me to get to my destination” (25.2%)
 - “My bus doesn't always take the most direct route to and from my destination” (11.8%)
- Frequency issues:

- “My bus doesn’t come often so I need to check the schedule in advance or wait longer” (20.5%)
- “If I do have to transfer, I could have a long wait” (20.5%)
- Approximately 13% of survey respondents submitted an open ended response (727 responses received).
 - Many of the survey respondents used the open ended response space to describe the reasons why they did not or could not use local transit service. Many respondents simply disliked the service or the concept in general. Others cited insufficient service, excess service, and lack of reliability for their dislike of the local transit service pattern.
 - The characteristics that people disliked include the local service being too slow, infrequent, and not conducive to actually making connections.
 - There were a few commenters who disliked their perception that the buses run empty most of the time all while causing traffic congestion.
 - There were several comments indicating the lack of punctuality with buses, their interaction with traffic, and bunching. As with prior questions, light rail, a mode with exclusive right of way, was suggested as a superior way to provide transit service.

Local Service Overall

- Similar to the express transit question, slightly more than half of survey respondents (55%) would ride transit more frequently if there was an increase in local service and less than half of survey respondents (37.4%) would not change their habits.
- In a slight contrast to the express transit question, slightly more people would ride transit “Less often” (3.9%) than “Not at all” (3.7%). Perhaps this reflects less frustration with local service compared to express service, but it also just may be statistically insignificant.
- Most of the open-ended respondents who expressed no interest in local transit service were not against the idea of transit, just transit whose service pattern is incompatible with what they might want to use it for.

● Frequent Transit Service

General sentiment of open-ended “Other...” responses for frequent transit service:

Likes

- General frequency benefits – all of above – prevalent response
 - Less crowding
- Desires frequent service in their neighborhood, though it doesn’t exist presently
- Rider information
- Dislike nothing – prevalent response

Dislikes

- Insufficient service
 - No frequent service where needed
 - 15 min headways not frequent enough
 - Crowding
 - Inconsistency between drivers
 - Feel unsafe
 - Limited span
 - Too many stops / too slow
 - Transfers become required
 - Lack of suburban coverage
- Insufficient facilities
 - Unreliable service – categorized as a facility issue because dedicated ROW would solve reliability issues
 - Bus bunching – not actually frequent due to deviations from schedule
 - Insufficient transit priority – need bus lanes
 - Preference for light rail
 - No sidewalks to stop
 - Bench requested
- Like nothing / against concept
 - Unrealistic – can't happen
 - Lose money

Frequent Transit Likes

- Frequent transit service is considered the most convenient and user friendly service pattern of those presented in this survey.
 - Some defined benefits are attributable to frequent service, such as “I wouldn't need to check the route schedule because buses come so often” (36%), “Shorter wait times once I get to the stop” (31%), and “I don't have to wait long when transfer to or from light rail or train” (9.8%).
 - And others are a result of the practice of reducing the number of stops, such as, “Shorter travel times to and from my destination” (18%).
- Approximately 5.3% of survey respondents submitted an open-ended response (279 responses received).
 - In a contrast to the express and local service patterns presented, there was a significant incidence of survey respondents commenting that they liked everything/disliked nothing about the proposed frequent network. Many of the comments expressed agreement in principle with the concept of frequent transit service, citing reduced waiting time and less crowding. Respondents also commented on the appreciation of rider information and expressed a desire for the service in their neighborhood.

Frequent Transit Dislikes

- Symptoms of consolidating the public transit network into fewer, more frequent lines include that riders will have to travel a bit farther to board their transit line and transfer more often.

- A cumulative majority of survey respondents selected “I may need to transfer more often” (46.5%) and “I have to go farther to get to my bus stop” (36.4%) as their primary objections.
- Approximately 17.1% of survey respondents submitted an open-ended response (840 responses received).
 - Similar to the express and local service patterns presented, the open-ended comments focused on insufficient service and facilities. The general concerns of no frequent service where it was desired, service inconsistency between drivers, and crowding were often expressed.
 - Several also expressed that 15 minute headways were not frequent enough to be deemed “frequent.”
 - The lack of reliability was perhaps the most significant service/facility issue. There were significantly more complaints submitted about bus bunching than for the other two service patterns. Comments criticizing the lack of exclusive transit right of way took the form of people espousing light rail over bus, as well as a few mentions of frequent buses getting stuck in traffic despite having fewer stops. There were also a few calls for better pedestrian access and accommodation at stops.
 - RapidRide was cited as a frequent example of how “frequent” transit service can be a disappointment.
 - As has been the case for each of these service patterns, there are some people who view the idea of public transit, frequent or otherwise as a waste of taxpayer dollars. They point out that the ideas put forth here are either unrealistic or cannot happen. The quantity of “dislike nothing” type comments outnumbered the “dislike everything” comments though.

Frequent Transit Overall

- In contrast to the express and local transit service patterns presented previously, which saw approximately 55% of survey respondents say they would ride transit more often if more of those particular services were instated, approximately 62.2% of survey respondents replied that they would ride transit more often if a frequent service pattern were selected. The expansion of a frequent transit network stands to attract more survey respondents because it would establish a network that is more useful and user friendly. The perceived benefit of the change is more pronounced.
- Respondents expressed skepticism as to whether a reliable frequent network can be achieved or actually serve survey respondents in their neighborhoods. However, for the most part, a large number of people are on-board with the pronounced benefits that a frequent service pattern would provide. Despite the high volume of “dislike” comments, of the options presented, people clearly desire this service pattern.

- **Q15 Service types- complete- summary below**

Service Mix

Survey Question: Based on what you know about Express, Local and Frequent transit service, what mix of these types of service would you choose if you were going to plan a transit network.

What we learned: Interest in all different kinds of service

- **Capital Improvement-**

Task: review summary below and Q16 Excel spreadsheet and code Q17 spreadsheet responses and further develop summary statement bullet points below

Capital Priorities

Survey Question: Please read the descriptions below and then rank the types of facilities or services that would make transit work better for you.

1. Improvements on arterial streets that help buses travel more quickly and reliably
 2. Facilities for riders at major stops
 3. Additional Park-and-Ride spaces
 4. Improvements to freeways
 5. Improvements on neighborhood streets for pedestrians and bicycles
 6. New roadways in very congested areas that are used exclusively by buses and trains
 7. New technologies that provide better information about your transit trip
- “Improvements to arterials” was ranked highest by respondents who live in west and east King County and second highest for those south King County.
 - “Additional Park & Rides” was ranked highest by respondents in south King County, second highest by those in east King County and lowest by those in west King County.
 - “Improvement for bicycle and pedestrians” and “new technologies” were ranked lowest by south and east King County respondents.
 - “New roadways exclusive to buses and trains” was the second most highest ranked by respondents in west King County and most often ranked 2nd or 3rd by east and south King County respondents, respectively.

Multiple choice responses regarding capital improvements

West King County area

- “Improvements to arterials...,” “New roadways..used exclusively by buses and trains,” and “...neighborhood streets for pedestrians and bicycles” were ranked the highest. The emphasis of those improvements is on the urban fabric.
- On the opposite side of the spectrum, “...Park-and-Ride spaces,” “...freeways,” and “Facilities for riders...,” were ranked the lowest.

East King County area

- “Improvements to arterials...,” “...Park-and-Ride spaces,” and “New roadways...used exclusively by buses and trains,” were ranked the highest.
- The lowest ranked improvements were those for “...neighborhood streets for pedestrians and bicycles,” “Facilities for riders...,” and “...freeways.” Similar to West King, facilities for riders and freeway improvements are not perceived as high priorities for the improvement of transit service in the East King area.

South King County area

- “...Park-and-Ride spaces,” “Improvements to arterials...,” and “New roadways..used exclusively by buses and trains,” were ranked the highest. Similar to the West and East King areas, arterial improvements and transit exclusive roadways were in the top three.

- As a slight escalation of the East King results, park-and-ride spaces are at the top, rather than improvements to arterials. The concern most on respondents' minds is access to transit service, as a slightly higher priority than the reliability of that service.
- The lowest ranking improvements were those for "...neighborhood streets for pedestrians and bicycles," "New technologies...information about your transit trip," and "Facilities for riders..."
- Similar to East King, access to transit service via non-motorized modes is not considered primary. Trip information improvements and facilities for riders are less a priority than the service itself.

Open ended responses regarding capital improvements

Simplified results

- 36.0% Reliability
 - 14.7% Light rail / rail transit
 - 7.7% Transit lanes / exclusive ROW
 - 4.9% Grade separated transit
 - 2.1% Off board payment / all door boarding
 - 31.2% General service
 - 23.8% Service / operations comment
 - 16.3% Safety / comfort
 - 4.9% Ped and bike improvements
 - 4.8% Transit vehicles / vehicle maintenance
 - 7.3% Opposition / No improvements
 - 4.6% Park-and-ride / Transit center
 - 2.1% Additional park-and-ride spaces
 - 1.9% Additional park-and-ride locations
 - 4.6% Information
 - 2.4% Real time information
- Of the open ended responses, a plurality (36%) of the respondents desired capital investments pertaining to reliability, frequently calling for the construction of facilities that feature exclusive ROW, including light rail, unspecified rail transit, transit lanes, grade separation, and off board payment.
 - The second highest percentage of respondents (31%) submitted a service or operations comment. Most were a variation on "more buses," which are a joint capital and service expense. Increased frequency is the type of improvement that most respondents were trying to convey. The respondents tended to not articulate that personnel is needed in addition to vehicles to provide the transit service that they desired. There was also a belief that smaller buses would automatically allow for significantly more service hours to be deployed from the operational cost savings.
 - The next largest percentage of responses (16%) tended to call for passenger safety and comfort investments. Categories include non-motorized access (<5%) and the quality and maintenance of transit vehicles (<5%).

- The portion of respondents who either indicated nothing or opposition to capital improvements is approximately 7.3%.
- Park-and-ride or transit center improvements were desired by 4.6% of respondents. More parking, either in the form of additional spaces (2.1%) or locations (1.9%) were the predominant requests.
- Public information distribution improvements came in at approximately 4.6%. Real time information was the largest percentage (2.4%), with an overhaul to the Trip Planner app or related agency web services (<1%) and passenger internet access infrastructure (<1%) coming in next.

Overall statement on capital investments

Across the defined response section and the open-ended section, capital improvements related to transit reliability were a highly ranked priority. For the defined response section, transit system access investments came in next, with non-motorized access improvements a priority for urban West King and park-and-ride facilities being the priority for suburban East and South King areas. Respondents used the open ended section to reiterate their desire for reliability-oriented investments and desire for increased/improved transit service in nearly equal measure.

- **Question 18: Which of these features is most important to you about how Metro connects with other modes?**

Task: code Q18 open ended responses

Task: Develop a summary statement about Q18

Defined response results

- 46.8% Reducing travel time
- 24.9% Making transfers to other modes of travel easy
- 18.4% Minimizing transfers
- 5.6% Other
- 4.3% Reducing duplication of service

Simplified open ended results

- 61.9% Service improvements
 - 15.1% Transfer timing/general reliability
 - 12.3% Frequency/service capacity
 - 7.2% Connecting service
- 16.4% Facilities
 - 4.4% Additional parking
 - 4.1% Ped and bike
 - 3.8% Build light rail/rail transit
- 11.9% No personal need/N/A
- 9.7% Service *and* Facilities
 - 5.0% Reduce travel time

- 4.7% All of the above

Overall take on perceived Metro connection priority

- Three out of the five defined survey response options pertained to the overall transfer experience. Respondents prioritized reduced travel time (47%), making transfer to other modes easy (25%), and minimizing transfers (18%). One out of the five was a question of cumulative service pattern in the priority of reducing service duplication with other modes (4%).
- The survey respondents used the opportunity of the open ended response section to prioritize service improvements (62%) with specific interests in transfer timing and general reliability (15%), the improvement of frequency and service capacity (12%), and providing connecting service (7%).
- The survey respondents prioritized facilities specifically to a lesser degree (16%), with specific interests in additional parking (4%), non-motorized access (4%), and building light rail/rail transit (4%). When it comes to presenting riders with a service/operations question on their thoughts regarding transfers, the understanding of service vs. capital alone becomes a little clearer. Survey respondents also recognized the joint need for service and facilities (10%) in their mentioning or reiteration of reduced travel time (5%) and expressed importance of all of the above (5%).
- Survey respondents who either had no need, were opposed, or submitted responses that were not applicable numbered at less than 12%.

Appendix F: Draft Plan Survey Summary

1. Are there places in King County that you think are missing connections to transit in the draft transit network?

Key Themes	General Summary	Count	Percent of Respondents (471)	Percent of Total Surveys Submitted (693)
Neighborhood Service - Seattle	Provide more or improved service to neighborhoods in Seattle. These include general "neighborhoods" (4), specific ones (69), and from general/specific neighborhoods to elsewhere (7).	80	17%	12%
Suburban Service - Outside Seattle	Provide more or improved service to suburban areas in King County. These include general suburban areas (6), inter-Eastside travel (8), other inter-suburban travel (6), and specific areas (60).	78	17%	11%
East-west	Some want better east-west service in general and some in specific areas (Seattle, north Seattle, Shoreline, north King County, south King County).	21	4%	3%
Restore Cut Service	Restore previously deleted or modified bus service (not service proposed to be cut in the plan). Some related to recent realignments to serve U Link, and some related to other service changes.	15	3%	2%

Key Themes	General Summary	Count	Percent of Respondents (471)	Percent of Total Surveys Submitted (693)
Light Rail	Expand light rail service to more areas. Multiple suggestions: 130th St Station, Central District, Renton, Burien and SW Seattle, South Lake Union, Hillman City, Eastside, east-west light rail, connect with Streetcar, SeaTac, Redmond, Renton, and West Seattle.	14	3%	2%
Span of Service	Respondents want extended span of service in non-commute periods. Some want a general increase, an increase in certain areas (Sammamish and Queen Anne, Lake City to SLU, areas outside Seattle), and specific routes (21, 56, 57)	13	3%	2%
Frequency	Some want more frequent service in specific areas (suburbs, Mercer Island, Eastlake, West Seattle), during specific times (morning/late afternoon), or for specific routes (56, 65, 75, 77, 255),	11	2%	2%
Speed and Reliability	Respondents want improved speed and reliability in general and in specific locations (Seattle, Seattle to areas south, Ballard to Downtown, Seattle to Shoreline, and Sammamish) exclusive ROW for transit, and improvements for the water taxi.	10	2%	1%
Connections to Link	Some want good connections to light rail in general, and some want specific connections improved (UW Station, Redmond Station, 130th St Station).	8	2%	1%

Key Themes	General Summary	Count	Percent of Respondents (471)	Percent of Total Surveys Submitted (693)
RapidRide	All six respondents wanted a specific new RapidRide route (refer to suggested network changes table).	6	1%	1%

Key Places

Key Places	Count	Percent of Respondents (471)	Percent of Total Surveys Submitted (693)
Neighborhood Service - Seattle	80	17%	12%
Northwest Seattle	22	5%	3%
Central Seattle	12	3%	2%
Northeast Seattle	9	2%	1%
Seattle Neighborhoods to elsewhere	7	1%	1%
Downtown Seattle/Harbor Island	6	1%	1%
Inter-neighborhood	6	1%	1%
West Seattle	6	1%	1%
Magnolia/Queen Anne	5	1%	1%
Neighborhood Service	4	1%	1%
Southeast Seattle	3	1%	0%
Suburban Service - Outside Seattle	78	17%	11%
NE - Kirkland	10	2%	1%
NE - Eastside	9	2%	1%
SE - Renton	9	2%	1%
Suburban Service	6	1%	1%
Inter-suburban	5	1%	1%
SW - Federal Way	5	1%	1%
NW - Shoreline	4	1%	1%
SW - Burien	4	1%	1%
NE - Sammamish	3	1%	0%
NE - Woodinville	3	1%	0%
SW - South King County	3	1%	0%
SE - Issaquah	2	0%	0%
SE - Maple Valley	2	0%	0%
SE - Southeast King County	2	0%	0%

Key Places	Count	Percent of Respondents (471)	Percent of Total Surveys Submitted (693)
NE - Klahanie	1	0%	0%
NE - North Lake WA communities	1	0%	0%
NW - North King County	1	0%	0%
NE - Redmond	1	0%	0%
SW - Bryn Mawr-Skyway	1	0%	0%
SW - Tukwila	1	0%	0%
NE - Bellevue	1	0%	0%
NE - Factoria	1	0%	0%
NE - Snoqualmie Pass	1	0%	0%
NW - Mercer Island	1	0%	0%
SW - SeaTac	1	0%	0%

Suggested Network Changes

NW Quadrant

- New / Improved Route or Service:
 - 15X: Improved/more express Bus for Ballard to Downtown
 - Ballard to U-District, Golden Gardens to housing at Sand Point Park.
 - The 15 minute direct connection to Maple Leaf from the new Northgate station seems to be missing from the 2040 draft.
 - Ballard to UW Express bus
 - 145th is a good candidate for an East/West Route from Greenwood/Shoreline Community College to 522/North Shore. It ties in well with the BRT route for North Aurora, the light rail station at 145th and BRT/Rapid Ride/Light rail on 522. ST3 is creating a dogleg into Shoreline at 5th Ave NE and the Corridor study for 145th being led by Shoreline is lowering the value of the East/West route. In order to minimize car traffic around the station, the corridor is creating a button hook right turn as the on ramp for I-5. The same right lane that would be important for an east/west route.
 - Provide bus connections to Link light rail station at 130th Street.
 - West side of I-5 in Shoreline to the University of Washington.
- RapidRide:
 - The current Route 8 is also missing from the RapidRide list for some reason.
 - The Fauntleroy ferry terminal loses all local and frequent service, along with the current C line.

NE Quadrant

- New / Improved Route or Service:
 - 255: Add express service and more frequent service for route 255.

- I-90 Corridor: Commuter Rail
- Eastside routes connecting to UW Station: Improve routes coming from Eastside connecting to the UW Light Rail Station to avoid traffic on surface streets between SR 520 and UW Link Light Rail Station.
- Express buses or light rail from Sammamish to Redmond for the Microsoft commuters.
- Provide express bus service along I-90 to the Summit at Snoqualmie to serve skiers.
- Woodinville to Duvall.
- Transfers or Connections:
 - I-405/SR 167 Corridor: Missing connections (NE and SW)
 - I-405 Corridor: Make it easier to transfer between routes that run on I-405 and SR 520, and provide ability to transfer between freeway routes without exiting freeways
- New RapidRide:
 - Bothell to Downtown Seattle needs Rapid Ride service.
 - Kirkland needs some sort of rapid ride to Seattle
 - Missing Link station at NE 51st street in Redmond, Missing BRT station at Houghton on I-405, bad connections with Link in Downtown Redmond.
 - Provide RapidRide service between Renton and Everett.

SW Quadrant

- 169/1033: 169 / 1033 should connect with Link.
- I-405/SR 167 Corridor: Missing connections (NE and SW)
- New RapidRide: Downtown Kent and Auburn do not have any one-seat express line (or rapid ride) to downtown Seattle. On the other corridor, Federal Way and Des Moines have a lot of options: express line (2207), link light rail, Rapid Ride (1047) to Rainier Beach. Kent's proposed Rapid Ride (1033) only goes north to downtown Renton.

SE Quadrant

- Nothing specific submitted

General / Multiple / Non-specific

- New / Improved Route or Service:
 - Provide loop routes within neighborhoods.
 - Provide service to the suburbs that connect directly to non-Downtown neighborhoods in Seattle.
 - SeaTac Airport to Lynnwood/Everett area, SLU, and Redmond
- Multiple Routes: Restore cut service on the following routes: 7 Express, 28, 42, 43, 70, 173, NE Seattle Restructure
- Reduce Service: Reduce service level or coverage on low-ridership routes to save time and money - Routes 7, 14, 15, 17, 18, 36, 99

2. What do you like least about the draft service network?

Key Themes	General Summary	Count	Percent of Respondents (411)	Percent of Total Surveys Submitted (693)
Timeline	Respondents want the Long Range Plan to be implemented sooner.	54	13%	8%
Neighborhood Service - Seattle	Respondents want more or improved service provided to neighborhoods in Seattle (both in general "neighborhoods" (4) and specific ones (28), and between non-Downtown neighborhoods (4)	36	9%	5%
Suburban Service	Respondents want more or improved service to suburban areas. Some responses were for general suburban service, and some were specific locations (various parts of east, southeast, and south King County). Some want service between suburbs and neighborhoods within Seattle that aren't Downtown.	27	7%	4%
Light rail	Respondents want to expand light rail service to more areas.	26	6%	4%
Plan Details	Respondents want the plan to provide more detail on multiple topics: overall details, transit routing, funding/financial plan, goals.	26	6%	4%

Key Themes	General Summary	Count	Percent of Respondents (411)	Percent of Total Surveys Submitted (693)
Connections to Link	Various comments: Route buses so that they serve Link (some noted specific stations, others in general). Physically make the connection from bus to train short and easy. Connecting buses should be frequent. Some said the network should focus less on feeding Link. One comment specifically noted congestion issues for Eastside buses connecting to UW Station.	22	5%	3%
Restore Cut Service	Respondents want to restore previously deleted or modified bus service (not service proposed to be cut in the plan). Mostly related to recent realignments to serve U Link, but also other service changes.	20	5%	3%
Service Coverage	Some respondents think ½ mile walkshed is too far as a metric. They want more transit lines near their origins/destinations. One respondent wants more places within 30 minutes by transit.	19	5%	3%
Transfers	Some respondents want fewer transfers and prefer one-seat ride. Some want better-timed transfers with less waiting. One respondent wants better information for connecting both on buses and at bus stops.	15	4%	2%

Key Themes	General Summary	Count	Percent of Respondents (411)	Percent of Total Surveys Submitted (693)
Speed and Reliability	Respondents noted current reliability issues with their bus routes, and question if they will continue in the future. Some noted specific areas (Downtown to Northgate and Westwood Village, Eastside and Seattle tech company campuses) existing routes (24, 44), and future routes (1063, 1075). There is some overlap with respondents wanting improved reliability to make transferring better.	15	4%	2%
Type of Service	Some respondents want more emphasis on bus over rail, some think there are too many local routes while some think there are too few, some want reduction in express routes while some are against a reduction in express routes.	14	3%	2%
Funding	Some respondents are against plan cost in general. Some are against increased taxes or fares to pay for plan.	12	3%	2%
Park and Ride Expansion	Most respondents (10) favor park and ride expansion and 2 oppose. Of those that favor, they noted both additional park and rides and more spaces. Two noted the Eastside and in or near suburbs as specific locations.	12	3%	2%
Exclusive ROW	All respondents want exclusive ROW for buses.	11	3%	2%

Key Themes	General Summary	Count	Percent of Respondents (411)	Percent of Total Surveys Submitted (693)
RapidRide	Many respondents want improvements to RapidRide. Two question the proposed routing of new RapidRide lines.	11	3%	2%
Span of Service	Respondents want expanded midday, night, and weekend service in general and in specific locations (Harbor Island, Sunset Hill, eastern King County, Lake City). One question on what the span of service is for express routes.	11	3%	2%
ST3 Project Horizons	Respondents want to implement ST3 sooner.	11	3%	2%
East-west	Respondents want better east-west service in general and some in specific areas (Seattle, north Seattle, Shoreline, etc.).	10	2%	1%
Frequency	Respondents want more frequent service in general and some in specific areas (Eastside, suburbs, South Lake Union, Central District)	9	2%	1%
Express Routes	Some respondents want more express routes in general, while some want more/improved express service in certain locations (Seattle, Normandy Park, Arbor Heights, Magnolia).	8	2%	1%

Suggested Network Changes

NW Quadrant

- **8:** The route 8 on Martin Luther King Jr Way has been cut off from its connection to Seattle Center, no longer connects to Mount Baker Station, no longer connects to Jackson and 23rd. The route has lost its most important destinations.
- **8/11:** Route 11 is merged with Route 8 taking away frequent service on MLK and duplicating rapid ride service on Madison.

- 372: The 372 should stop on Montlake Blvd, next to Link station, not on Stevens Way on UW campus.
- 522: Have the Route 522 continue on Lake City Way to Downtown Seattle and have more buses on this route.
- 1014/1202: Rather see the 1014 go from lake to sound, via NW/N 85th St and NE 65th St, and the 1202 go to Northgate.
- 1063: Reliability of 1063 being such a long route - consider truncating it at Columbia City and combining the southern half with 1075.
- 1512: The inability to get to Link stations south of the Ship Canal from Northwest Magnolia. Please reroute the 1512 to the station at Dravus St.
- New Routes: Provide more connections at Northgate Link Light Rail Station

NE Quadrant

- Modification: Route buses from Totem Lake to UW light rail instead of through Bellevue and Renton
- Modification: Do not interfere with the Cross Kirkland Corridor.
- 255: Against making Route 255 end at UW Link light rail station where it will have to sit through traffic between SR 520 and the station

SW Quadrant

- 1033/1075: Renton TC does not need to be a connection point. Instead send the 1033 north to Othello along the 1075's route, and link the east part of the 1075 with the 1048. That way, everyone has a 1-bus ride to a Link stop.
- New RapidRide: Renton to Seattle

SE Quadrant

- Nothing specific submitted

General / Multiple / Non-specific

- Multiple: Restore cut/modified service to the following routes: 7, 10, 16, 25, 26, 34 Express, 43, 48, 65, 66, 67, 71, 72, 73, 242
- 1066: Add route 1066 sooner.

3. Please provide any additional comments you have about Metro’s draft Long-Range Plan

Key Themes	General Summary	Count	Percent of Respondents (375)	Percent of Total Surveys Submitted (693)
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Key Themes	General Summary	Count	Percent of Respondents (375)	Percent of Total Surveys Submitted (693)
Service Coverage	Many respondents would like to see more service coverage. Some (22) generally want more service coverage throughout the region. Some (10) respondents were concerned with transit service on the CRC. Many (53) respondents requested more service coverage in specific locations including: Auburn, Des Moines, Downtown Seattle, Fall City, West Seattle, Ballard, Northgate, Bellevue, Redmond, Downtown Kirkland, Totem Lake, Capitol Hill, First Hill, South Lake Union, Issaquah Highlands, Mountlake Terrace, Sammamish, Magnolia, Renton, Renton Highlands, E King County, SE King County, Seattle Center, Shoreline, South Seattle, Tacoma, University District, Woodinville, Bothell, Duvall, Snohomish, and Lynnwood.	87	23%	13%
Timeline	Implement the plan sooner.	28	7%	4%
Nonmotorized access and integration with transit	Improved nonmotorized access to transit stops and/or better integration of transit and cycling facilities on roadways.	8	2%	1%
Motorized access to transit	Respondents requested more park and rides in Federal Way, Woodinville, Redmond, Bellevue, Northgate, Lynnwood, Lake Forest Park, Burien, and generally in East King County. Some (3) disapproved of paid parking at park and rides.	17	5%	2%

Key Themes	General Summary	Count	Percent of Respondents (375)	Percent of Total Surveys Submitted (693)
Customer Experience	Improve customer experience on the transit system. Some (10) respondents would like to increase safety and security on buses and at stops. One respondent identified the bus stop at 3 rd and Pike as unsafe. Some (3) respondents would like to increase cleanliness on buses. Some (8) respondents would like better amenities at bus stops, such as more accurate real-time arrival information, Wi-Fi in the DSTT, and shelters at stops. One respondent identified Bay 4 at the Bellevue Transit Center as a stop that is crowded due to high numbers of riders. Some (3) respondents would like less overcrowding on buses.	23	6%	3%
Fare Collection and Technology	Various comments: respondents identified concerns or suggestions with transit fares. Some (4) respondents would like Metro to pursue other fare collection technologies, such as mobile ticketing. Better integrated fares among regional transit systems was a concern (1). Some (4) respondents would like to see cheaper fares or fares priced per mile. Better fare enforcement was also discussed (1).	10	3%	1%
Funding	Concerned with funding of the transit system. Many (11) of the respondents disapproved of funding the plan through property taxes. Some (5) respondents would like to see more detail on how the plan will be funded.	22	6%	3%
Speed and Reliability	Respondents would like more transit speed and reliability investments. Some (3) respondents would like to see more speed and reliability improvements specifically on	23	6%	3%

Key Themes	General Summary	Count	Percent of Respondents (375)	Percent of Total Surveys Submitted (693)
	RapidRide lines.			
Integration with Sound Transit	Respondents would like Metro to better integrate with Sound Transit services.	14	4%	2%
Light Rail and Sounder Service	Respondents would like to see more light rail and Sounder Service. Some (4) respondents would like to see light rail to West Seattle, some (2) respondents would like to see light rail to Ballard, a (1) respondent would like to see more light rail to the eastside, and some (5) respondents generally requested more light rail throughout the region. Some (2) also wanted more Sounder Service.	21	6%	3%
Support for the Plan	Respondents expressed approval of the Long Range Plan	32	9%	5%
Community Input	Some respondents commented on the community input process. Some (4) respondents had comments on the questionnaire outreach tool.	10	3%	1%
Network Changes (NW Quadrant)	Some respondents requested service changes to particular routes. Some (7) respondents were disappointed with the ULink restructure. Some (6) respondents wanted routes reinstated (routes 242, 16, 45, 48, 34, 7 Express, 152, 43, 54). Some (3) wanted additional frequency on routes (39, 21 Express, 316). A (1) respondent wanted routes renumbered (1, 14, 2, 3, 4) and a (1) respondent wanted a route on NW 65th Street between 24th Ave NW and Northgate. A (1) respondent wanted the route 1512 rerouted to the station at Dravus St, and a (1)	22	6%	3%

Key Themes	General Summary	Count	Percent of Respondents (375)	Percent of Total Surveys Submitted (693)
	respondent wanted the D Line to connect to Northgate Transit Center. A (1) respondent wanted the Route 1001 to connect to light rail via the Mountlake Terrace Station or 185th Street Station. A (1) respondent wanted a direct route between Capitol Hill and South Lake Union and a (1) responded wanted the 64 to operate both ways during peak hours. A (1) respondent wanted a frequent service route on 23rd Ave between Union St and S Jackson St.			
Network Changes (NE Quadrant)	Some respondents requested service changes to particular routes. A (1) respondent wanted route 250 reinstated and a (1) respondent wanted additional frequency on route 628. A (1) respondent wanted a route between the Renton Park and Ride and Seattle Center.	3	1%	0.4%
Network Changes (SW Quadrant)	One respondent wanted the RapidRide Line A to extend to Tacoma	1	0.3%	0.1%

Suggested Network Changes

NW Quadrant

- 7 respondents were disappointed with the ULink restructure
 - One respondent requested that the 242 be reinstated
- One respondent wanted routes 1, 14, 2, 3, and 4 renumbered
- One respondent wanted routes 16, 45, and 48 reinstated or restored.
- One respondent wanted additional frequency on the route 316
- One respondent wanted routes 34 and 7 express reinstated
- One respondent wanted more service on route 39
- One respondent wanted the route 152 reinstated
- One respondent wanted additional frequency on route 21 express
- One respondent wanted a route on NW 65th Street between 24th Ave NW and Northgate
- One respondent wanted the route 43 reinstated
- One respondent wanted the route 1512 reroute to the station at Dravus St

- One respondent wanted the D Line to connect to Northgate Transit Center
- One respondent wanted service restored on the route 54
- One respondent wanted the Route 1001 to connect to light rail via the Mountlake Terrace Station or 185th Street Station.
- One respondent wanted a direct route between Capitol Hill and South Lake Union
- One respondent wanted the 64 to operate both ways during peak hours.
- One respondent wanted a frequent service route on 23rd Ave between Union St and S Jackson St

NE Quadrant

- One respondent wanted the route 250 reinstated
- One respondent wanted additional frequency on route 628
- One respondent wanted a route between the Renton Park and Ride and Seattle Center

SW Quadrant

- One respondent wanted the RapidRide Line A to extend to Tacoma

4. What do you like most about the draft service network?

Key Themes	General Summary	Count	Percent of Respondents (389)	Percent of Total Surveys Submitted (693)
Frequent Service/Frequency	Respondents supported increased frequency for all routes in addition to the frequent service network. It was often difficult to distinguish between the two. Majority referred to the general network and no specific locations.	87	22%	15%
Frequent Service	Respondents supported the expanded frequent service network.	44	11%	8%
Frequency	Respondents supported increased frequency.	43	11%	8%
Service coverage	Respondents supported expanded service coverage. Majority referred to the general network and no specific locations.	61	16%	11%

Key Themes	General Summary	Count	Percent of Respondents (389)	Percent of Total Surveys Submitted (693)
RapidRide	Respondents supported expanded RapidRide network. Majority referred to the overall RapidRide network and no specific locations. Specific locations included Denny Way, NE Seattle, UW, Rainier Valley, Ballard, Eastside, Renton, Lake City, 1064 Beacon Hill to Capitol Hill, Madison BRT.	41	11%	7%
ST3 Draft Plan	Respondents supported expanded light rail.	30	8%	5%
Service increase	Respondents supported "more service". It was unclear if this meant area of coverage, frequency, span of service, or something else.	25	6%	4%
Connections to Link	Respondents supported improved/more connections to Link light rail. 3 specific locations included Ballard, UW, and NE 130th St stations.	24	6%	4%
Overall Transit Improvement	This category covered general statements, such as respondents commenting that the plan was "good" or they supported "more transit".	21	5%	4%
Speed and reliability	Respondents supported increased speed and reliability of transit. Most referred to reduced travel times. One supported faster boarding times and fare payment. One respondent specifically supported increased speed on Routes 40 and 44.	12	3%	2%
Express service	Respondents supported expanded express service.	12	3%	2%
Social Equity	Respondents supported service to low-income/minority areas.	12	3%	2%

Key Themes	General Summary	Count	Percent of Respondents (389)	Percent of Total Surveys Submitted (693)
East-west	Respondents supported better east-west/crosstown service. Specific locations were noted in North Seattle: Ballard to UW, Greenlake to Roosevelt, North Seattle.	11	3%	2%
Span of Service	Respondents supported increased span of service: midday, evening, and nights, including to Seattle's Children's Hospital.	10	3%	2%
Transit connections	Respondents supported better/more connections to transit in general. This could be unspecified light rail/bus/commuter rail/streetcar/other.	10	3%	2%
Streetcar	Respondents supported expanded streetcar service.	9	2%	2%
Options	Respondents supported that the plan provided various options, in terms of both mode of travel (bus/rail) and type of bus service (local/frequent/express).	7	2%	1%
Traffic congestion	Respondents supported an increase in transit to reduce traffic congestion.	7	2%	1%
Ambition/Vision	Respondents supported the plan being ambitious and having a big vision in general. One specially mentioned the mission to increase ridership and access.	6	2%	1%
Long-term Planning	Respondents supported the emphasis on long-term planning.	5	1%	1%

Suggested Network Changes

NW Quadrant

- New / Improved Route or Service:

- Wants better service between First Hill and Capitol Hill
- Service to greenwood
- More service to Lake City.
- Timeline:
 - Implement Route 1006 sooner
 - Implement the use of Lakeview Blvd overpass sooner.
- RapidRide C/116: Either increase frequency on 116 or reroute some RR C trips to Fautleroy to avoid the Junction

NE Quadrant

- New / Improved Route or Service:
 - Lack of transit service on Cross-Kirkland Corridor.
 - More service to eastern King County, including Sammamish.
- Opposition: Opposition to bus service on Cross Kirkland Corridor

SW Quadrant

- New / Improved Route or Service:
 - More service to North Highline area.
 - More service to Kent.

SE Quadrant

- New Route: Add service from Maple Valley to Seattle or the U District

General / Multiple / Non-specific

- Restore cut service: Restore cut service to the following routes: 66, 72, 250
- RapidRide: Make future lines closer to true BRT, make current lines more rapid
- Overall: Wants closer stop spacing, faster speed, less crowded buses, and more comfortable bus seats.
- Timeline: Implement sooner (2 comments)
- Frequency: Change definition of frequent transit to every 10 minutes
- Transfers: Require fewer transfers.
- Modifications: Speed up existing routes by deleting loops and reducing the number of stops.
- Social Equity: Provide light and rail and park and rides to poor areas.

5. Zip code

- 529 of 693 people (76.3%) completing the survey responded comprehensibly to this question

	Total	Percent of Respondents (529)	Percent of Total Surveys Submitted (693)	City
98101, 98102, 98103, 98104, 98105, 98106, 98107, 98109, 98112, 98115, 98116, 98117, 98118, 98119, 98121, 98122, 98125, 98126, 98134, 98136, 98144, 98199	279	52.7%	40.3%	Seattle
98133, 98177	42	7.9%	6.1%	Seattle / Shoreline
98005, 98006, 98007, 98008, 98015	20	3.8%	2.9%	Bellevue
98033	18	3.4%	2.6%	Kirkland / Redmond
98034	16	3.0%	2.3%	Kirkland
98027, 98029	15	2.8%	2.2%	Issaquah
98155	10	1.9%	1.4%	Shoreline / Lake Forest Park
98003	9	1.7%	1.3%	Federal Way / Auburn
98056, 98059	9	1.7%	1.3%	Renton / Newcastle
98108, 98178	9	1.7%	1.3%	Seattle / Tukwila
98052, 98053	8	1.5%	1.2%	Redmond
98146	6	1.1%	0.9%	Burien / Seattle
98023	6	1.1%	0.9%	Federal Way
98030, 98031, 98032	6	1.1%	0.9%	Kent
98055, 98057, 98058	6	1.1%	0.9%	Renton
98188	6	1.1%	0.9%	SeaTac / Tukwila
98011, 98021	6	1.1%	0.9%	Bothell
98166	5	0.9%	0.7%	Burien / Normandy Park
98074	5	0.9%	0.7%	Sammamish / Redmond
98004	3	0.6%	0.4%	Bellevue / Beaux Arts / Clyde Hill / Hunts Point / Yarrow Point
99126	3	0.6%	0.4%	Evans
98028	3	0.6%	0.4%	Kenmore
98040	3	0.6%	0.4%	Mercer Island
98075	3	0.6%	0.4%	Sammamish

	Total	Percent of Respondents (529)	Percent of Total Surveys Submitted (693)	City
98405, 98422	3	0.6%	0.4%	Tacoma
98002	2	0.4%	0.3%	Auburn
98012	2	0.4%	0.3%	Bothell / Mill Creek
98042	2	0.4%	0.3%	Kent / Covington
98036, 98087	2	0.4%	0.3%	Lynnwood
98038	2	0.4%	0.3%	Maple Valley
98272	2	0.4%	0.3%	Monroe
98070	2	0.4%	0.3%	Vashon Island
98001	1	0.2%	0.1%	Auburn / Algona / Federal Way
98010	1	0.2%	0.1%	Black Diamond
98391	1	0.2%	0.1%	Bonney Lake / Lake Tapps / Sumner
99115	1	0.2%	0.1%	Coulee City
98198	1	0.2%	0.1%	Des Moines / SeaTac
98026	1	0.2%	0.1%	Edmonds
98022	1	0.2%	0.1%	Enumclaw
98024	1	0.2%	0.1%	Fall City
98335	1	0.2%	0.1%	Gig Harbor
98933	1	0.2%	0.1%	Harrah
98043	1	0.2%	0.1%	Mountlake Terrace
98502	1	0.2%	0.1%	Olympia
98371	1	0.2%	0.1%	Puyallup / Edgewood
98388	1	0.2%	0.1%	Steilacoom
98294	1	0.2%	0.1%	Sultan
98904	1	0.2%	0.1%	Yakima
	163		23.5%	Non response / Incomprehensible

6. Race/ethnicity

- 618 of 693 people (89%) completing the survey responded to this question

	African-American	Asian-American / Pacific	American Indian / Alaska Native	Hispanic (Mexican-American)	White / Caucasian	Multiple ethnicities	I would rather not say	Other
	13	32	8	19	442	30	65	9
Total Respondents (618)	2%	5%	1%	3%	72%	5%	11%	1%
Total Surveys Submitted (693)	2%	5%	1%	3%	64%	4%	9%	1%
King County (2010)	6%	15%	1%	9%	69%	5%		
King County (2014 estimate)	6%	16%	1%	9%	69%	6%		

How it compares to census data about King County population race/ethnicity breakdown

- The percentage of respondents of White/Caucasian race/ethnicity (72%) is slightly higher than the countywide percentage (69%).
- The percentages of respondents of Native American (1%) or Multiple Ethnicities (5%) are close to countywide percentages, at 1% and 6% respectively.
- The percentages of respondents of African-American (2%), Asian/Pacific Islander (5%), and Hispanics (3%) are underrepresented at about one third the percentage of countywide demographics, which are 6%, 16%, and 9% respectively.

7. Language

- 635 of 693 people (92%) completing the survey responded to this question

	English	Asian/Pacific Islander - Chinese / Korean / Vietnamese	Spanish	Indo-Euro / Punjabi / Russian / Ukrainian	Other / Amharic / Open ended
	584	4	5	6	36
Total Respondents (635)	92.0%	0.6%	0.8%	0.9%	5.7%
Total Surveys Submitted (693)	84.3%	0.6%	0.7%	0.9%	5.2%
King County (2014 estimate)	73.6%	11.1%	6.7%	6.4%	2.2%

How it compares to census data about King County population race/ethnicity breakdown

- The percentage of respondents who speak English at home (92%) is well above the countywide percentage (73%).
- The percentages of respondents who speak an East Asian language including Chinese, Korean, and Vietnamese (0.6%), Spanish (0.8%), other Indo-European languages including Punjabi, Russian, and Ukrainian (0.9%) are under representative of the countywide demographics at 11%, 6.7%, and 6.4% respectively.
- Of the respondents who indicated a language that wasn't listed, the largest groups were unlisted Indo-European languages that include non-Spanish Romance and non-English Germanic languages.

8. Income

- 585 of 693 people (84.4%) completing the survey responded to this question

	\$15,000 or under	\$15,001 to \$25,000	\$25,001 to \$35,000	\$35,001 to \$55,000	\$55,001 to \$75,000	\$75,001 to \$100,000	\$100,001 to \$150,000	More than \$150,000	I don't know	I would rather not say
	19	23	19	54	69	75	112	98	6	110
% of responses	3%	4%	3%	9%	12%	13%	19%	17%	1%	19%
% of total surveys submitted	3%	3%	3%	8%	10%	11%	16%	14%	1%	16%
King County (2014 estimate)	9%	7%	8%	11%	16%	13%	18%	18%		

How it compares to census data about King County population income breakdown

- County residents with incomes below \$75k and above \$150k are underrepresented in the pool of survey respondents, with an average difference of -3.9% for those below \$75k and -1.6% above \$150k.
- County residents with incomes between \$75-100k are well represented in the pool of survey respondents at 0.1% higher than the countywide percentage and those with incomes between \$100-150k are also well represented at 1.4% higher than the countywide percentage.
- Note: The Census data for King County groups the data into \$35-49k and \$50-74k, rather \$35-55k and \$55-75k.

9. Disability

- 100 of 693 (14.4%) people completing the survey identified themselves as having a disability

	Mobility	Hearing	Visual	Cognitive	Other
	37	21	8	8	26
Total Respondents (100)	37%	21%	8%	8%	26%
Total Surveys Submitted (693)	5%	3%	1%	1%	4%

“Other” responses

	All-encompassing / Neural	Cognitive	Mobility / Impairment / Activity Limitation	Other
Number of "Other" responses	7	5	10	9
Percentage of "Other" responses	23%	16%	32%	29%

- The open ended “Other” field was completed by 31 of the 78 respondents who selected “Other.”
- The largest portion (32%) of the “Other” responses are related to mobility, impairment, and activity limitation concerns.
- The next largest portion (29%) were responses that didn’t reveal the detail of the disability in a readily comprehensible nature.
- The other categories were either all-encompassing/neural (23%) or cognitive (16%).

10. How did you hear about the survey

- 624 of 693 (90%) people completing the survey indicated how they heard about it

	Count	Percent of Respondents (624)	Percent of Total Surveys Submitted (693)
News/media	81	13.0%	11.7%
Metro email or text alert	313	50.2%	45.2%
Twitter	21	3.4%	3.0%
Facebook	24	3.8%	3.5%
A friend	27	4.3%	3.9%
Metro staff	14	2.2%	2.0%
My college or university	10	1.6%	1.4%
My city	26	4.2%	3.8%
An organization I’m involved with	63	10.1%	9.1%
Other	110	17.6%	15.9%

- A majority of respondents (50%) heard about the survey via a Metro email or text alert.
- The next largest percentages of responses (13%) heard about the survey via News/media or through an organization that they’re involved with (10%).

- For the responses that fell into the “Other” category, the largest portions of those responses were variations on News/media (30%), many of them blogs or news websites, and notifications from their employer (20%), email or other.

11. Please rate the following items based on how well you think they are incorporated in the draft plan overview.

12. Expanding frequent service – the draft plan increases the number of people who are within ½ mile of a transit stop with frequent service (every 15 minutes or less) from 20% today to 70% by 2040

13. Quadrant:

- A plurality of every quadrant and beyond (36-41%) decided that it is “Well” incorporated in the draft plan overview.
- Since some zip codes fall in more than one quadrant, the quadrants were constituted by including all zip codes that have a portion of their surface area within the quadrant boundary.

14. Race / Ethnicity:

- African-American: 62% “Well”
- Asian-American / Pacific Islander: 47% plurality “Well”
- American Indian / Alaska Native: 38-38% split plurality “Well” and “Not very well”
- Hispanic: 42-42% split plurality “Well” and “Very well”
- White / Caucasian: 38% plurality “Well”
- Multiple: 33-33% split plurality “Well” and “Not very well”
- Other: 44% plurality “Not very well”

15. Language:

- English: 38% plurality “Well”
- Chinese: 67% “Very well”
- Korean: 100% “Very well”
- Punjabi: 50-50% split between “Well” and “Blank”
- Russian: 33-33-33% three way split between “Very well,” “Well,” and “No opinion”
- Spanish: 40-40% split plurality between “Well” and “Very well”
- Ukrainian: 100% “Not very well”
- Other: 56% “Not very well”

16. Disability:

- Mobility – a 41% plurality “Not very well”
- Hearing – a 38% plurality “Very well”
- Visual – a 63% majority “Very well”
- Cognitive – a 38% plurality “Not very well”
- Other – a 43% plurality “Not very well”

17. Income:

- <\$15K, \$15-25K, \$35-55K, \$55-75K, \$75-100K, \$100-150K – Pluralities between 37-48% thought it was “Well” incorporated
- \$25-35K and >\$150K – Pluralities of 37% and 38% respectively thought it was “Very Well” incorporated

18. Overall:

- A plurality of 36% thought it was “Well” incorporated

- 67% thought “Well” or “Very well”

Expanding frequent service to low-income and minority communities – the current plan provides 85% of low-income and minority residents with ½ mile access to frequent transit service (every 15 minutes or less)

- **Quadrant:**
 - Of the respondents who submitted a zip code, a plurality between 37-44% thought it was “Well” incorporated
 - Of those who did not, a plurality of 30% thought it was “Not very well” incorporated.
- **Race / Ethnicity:**
 - African-American: 46% plurality “Well”
 - Asian-American / Pacific Islander: 56% “Well”
 - American Indian / Alaska Native: 50-50% between “Very well” and “Not very well”
 - Hispanic: 42% plurality “Well”
 - White / Caucasian: 37% plurality “Well”
 - Multiple: 33-33% split between “Well” and “Very well”
 - Other: 44% plurality “Not very well”
- **Language:**
 - English: 40% plurality “Well”
 - Chinese: 33-33-33% split between “Well,” “Very well,” and “No opinion”
 - Korean: 100% “Very well”
 - Punjabi: 50-50% split between “Well” and “Blank”
 - Russian: 67% “Well”
 - Spanish: 40-40% split between “Well” and “Very well”
 - Ukrainian: 100% “Not very well”
 - Other: 48% plurality “Not very well”
- **Disability:**
 - Mobility: 30-30% plurality split between “Well” and “Not very well”
 - Hearing: 33-33% plurality split between “Very Well” and “Well”
 - Visual: 50% “Very well”
 - Cognitive: 38% plurality “Very well”
 - Other: 35% plurality “Not very well”
- **Income:**
 - \$15-35K – pluralities of 39-42% thought it was “Very well” incorporated
 - \$35-150K+ - pluralities to majority of 37-51% thought it was “Well” incorporated
- **Overall:**
 - Plurality of 37% thought it was “Well” incorporated
 - 62% thought “Well” or “Very well”

Expanding Rapid Ride – the draft plan includes 20 new lines providing frequent service throughout the county)

- **Quadrant:**
 - NW: 34-34% plurality split between “Very well” and “Well” incorporated

- NE: 35% plurality “Very well”
- SW: 35% plurality “Well”
- SE: 37% plurality “Well”
- Not King: 30-30% split between “Well” and “No opinion”
- Not stated: 30% plurality “Well”
- **Race / Ethnicity:**
 - African-American: 46% plurality “Very well”
 - Asian-American / Pacific Islander: 44% plurality “Very well”
 - American Indian / Alaska Native: 50% “Very well”
 - Hispanic: 42% plurality “Very well”
 - White / Caucasian: 36% plurality “Very well”
 - Multiple: 33% plurality “Not very well”
 - Other: 33-33% split plurality between “Very well” and “Not very well”
- **Language:**
 - English: 35% plurality “Very well”
 - Chinese: 67% “Very well”
 - Korean: 100% “Very well”
 - Punjabi: 50-50% “Very well” and “Blank”
 - Russian: 67% “Well”
 - Spanish: 60% “Very well”
 - Ukrainian: 100% “Not very well”
 - Other: 44% plurality “Not very well”
- **Disability:**
 - Mobility: 35% plurality “Not very well”
 - Hearing: 33% plurality “Well”
 - Visual: 50% plurality “Very well”
 - Cognitive: 38% plurality “Well”
 - Other: 35% plurality “Not very well”
- **Income:**
 - <\$15K: 42% plurality “Very well”
 - \$15-25K: 39% plurality “Well”
 - \$25-35K: 32% plurality “Very well”
 - \$35-55K: 41% plurality “Well”
 - \$55-75K: 35% plurality “Very well”
 - \$75-100K: 37% plurality “Well”
 - \$100-150K: 42% plurality “Very well”
 - >\$150K: 40% plurality “Very well”
- **Overall:**
 - 33-33% split plurality “Well” and “Very well”

Expanding express service – the draft plan adds new express service arriving every 15 to 30 minutes or better, throughout the day

- **Quadrant:**
 - Pluralities of respondents from every area (33-40%) thought it was “Well” incorporated

- **Race / Ethnicity:**
 - African-American: 77% “Well”
 - Asian-American / Pacific Islander: 38% plurality “Very well”
 - American Indian / Alaska Native: 38% plurality “Very well”
 - Hispanic: 58% “Well”
 - White / Caucasian: 37% plurality “Well”
 - Multiple: 57% “Well”
 - Other: 33% plurality “Very well”
- **Language:**
 - English: 38% plurality “Well”
 - Chinese: 67% “Very well”
 - Korean: 100% “Very well”
 - Punjabi: 50-50% “Very well” and “Blank”
 - Russian: 67% “Well”
 - Spanish: 60% “Well”
 - Ukrainian: 100% “Well”
 - Other: 52% “Not very well”
- **Disability:**
 - Mobility: 27-27% split plurality for “Well” and “Very well”
 - Hearing: 29-29-29% three way split plurality for “Well,” “Very well,” and “Not very well”
 - Visual: 63% “Very well”
 - Cognitive: 25-25-25% three way split plurality for “Very well,” “Not very well,” and “Blank”
 - Other: 46% plurality “Not very well”
- **Income:**
 - <\$15K: 53% “Very well”
 - \$15-25K: 52% “Well”
 - \$25-35K: 32% plurality “Not very well”
 - \$35-55K: 48% plurality “Well”
 - \$55-75K: 41% plurality “Very well”
 - \$75-100K: 37% plurality “Very well”
 - \$100-150K: 40% plurality “Well”
 - >\$150K: 39% plurality “Well”
- **Overall:**
 - 36% plurality for “Well”

Increase local and flexible service – the draft plan includes new local bus routes and continued development of more tailored, flexible local options in communities throughout the county

- **Quadrant:**
 - NW: 39% plurality “Well”
 - NE: 36% plurality “Well”
 - SW: 34% plurality “Well”
 - SE: 37% plurality “Very well”
 - Not King: 41% plurality “Well”
 - Not stated: 39% plurality “Not very well”

- **Race / Ethnicity:**
 - African-American: 38-38% split plurality “Well” and “Very well”
 - Asian-American / Pacific Islander: 44% plurality “Well”
 - American Indian / Alaska Native: 38% plurality “Very well”
 - Hispanic: 53% “Well”
 - White / Caucasian: 33% plurality “Well”
 - Multiple: 37% plurality “Well”
 - Other: 44% plurality “Not very well”
- **Language:**
 - English: 35% plurality “Well”
 - Chinese: 33-33-33% split between “Very Well,” “Well,” and “No opinion”
 - Korean: 100% “Very well”
 - Punjabi: 50% “Well”
 - Russian: 67% “Well”
 - Spanish: 60% “Well”
 - Ukrainian: 100% “Well”
 - Other: 56% “Not very well”
- **Disability:**
 - Mobility: 32% plurality “Not very well”
 - Hearing: 38% plurality “Well”
 - Visual: 50% “Very well”
 - Cognitive: 50% “Very well”
 - Other: 38% plurality “Not very well”
- **Income:**
 - <\$15K: 58% “Very well”
 - \$15-25K: 39% plurality “Well”
 - \$25-35K: 47% plurality “Very well”
 - \$35-55K: 43% plurality “Well”
 - \$55-75K: 36% plurality “Well”
 - \$75-100K: 47% plurality “Well”
 - \$100-150K: 40% plurality “Well”
 - >\$150K: 38% plurality “Well”
- **Overall:**
 - 33% plurality “Well”
 - 56% for “Well” or “Very well”

Increasing transit mode share – the draft plan would increase the share of commuters using transit from 14% today up to 24% by 2040, easing traffic congestion

- **Quadrant:**
 - NW: 35% plurality “Well”
 - NE: 36% plurality “Well”
 - SW: 35% plurality “Well”
 - SE: 42% plurality “Well”
 - Not King: 33-33% split plurality “Very well” and “Not very well”

- Not stated: 43% plurality “Not very well”
- **Race / Ethnicity:**
 - African-American: 54% “Well”
 - Asian-American / Pacific Islander: 50% “Well”
 - American Indian / Alaska Native: 50% “Well”
 - Hispanic: 32-32-32% three way split for “Well,” “Very well,” and “Not very well”
 - White / Caucasian: 33% plurality “Well”
 - Multiple: 50% “Well”
 - Other: 44% “Not very well”
- **Language:**
 - English: 34% plurality “Well”
 - Chinese: 67% “Very well”
 - Korean: 100% “Very well”
 - Punjabi: 50% “Well”
 - Russian: 33-33-33% split between “Well,” “Very well,” and “No opinion”
 - Spanish: 40-40% split between “Well” and “Not very well”
 - Ukrainian: 100% “Well”
 - Other: 60% “Not very well”
- **Disability:**
 - Mobility: 32% plurality “Very well”
 - Hearing: 43% plurality “Well”
 - Visual: 38-38% split plurality “Well” and “Very well”
 - Cognitive: 50% “Very well”
 - Other: 35% plurality “Not very well”
- **Income:**
 - <\$15K: 53% “Very well”
 - \$15-25K: 52% “Well”
 - \$25-35K: 42% plurality “Very well”
 - \$35-55K: 39% plurality “Well”
 - \$55-75K: 32% plurality “Not very well”
 - \$75-100K: 35% plurality “Well”
 - \$100-150K: 38% plurality “Well”
 - >\$150K: 42% plurality “Well”
- **Overall:**
 - 32% plurality “Well”
 - 57% for “Well” or “Very well”

Please tell us how well the transit network in the draft plan would get you where you want to go. Tell us how you think you would use transit if this network was implemented, compared to how you use transit currently.

I would use transit...

- **Quadrant:**
 - NW: 48% plurality “More”
 - NE: 45% plurality “More”
 - SW: 48% plurality “More”

- SE: 49% plurality “More”
- Not King: 52% “About as much”
- Not stated: 39% plurality “About as much”
- **Race / Ethnicity:**
 - African-American: 54% “About as much”
 - Asian-American / Pacific Islander: 50-50% split “More” and “About as much”
 - American Indian / Alaska Native: 50-50% split “More” and “About as much”
 - Hispanic: 68% “More”
 - White / Caucasian: 49% plurality “More”
 - Multiple: 53% “About as much”
 - Other: 56% “More”
- **Language:**
 - English: 47% plurality “More”
 - Chinese: 100% “More”
 - Korean: 100% “More”
 - Punjabi: 50-50% split between “More” and “About as much”
 - Russian: 67% “About as much”
 - Spanish: 60% “More”
 - Ukrainian: 100% “About as much”
 - Other: 52% “More”
- **Disability:**
 - Mobility: 43% plurality “More”
 - Hearing: 52% “More”
 - Visual: 50% “About as much”
 - Cognitive: 50% “More”
 - Other: 41% plurality “More”
- **Income:**
 - <\$15K: 68% “More”
 - \$15-25K: 52% “About as much”
 - \$25-35K: 47% “More”
 - \$35-55K: 52% “About as much”
 - \$55-75K: 45-45% split plurality between “More” and “About as much”
 - \$75-100K: 56% “More”
 - \$100-150K: 50% “More”
 - >\$150K: 48% “More”
- **Overall:**
 - 45% plurality “More”
 - 86% “About as much” or “More”

I would use transit to get to work or school...

- **Quadrant:**
 - NW: 53% “About as much”
 - NE: 51% “About as much”
 - SW: 52% “About as much”
 - SE: 44% plurality “About as much”
 - Not King: 56% “About as much”

- Not stated: 42% plurality “About as much”
- **Race / Ethnicity:**
 - African-American: 62% “About as much”
 - Asian-American / Pacific Islander: 69% “About as much”
 - American Indian / Alaska Native: 50-50% split “More” and “About as much”
 - Hispanic: 47% plurality “More”
 - White / Caucasian: 51% “About as much”
 - Multiple: 67% “About as much”
 - Other: 44% plurality “More”
- **Language:**
 - English: 52% “About as much”
 - Chinese: 67% “More”
 - Korean: 100% More”
 - Punjabi: 100% “About as much”
 - Russian: 100% “About as much”
 - Spanish: 40-40% split plurality between “More” and “Less”
 - Ukrainian: 100% “About as much”
 - Other: 32-32% split plurality between “More” and “Less”
- **Disability:**
 - Mobility: 27-27% split plurality between “About as much” and “No opinion”
 - Hearing: 38% “About as much”
 - Visual: 63% “About as much”
 - Cognitive: 38% plurality “More”
 - Other: 35% plurality “About as much”
- **Income:**
 - <\$15K: 37-37% split between “More” and “About as much”
 - \$15-25K: 57% “About as much”
 - \$25-35K: 53% “About as much”
 - \$35-55K: 46-46% split plurality between “More” and “About as much”
 - \$55-75K: 64% “About as much”
 - \$75-100K: 56% “About as much”
 - \$100-150K: 53% “About as much”
 - >\$150K: 50% “About as much”
- **Overall:**
 - 50% “About as much”
 - 76% “About as much” or “More”

I would use transit for trips like shopping, medical appointments, airport, etc...

- **Quadrant:**
 - NW: 47% plurality “More”
 - NE: 40% plurality “More”
 - SW: 53% “More”
 - SE: 49% plurality “More”
 - Not King: 41% plurality “More”
 - Not stated: 31-31% split plurality between “More” and “Less”
- **Race / Ethnicity:**

- African-American: 54% “About as much”
- Asian-American / Pacific Islander: 59% “More”
- American Indian / Alaska Native: 50% “More”
- Hispanic: 63% “More”
- White / Caucasian: 45% plurality “More”
- Multiple: 47% plurality “More”
- Other: 44% plurality “More”
- **Language:**
 - English: 44% plurality “More”
 - Chinese: 67% “More”
 - Korean: 100% “More”
 - Punjabi: 50-50% split between “More” and “About as much”
 - Russian: 67% “About as much”
 - Spanish: 80% “More”
 - Ukrainian: 100% “About as much”
 - Other: 40% plurality “Less”
- **Disability:**
 - Mobility: 35% plurality “More”
 - Hearing: 43% plurality “More”
 - Visual: 50% “More”
 - Cognitive: 50% “More”
 - Other: 38% plurality “More”
- **Income:**
 - <\$15K: 63% “More”
 - \$15-25K: 48% plurality “About as much”
 - \$25-35K: 47% plurality “About as much”
 - \$35-55K: 46-46% split plurality between “More” and “About as much”
 - \$55-75K: 43% “More”
 - \$75-100K: 44% plurality “More”
 - \$100-150K: 52% “More”
 - >\$150K: 45% “More”
- **Overall:**
 - 42% plurality “More”
 - 75% “About as much” or “More”

I would use transit for socializing, entertainment, sporting events, etc....

- **Quadrant:**
 - NW: 50% “More”
 - NE: 44% plurality “More”
 - SW: 55% “More”
 - SE: 53% “More”
 - Not King: 52% “More”
 - Not stated: 41% plurality “More”
- **Race / Ethnicity:**
 - African-American: 46% plurality “About as much”
 - Asian-American / Pacific Islander: 63% “More”

- American Indian / Alaska Native: 63% “More”
- Hispanic: 74% “More”
- White / Caucasian: 52% plurality “More”
- Multiple: 57% plurality “More”
- Other: 44% plurality “More”
- **Language:**
 - English: 50% “More”
 - Chinese: 100% “More”
 - Korean: 100% “More”
 - Punjabi: 50-50% split between “More” and “About as much”
 - Russian: 67% “About as much”
 - Spanish: 80% “More”
 - Ukrainian: 100% “About as much”
 - Other: 40% plurality “More”
- **Disability:**
 - Mobility: 35% plurality “About as much”
 - Hearing: 62% “About as much”
 - Visual: 50% “More”
 - Cognitive: 38-38% split plurality between “More” and “About as much”
 - Other: 32-32% split plurality between “More” and “About as much”
- **Income:**
 - <\$15K: 63% “More”
 - \$15-25K: 53% “About as much”
 - \$25-35K: 42% plurality “More”
 - \$35-55K: 52% “More”
 - \$55-75K: 46% plurality “More”
 - \$75-100K: 53% “More”
 - \$100-150K: 59% “More”
 - >\$150K: 49% plurality “More”
- **Overall:**
 - 47% plurality “More”
 - 76% “About as much” or “More”

19. Online Comment Forms

- A total of 111 comments were submitted online outside the survey.

Key Themes

Service Desired

38 (34%) online respondents wrote about service desires.

- 13 comments: missing service or particular service increases or improvements
- 7 comments: service desired for different parts of West Seattle
- 5 comments: Express Routes / Service
- 5 comments: service to East County communities, including Snoqualmie Valley
- 3 comments: East-west corridors, principally in Seattle
- 3 comments: service to the Port of Seattle area, including Harbor Island and Terminal 5
- 2 comments: suburban service to outer ring communities like Covington and Woodinville

Service Character

19 (17%) online respondents wrote about transit service character.

- 6 comments: frequency, including frequent service, crowding, and alternate network options
- 3 comments: the inconvenience of transfers
- 3 comments: vehicle type, noise, comfort, and neighborhood impacts
- 2 comments: the importance of exclusive ROW for transit
- 2 comments: speed and reliability of service
- 1 comment: RapidRide specifically
- 1 comment: service coverage in general
- 1 comment: service span

Service Change Comments

19 (17%) online respondents wrote about the impacts of service changes and restructures.

- 14 comments: dissatisfaction with the NE Seattle restructure from March
 - Stop at Intersection of 25th Ave NE and NE 60th
 - Walking distance complaints related to 372
- 4 comments: dissatisfaction with the Capitol Hill and Central area restructure from March
 - Route 10, 43, 48
- 1 comment: complimenting the Capitol Hill and Central area restructure from March

General

19 (17%) online respondents wrote about general concerns.

- 6 comments: general community input
- 4 comments: plan details
- 3 comments: operations complaints
- 3 comments: social equity
- 2 comments: agency organization
- 1 comment: potential park development

System Access

16 (14%) online respondents wrote about system access.

- 6 comments: non-motorized access and integration with transit
- 6 comments: park and ride addition / expansion
- 2 comments: fare collection and technology
- 1 comment: rider information / wayfinding
- 1 comment: for passenger comfort / safety

Sound Transit

14 (13%) online respondents wrote on issues related to Sound Transit and light rail.

- 5 comments: the ST3 Draft Plan
- 4 comments: the ST3 project completion horizons
- 3 comments: service integration with Sound Transit
- 1 comment: connections to Link specifically
- 1 comment: light rail in general

Network Changes by Quadrant

NW Quadrant

- Restore service on Routes: 25, 48, 66, 68, 71, 72, 73
- Restore previous routing on Routes: 10
- Increase service on Routes: 5, 15x, 17x, 18x, 28x, 43, 50, 55, 56x, 57, 301
- East-West:

- General Seattle
- 130/125th corridor
- 65th corridor
- Areas for improved service:
 - NE Seattle
 - Restore stop at Intersection of 25th Ave NE and NE 60th (4 comments)
 - 372/522
 - Scheduling and operations
 - Walk distance to 372 compared to previous coverage routes
 - Have post-ST2 522 serve Lake City urban village
 - University Express
 - View Ridge to Downtown Seattle
 - West Seattle
 - Admiral to Downtown Seattle and Lower Queen Anne
 - Alki to Downtown Seattle
 - Arbor Heights – all day service
 - West Seattle to Downtown
 - NW Seattle
 - Fremont
 - Magnolia to Ballard or Queen Anne
 - NW Seattle to First Hill
 - Other
 - Eastlake
 - Port of Seattle area: Harbor Island and Terminal 5
 - Shoreline to Downtown, incl. 301
- Connecting service to Link:
 - Route 255: truncate at UW Station
 - Frequent connection from Magnolia to Dravus Link station

NE Quadrant

- East County
 - Snoqualmie Valley communities to Seattle
 - Fall City
 - Carnation
 - Sammamish
 - All day service
 - Express service
 - Preston P&R Freeway Station
- Other Areas:
 - I-405 corridor
 - I-90 corridor
 - 550 frequency increase
 - Brickyard P&R to Woodinville
 - Eastside destinations, including Bellevue College to Seattle
 - Kirkland
 - Mercer Island to Factoria and UW
 - Woodinville restructure for routes to Seattle – less circuitry

SW Quadrant

- Kent: frequent service to Kent Station along Central Ave N to Renton, Seattle
- 152x: restore route from Auburn to Seattle

SE Quadrant

- Service improvements:
 - Covington
 - Maple Valley, Black Diamond, and Enumclaw to Eastside cities

Appendix G: Community Advisory Group Meeting Notes

March 12, 2015

**Community Advisory Group Meeting March 12, 2015
5-7 PM King County Metro**

Attendees

Arthur Kuniyuki/Seattle boundforcountry@gmail.com	Jon Morrison Winters/Seattle jfmorrisonwinters@gmail.com
Betsi Hummer/Bellevue betsihummer@yahoo.com	Karen Tennyson/Kirkland karen.tennyson@gmail.com
Brian Bonner/Kent brianbonner3622@yahoo.com	Kelly Grayson/Kent kelly.grayson1@gmail.com
Celeste Gilman/Seattle cgilman@maztec.org	Larry T Yok/Seattle elteewye@outlook.com
Dangelei Fox/Seattle dangelei@gmail.com	Mallory Kronlund/Seattle mallory.kronlund@gmail.com
Dianne Ramsey/Seattle mzramzgayton@comcast.net	Melanie Mairs/Auburn misland@gmail.com
Eli McMeen/Kent edm-m@comcast.com	Rodney Lewis/Seattle pyrodney@gmail.com
Gale Shonozaki/Seattle gyshino@comcast.net	Sonja Tracy/SeaTac sonja.seattle@gmail.com
James Lewis/Burien James.eddie.lewis@gmail.com	Tanna Shoyo/Shoreline cornhusker1993@comcast.net
Jeff Valluzzi/Woodinville jjvalluzzi@gmail.com	Winfield Hutton/Shoreline winhut@web.de
Jeremy Barksdale/Bellevue jeremybarksdale@gmail.com	Zachary Fewtrell/Redmond (unincorporated) zacharyfewtrell@gmail.com
Jill Naas-Blackburn/Seattle jmnaas@msn.com	Zachary Pullin/Seattle zacharyrpullin@gmail.com

King County Staff

Chris O'Claire, Stephen Hunt, Tristan Cook, Paul Roybal

Consultant Staff

Alicia McIntire/Parametrix, Erinn Walter/Parametrix, Sophie Mecham, Transpo Group.

Welcome and Opening (Chris O'Claire):

- Why now?
 - o Seattle is growing quickly; we have increasing traffic congestion, need to manage demand
 - o Get people on transit to maximize capacity
- We have become a multi-center service (not just focused on downtown Seattle)
- Regional coordination – we are actively working with our partner agencies
 - o Relationships among the plans (transit and land use)
- What is a Long-range Plan?
 - o A map of where our service capital investments will be

Who is here/introduction comments:

All attendees introduced themselves and commented on their transit use and what they would like to

see in the Long-range Plan:

- It is difficult to purchase Metro bus tickets; there should be more options for riders who don't have ORCA Cards. Also, I find it difficult to get where I want to go.
- I have issues with bus service being limited to peak rush hour times
- We need dedicated bus lanes at rush hour
- I am interested in how public transit can help alleviate parking issues in our region.
- We need greater integration with other transit providers as well as with other modes.
- I'm a neat freak and buses aren't very clean – the long-range plan should investigate how can we better serve riders and keep them healthy.
- I am concerned with fee increases and the impact of these increases on marginalized populations.
- Jobs and people are dispersed throughout the county, so Metro service should be less oriented around one business center (downtown Seattle).
- I am disabled and would like to see more express routes during the day (not just during peak commute times), since I prefer to ride the bus to appointments when it is less crowded.
- I am interested in how effectively the different centers are working (for example, Seattle vs. Kent).
- Younger generations are choosing transit and are often dependent on it; we should keep that in mind when working on the long-range plan.
- I'm a hardcore transit rider, I enjoy it most of the time, and one of the things I'd like to see is the ability to access parks/nature via transit. I don't want to drive a car but still want to be able to take advantage of these community assets.
- We need to make Metro appealing to those who say they would never use it (get more cars off the road).
- I am disabled and it is difficult for me to pay my fare, take an elevator, etc. I don't want to have to wear my bus pass/nametag around my neck (how can better accommodate disabled riders?).
- I ride Metro because I'm too cheap to pay for parking downtown, and get too aggravated driving downtown.
- I'd like to see Seattle think like London or other major cities with very efficient public transit systems.
- I'm interested in connections between the regional transit partners
- As I get older, I know I will eventually lose my license, so I know how critical transit is when you don't have access to a car. I worry about feeling limited by the service Metro provides.
- I live in Leschi and sometimes I can't get downtown as quickly as someone who lives outside of Seattle.
- In my job I am in charge of benefits, including transportation benefits (ORCA cards)
- I would like to see the long-range plan make it easier to pay for Metro (payment methods streamlined/simplified between agencies, ex. tap and go, ORCA Card that can be used for all regional transit providers).
- I commute from Magnolia to the University District, and have found that everything is centered on downtown Seattle and it's much more difficult to travel east-west.
- I live in a neighborhood where most people drive (even if there is a bus stop right in front of their house). I would like to try to encourage these people to get out of their cars and use transit.
- I am blind, and often the automated systems on the bus are turned down too quiet or do not call out the stops. This is not ok and makes me lose confidence in taking Metro.
- It's a challenge to get home late at night, especially from outside of Seattle.
- I appreciate that Metro is friendly to riders like me (who are elderly and have walkers). Sometimes the buses are too crowded, but I always am able to sit down (because of my walker).

- Let's reduce congestion on the buses – we need more service at rush hour.
 - The park and rides on the eastside are always full by the time I leave for work in the morning, so that limits my options.
 - I commute with my young daughter, and I love the community aspect of transit.
 - You should solicit input from Metro drivers as well, since they will play an important role in implementing this long-range plan.
 - It would be useful if all of the staff members (at the CAG meetings) had nametags. They should bring their tag up to the podium when they are presenting so that we are able to address them by name.
- CAG Members came from all areas of the county representing a broad cross section.

Theme: Connections

Frequent service – “show up and go”

53% of Metro's existing service is frequent, majority of boardings occur on this service
Facilitates spontaneous travel

- Allows you to take advantage of the entire network
- Peak service
- Coverage network
- Provides an option, but is much more limited, includes alternative services

Follow-up: What types of service are priorities for you?

- I live by a transit hub, but there's no easy way to find things out (plan trips). In my experience, it has been hard to find the most effective route by using the trip planner.
- The trip planner does not recognize geographic issues (ex. big hills).
- Event service (access to sports games) is important to me.
- I wish we had more buses to get out of downtown Seattle later at night (sometimes I go out with friends and don't want to drink & drive).
- What about hide & riding? Coverage vs. frequency
 - o We would benefit from park & rides within Seattle
- Let's extend the peak hour service a bit (I work flexible hours and have a hard time getting to/from my office in South Lake Union if I don't leave at specific times).
- We have all been operating in the reality of resource shortages. Let's still feel open to articulate our needs and not force premature trade-offs. All services are important for different reasons for different people.
- Let's make safety a part of the plan as well.

Theme: Accountability

☑ Make sure we have measurable objectives

Follow-up: What do you think transit should be accomplishing? How do you measure success in your community?

- Transit should allow for people to get rid of their cars should they want to, and do so at a relatively inexpensive cost.
- Surveys on the bus are a good way to access the target group and get a response.
- Urban vs. suburban measurements; let's recognize the differences in the needs of these groups.
- Let's consider the total welfare; better land use, congestion relief, environmental impacts, public benefits, reduced GHG emissions, etc.

- I agree that people don't need cars; Seattle has an aggressive atmosphere and is forward thinking.
- Reliability, easy access to bus stops, and confidence that you will arrive when you need to will encourage more people to ride Metro.
- My college has a suburban population that's largely immigrant, so coverage is important to me. Everyone should have the opportunity to participate in civic life and access events via transit. The group will resume discussions of Partnership and Economic Growth at the next meeting April 16th. The group was notified of the March 31st Visioning Event at the Seattle Public Library.

June 18, 2016 Meeting Notes

Community Advisory Group Meeting June 18, 2015 6-8 PM King County Metro

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King County Staff

Stephen Hunt, Tristan Cook, Paul Roybal

Consultant Staff

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

Meeting Objectives:

- Review the goals of phase two of public and stakeholder engagement and how feedback will be used to shape the preliminary plan.
- Review the network concept maps and performance data
- Understand the networks concepts and the data about how they perform
- Receive feedback about what types of service and capital improvements are priorities in communities across the county
- Receive feedback about priorities for integrating with light rail and other transit

6:00 – 6:15 p.m. Planning process check-in/ phase two of outreach- Jeanne

Comment: I'm glad that you're planning to integrate all three types of service in the Long-range Plan.

Q: Will you be having these same conversations with public agencies like Seattle?

A: Yes, we have a Technical Advisory Committee who we meet with monthly. We are working with staff from many public agencies and other transit agencies.

Is there any other outreach we're missing?

Comment: The City of Bellevue started using *Next Door.com*, so I will post links to information through that forum.

Comment: King County and the City of Bellevue should be able to access me through online advertising like other companies can (ex. Target ads on email, Facebook, etc.).

Comment: You can use the Seattle *Reddit* page to advertise open houses and public events

Comment: Utilize Facebook and Twitter to advertise, because sight-impaired people often can't read ads that are high up or have very busy graphics.

Comment: The turnout at the Bellevue event seemed low given the large population interested in transit and sustainability. I recommend better signage for parking, wayfinding, etc.

Comment: My company has stores all over that I was hoping to distribute fliers to, but our HR department would not help with distribution. Since our company values sustainability, I am thinking of going to higher levels of management to try to publicize the survey.

Q: Are we in communication with any other municipalities who have already gone through this?

A: Yes we are, and they are willing to help us. Because of the breadth and scope of what King County provides, they are willing to pitch in. Also, we have very strong attendance at TAC meetings. We also look at peer cities.

Comment: The City of Redmond had a long range visioning session recently. One of the good points that Jarrett Walker made about outreach is that it favors people who have time.

Q: What is the possibility for reaching out to services for the blind and/or the Department of Vocational Rehabilitation Services?

A: We have a stakeholder list that we send all of our materials out to, and are always open to additional partnerships.

Q: Do you reach out to the large employers in the area?

A: We have reached out to business chambers, and are open to briefing large businesses.

Q: What sort of response have you received to your survey so far? What has it told you about what type of service people in different zip codes need?

A: We have received thousands responses and it has helped build a strong email list for us. Tristan is in the process of interpreting the data now.

6:15 – 7:15 p.m. Service networks and analysis -Alicia/Stephen

Discussion of what elements of each service network are a good fit in different areas of the county and the resulting transit needs

- Presentation on the current network and the projected growth in the region
- Presentation on the three networks and the initial outcomes
- Discussion of the tradeoffs of the networks

Alicia: We're looking at what kind of service should be where, and why? Are there locations where service should change?

- Everything has a trade-off
- What things perform well in these different concepts?

Comment: There must be one senior fare card that works for both Metro and Sound Transit (not just service integration, but fare integration).

Q: Are Access and VanPool included in the traffic model?

A: No, they are not a part of the model.

Q: What if we have totally different ways of moving people by 2040?

A: We have thought about that, but we don't know what's going to happen. We are looking into future applications of technology, and what we want them to accomplish.

Q: What does it take to get more frequent service included with our local service?

A: That's part of the conversation about how we get to the draft preferred concept this fall. We look at where it fits in the budget, how many people it would serve, etc.

Q: What is the goal of studying these three concepts?

A: We want your input/your impression on where we should be focusing these types of service (what would you make the pie look like?). Think about what you're hoping transit is doing, and how it matches up to that in reality.

Q: What kind of capital improvements do we put into the system as a whole?

A: We're going to be talking about that later in this process. As we get to the draft preferred concept, we will be looking at capital improvements more closely and what impacts they would have on ridership.

Q: Driverless technology – are we missing what technology is already being looked at or what the next generation of buses/orca cards/etc. will look like? Is this information private?

Q: Is the cost of park-and-rides factored in?

A: No, that is a separate but parallel conversation. We will find out more about these needs as we get closer to a draft preferred concept.

Q: It doesn't seem like there's much emphasis on moving people east to west. Also, with all the development in South Lake Union, where's the transit on Mercer Street? What about the University of Washington?

A: There are some limitations in our ability to travel east/west on roadways in and around Seattle.

Comment: The local service concept seems to me to be the most open to technology (ex. Demand-responsive transit).

Comment: There has always been the question of transit as a social service versus transit as a commercial service.

Q: Is Metro putting a big emphasis on east/west service? Also, is there any way we could have a joint meeting with the TAC group?

A: Great question, we should look in to the feasibility of a joint meeting. Yes, Metro hears a lot about the east/west connections, but is limited by the roadway network and water bodies. However, we realize it is a critical component.

Q: Has there been any analysis of how well these networks would service populations with greater reliance on transit?

A: Not yet. It is important and we are working to understand how the transit network reaches those populations.

7:15 – 7:50 p.m. Service Integration - Jeanne/Alicia, Stephen – Addressing concerns/questions from last meeting:

- Frequent service has the highest ridership even though it relies on transfers, local service has the lowest ridership
 - o Consider how much time it takes to do the trip matters more than transfers

Q: It seems like express is least effective way to get people out of cars because of trips to park-and-rides.

A: Express actually did the best because of low travel times.

Comment: Since the last meeting, I took someone to apply for the ORCA LIFT card at the public health department (other city offices are too crowded). He walked in with his DSHS number, filled out a simple form, and 20 minutes later they came out with a pamphlet of information and a new orca card for him (it is good for two years). I was very impressed by how easy this process was.

Comment: I had the opportunity to meet a senior transportation planner from the City of Kent when I went to the Federal Way visioning event. She invited me to her office and spoke for an hour; I was very impressed and surprised by this. She expressed the sentiment that Metro really listens to the riders.

Comment: I think the announcements on the buses were great, I think we need more of that.

7:50 – 8:00 p.m. Wrap up, Next Steps – Jeanne

- Next CAG meeting August 2

August 20, 2015 Meeting Notes

**Community Advisory Group Meeting August 20, 2015
6-8 PM King County Metro**

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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

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

- Cost
- Access/ease
- Extended reach for express
 - 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
 - Used by students
- School districts rely on King County Metro to provide transportation for students
- Students interested in being lifelong transit riders

October 15, 2015 Meeting Notes

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Meeting Objectives:

- Discuss the technology and innovation chapter of the plan and facilitate discussion for input
- Discuss aspects of the plan related to integrating with other transit modes and providers and facilitate discussion for input
- Review results of ESJ Roundtable

- Discuss revised schedule for joint CAG/TAC meeting in December

Agenda

6:00 – 6:05 p.m. **Review agenda** (Tristan)

6:05 – 6:20 p.m. **Outreach update** (Tristan)

- Outcomes of ESJ Roundtable
 - We sought their input on the Long-range Plan
 - Held a roundtable discussion with many ESJ groups in September at the One America offices in the International District
 - Over 60 organization representatives were invited
 - We asked for feedback on accessibility, fare payment, technology, etc.
 - We asked about how we can best reach out to their populations
- Next steps
 - Please let us know if you think of other groups we should be reaching out to

- **Question (Dianne):** Are churches on your list? They draw on diverse communities. Ex. St. Louise Church in Bellevue has Hispanic, Indian, and Polish communities.
- **Question (Arthur):** What was the attendance?
- **Answer (Tristan):** 5-6 people attended due to school strikes. We received other recommendations/feedback via email from some of those who were unable to attend.
- **Question (Betsi):** Were unions involved? What about shift workers, hotel workers, restaurant workers, etc.?
- **Answer (Tristan):** We haven't done union-specific outreach yet.
- **Comment (Winfield):** The 340 bus connects Bellevue with Shoreline and runs very infrequently.
- **Comment (Brian):** The City of Kent has lots of churches that draw from many different cultural communities. It seems many of their members walk to church, so they might have interesting perspectives on transit.
- **Comment (Betsi):** My dad volunteers with St. Vincent DePaul in Bellevue and they give out Orca cards.
- **Comment (Mallory):** I suggest reaching out to Boys & Girls Clubs.
- **Question (Sonja):** Did you reach out to large employers about getting feedback from their employees?
- **Answer (Tristan):** We haven't done employer outreach yet, but will want to once we have the draft plan ready.
- **Comment (Celeste):** Make sure to have ample lead time to allow for the hoops you have to jump through to do outreach through large employers.
- **Comment (Brian):** If you develop a more concise, printed survey, I would be happy to share it with friends/neighbors/groups I'm involved with.

6:20-6:55 p.m. **Technology and Innovation in the LRP** (Brianna)

- How can different applications of technology help achieve our goals?
- (1) Bus/customer interface
 - How do you get info about schedule? How do you pay your fare? How do you board the bus? (All of the ways you interact with the transit system)
- (2) On-board features
- (3) Corridors

- Where the service is operating on the street – bus-only lanes, TSP, etc.
- Charging stations in the street for electric buses
- (4) Service
 - Do we provide a fixed-route? Do we provide flexible routing? Carpooling and vanpool options.
 - We are piloting some of these things already, whereas others are more long-term.
- **Comment (Dianne):** I went to West Seattle and I love the shuttle that they have there. I wish they had shuttles in other places that would take you to transit hubs.
- **Comment (Arthur):** I heard that Metro is already looking into driverless bus technology.
- **Response (Briana):** It seems very probable. It's not yet on the market so we can't procure it, but we should try to plan for it.
- **Comment (Alicia):** What do you want future technologies to DO for you? The idea of the plan is to focus less on what the technology is, and more on what we want it to do for us. How can Metro enhance the experience for customers?
- **Comment (Dianne):** Why not put solar panels on buses?
- **Comment (Celeste):** To me, the appeal of driverless vehicles is the safety benefit. Currently, drivers wear many hats – customer service, security, driver, etc. Let's have a staff person on the bus who can focus on rider needs.
- **Question (Brian):** Has Metro thought about doing an Uber-type thing? Also, how about a loop run in some areas where it is feasible (continuous, improve frequency)?
- **Comment (Mallory):** What about grade-separated roadways? What about having buttons at bus stops that notify the bus when you want it to pull over for you? (real-time management)
- **Comment (Betsi):** Dedicated bus lanes are important. Bus travel times are unreliable, they may skip you if they are full, travel time is impacted by too much traffic. If the bus can be in it's own lane, more people would ride because they would see a benefit in the quick travel time (skip the traffic).
- **Response (Briana):** WSDOT is starting a pilot project for using the road shoulders for bus/HOV travel.
- **Comment (Betsi):** I think rather than having a train (ST) run across Lake Washington into Bellevue, there should be dedicated bus lanes that can also be utilized by vanpool, carpool, shuttles, etc.
- **Comment (Winfield):** If I were a driver, and I saw buses whizzing by me in the bus-only lane, I would be encouraged to ride the bus.
- **Comment (Jill):** In Boston, they turn side lanes into additional lanes during peak hours. Also, I like the concept of express buses that go to a couple hubs or key destinations. People want to know it is point-to-point.
- **Comment (Arthur):** Bus-passenger interface – it would be great if you had a phone app where you could see travel time, seat availability, and other useful information ahead of time (similar to airline apps).
- **Comment (Brian):** Have they thought about extending the busway (guideway)? Get more dedicated lanes off of the major routes (parallel bus guideways).
- **Comment (Betsi):** It would be great to have bus lanes parallel to ST lines.
- **Comment (Mallory):** Use Uber to get to transit hubs or park-and-rides – I'm a transit rider but I also use Uber when I am traveling at times where there isn't service or bus service is inconvenient.
- **Comment (Sonja):** I can see the value of express buses, but I have been a transit rider for a long time and don't think it is always a good idea to get rid of lesser used bus stops. Sometimes this makes people have to travel further to access transit.
- **Comment (Celeste):** I have a small child and I would love to see an innovation where car-share, bike-share, etc. have special equipment for child riders (car seat, bike seat, etc.).

- **Comment (Dianne):** Security/safety/crime – enhanced safety for the rider.
- **Comment (Brian):** Transit hubs/transit centers – They don't seem to be large enough or efficient enough to serve today's demand.
- **Comment (Mallory):** Lots of these other services (private carriers) use HOV lanes, bus stops, etc. and I don't think they should always be given this valuable curb space. We should designate and enforce space for public transit.
- **Comment (Dangalei):** I use apps a lot, and like the idea of gameifying transit.
- **Response (Jeanne):** Children's Hospital has games that encourages certain transportation behaviors.

6:55 – 7:30 p.m. Integrating with other modes (Alicia)

- Review of Metro and Sound Transit coordination timeline
- How Metro provides all of the service that Link doesn't (takes you to places Link does not go)
- **Comment (Jeanne):** Right now, Sound Transit's rail service only touches 8% of the population (people in their walk shed). Sound Transit has a more specific mandate from the state about what service they provide.
- **Comment (Jeff):** Have you determined which routes need to be changed yet? How long ago did that process start?
- **Reply (Tristan):** The public outreach process started about a year ago.
- **Comment (Alicia):** We're trying to build a strong network that is fast and convenient, and are working with Sound Transit on a joint vision in order to achieve this goal.
- **Comment (Winfield):** As a senior Orca card user, it is important for me to travel without using an additional fare method. (Let's encourage a common fare structure)
- **Comment (Alicia):** The City of Seattle has their own transit master plan and works closely with Metro and is involved in the Technical Advisory Committee. Also, ST2 is supposed to be built out entirely by 2023 (though it will be completed in stages).
- **Comment (Sonja):** What happens with ST3 will significantly impact Metro's LRP – How important is Metro's data to Sound Transit? Who leads the way?
- **Response (Alicia):** It is a very iterative process; one agency isn't necessarily leading this process. The reality is that the agencies are talking to each other constantly.
- **Comment (Arthur):** Is SDOT a sticking point, since their streetcar is behind and not providing some of the necessary links? Should SDOT be in the transit planning business at all?
- **Response (Alicia):** That's a valid point, but SDOT is still an involved jurisdiction, and it's better for jurisdictions to be involved and aware so that they can make improvements like TSP, paint bus lanes, etc.

7:30 – 7:45 p.m. Review CAG work plan and planning timeline for the Long-range Plan (Tristan)

- **Comment (Tristan):** We weren't too far off when we initially developed our work plan, but we have made some updates including planning for a joint meeting with the TAC.
 - o We are looking at re-scheduling our December meeting to 12/3
 - o We will review the preliminary plan in February
 - o May meeting – tentative
- **Question (Arthur):** How large will the joint meeting be?

- **Answer (Tristan):** About double the size; we will meet in a larger room on the 8th floor. We will break up into south, northeast, and northwest sub-groups and you'll be matched with representatives from your area.
- **Comment (Alicia):** It will be a good opportunity for you to talk with these jurisdictional staff members about many of the topics we've discussed. They'll have a good idea of what your jurisdiction has in mind for the future.

7:45 – 8:00 p.m. Discuss upcoming joint meeting with the Long-range Plan [Technical Advisory Committee](#)

December 3, 2015

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Ben Smith/SDOT	
Bob Lindskov/Covington	
Stephen Padua/Kirkland	
Chester Knapp/Redmond	
Kris Overleese/Kenmore	
Members of the Public	
Daniel A. Nicholson/Taking the Next Step	duhmdanny@gmail.com

King County Staff

Stephen Hunt, Briana Lovell, Tristan Cook, Graydon Newman, Andrew Brick

Consultant Staff

Alicia McIntire/Parametrix

Meeting Objectives

- Provide an opportunity for Community Advisory Group and Technical Advisory Committee members to discuss transit priorities in their communities together.
- Review the Draft Preliminary Concept and provide feedback to Metro staff
- Discuss next steps for plan development and outreach, and receive feedback

Agenda

6:00-6:10 p.m. Open meeting and Introductions of TAC and CAG members

- Stephen opened the meeting
- Tristan shared the news that one of the CAG members, Dr. Winfield Hutton, recently passed away and let the group know that the Transit Riders Union is planning a memorial on January 4th prior to their regular meeting. Tristan will pass along details once they are confirmed.
- All in the room introduced themselves

6:10-6:30 p.m. Overview of the Draft Preliminary Concept, capital and performance measures

- Stephen provided an overview of the Draft Preliminary Concept (see Power Point presentation)

6:30-7:30 p.m. Small group discussions with CAG & TAC members to look at Draft Preliminary Concept in detail by region. TAC and CAG members used a program called [Remix](#) to review the Draft Preliminary Concept, an early draft of the service network that will be in the Long-range Plan. TAC members discussed the growth plans for their jurisdictions and how the Draft Preliminary Concept coordinates with those plans.

Southeast and Southwest King County Region

Tukwila:

- Expecting growth near Southcenter Mall including mixed use development.
- The ST3 project list includes the Boeing Access Station that would connect bus, light rail and Sounder
- North Tukwila is a major industrial employment center in need of transit access
- **Group comments:**
 - It will be important for there to be local transit service connections between new growth near Southcenter and the network.
 - It seems that the Draft Preliminary Concept will improve transit by providing more access to more places

Burien:

- Burien currently has great highway access for drivers, but >10 percent of households don't own a car. Therefore transit is very important for our residents to have access to jobs and other opportunities.
- Currently, the Burien Transit Center provides good access to downtown Seattle and there are several routes, but they tend to be very slow.
- Projects on the ST3 list could provide better connections to Alaska Junction through light rail and better Burien/Tukwila/Renton connections through the I-405 Bus Rapid Transit.
- **Group Comments:**
 - We will need improved connections to SeaTac as a growing employment center

Southeast King County/Covington/Black Diamond/Renton:

- Express service works well for these communities but as they grow they would like to see more frequent and local connections to the network
- A lot of Boeing employees live in Covington and Covington is planning for increased commercial and residential development
- Black Diamond is expected to triple in population over the next 25 years
- Renton needs better East-West connections
- **Group Comments:**
 - The Draft Preliminary Concept improves service to Auburn, Maple Valley, Covington and Kent

Pierce Transit:

- Pierce County has a large transit dependent population and recent outreach found that residents would like to have service with longer spans, increased frequency and more weekend service
- Pierce Transit is planning for four routes that will integrate with the network in the Draft Preliminary Concept:
 - Route 402- would provide frequent service to between Puyallup and Federal Way Transit Center that would then connect to Link light rail.
 - Route 500- would provide service between Tacoma and Federal Way Transit Center- planning for increased frequency in the future (currently 60 minute headways, the vision is for 15 minute headways)
 - Route 498- Proposed new route that would provide service between Fife and Auburn with 30 minute headways
 - Route 62- an existing route providing service between Northeast Tacoma and Puyallup that PT envisions increasing to 60 minute headways

Northwest Seattle

- The Seattle Transit Master Plan shows increased frequent service
- The area needs:
 - More and better east-west service
 - Frequent service to Link would help reduce the need for parking as the number of people who "hide and ride" on city streets is expected to grow as transit expands.
 - Increased frequent service connections to the light rail spine
 - Better connections to destinations not served by Link light rail
- **Group comments:**

- Service restructures need to show a clear benefit at the neighborhood level. Need to start small
- There is a lot of interest in neighborhood circulators
- As traffic gets worse, consider turnbacks before congested areas to maintain reliability
- Transit preference at peak hour and create disincentives for peak hour car travel
- Consider more transit only streets like Third Avenue in downtown Seattle
- Don't overbuild infrastructure if future tech allows different ways to travel
- Changing transit use is more than service- improving safety, experience of using transit especially at night
- Auditory customer info at stops is needed so riders know what buses are coming and when
- Would like to see a trip planner for future network
- Report out on performance measures such as how well are traditionally underserved areas served by the Draft Preliminary Concept
- We should look at the baseline network with a no new revenues scenario to be able to vet that network
- Are there any county or city plans to purchase land for transit projects
- Wide street crossings are problematic
- Concerned why the percent of people and jobs is lower in the Draft Preliminary Concept- shouldn't those be growing?
- Need to coordinate decision-making around transit with social service providers, schools, etc.

Northeast King County

Group comments:

- There is a big bottleneck between Duvall and Redmond
- There is significant demand in North Snoqualmie Valley and areas between this area and Eastside cities
- Park and Rides are attractive because local service is inconvenient
- There are many immigrant families in the area that are transit dependent, regardless of household income, but there is not as much transit available
- VanPool riders could shift to fixed-route service if convenient transit was available
- Vanpools are currently an especially important transit mode for immigrant populations
- South Lake Union is a large and growing destination, especially for residents in Redmond and the Eastside.
- Need south county – east county connections
- Totem Lake might be underserved
- Need to use technology and innovation to improve access to Park and Rides- TNC's and someday, driverless cars could provide access to Park and Rides and transit nodes
- Need to coordinate the network with Community Transit in North Shore jurisdictions
- Need to serve social destinations in areas such as Woodinville
- Maximize ridership

7:30-7:55 p.m. Groups report back to larger group about their feedback on the Draft Preliminary Concept

7:55-8:00 p.m. Next Steps for outreach and development of the Draft Long Rang Plan

- The group reviewed the CAG work plan (see power point)
- Metro will be developing the Preliminary Concept in early 2016 based on input received from TAC and CAG members on the Draft Preliminary Concept.
- Metro will seek public and stakeholder input on the Preliminary Concept in Spring 2016.
- The final plan will be transmitted to King County Council in the summer of 2016.
- Metro is working with Transportation Choices Coalition who will host a Transit Talk on the Long-range Plan in January. We will send out more information soon.

8:00 p.m. Adjourn

February 18, 2016 Meeting Notes

Citizen Advisory Group February 18, 2016 Meeting 9

Attendees: Sonja Tracy, Dianne Ramsey, Art Kuniyaki, Dangelei Fox, Brian Bonner, Larry Yok, Gale Shinozaki, Celeste Gilman, Jill Naso Blackburn

Staff: Tristan Cook, Stephen Hunt, Alicia McIntire, Jeanne Acutanza

Questions: Any free tickets to Link Light rail? You can volunteer with TCC

1. Overview of the Draft Plan, outline of the document and sample chapters

What do you think of the new name “Transforming Transit”?

Q. Are you finding the percentage increase is from people who could be driving but choose transit? Mode share relates to the total population.

Q. Is this increase to 2040?

Yes, a 14% to 24 % 10 percentage points for all travel including growth

Q. Is the more places 70% due to people moving closer to jobs or more spread of transit?

It’s both. The ½ mile noted for access to frequent service is not “as the crow flies” but by roadway access.

Q. Can you say that 50% of people will then take transit? Will more people take advantage of it? Yes?

Q. Are you already or do you have a plan to educate those that will make decision on location of Low and minority populations have this information? The TAC is one venue.

Q. Numbers look good but people are loathe to give up their cars? True that but 24% is a big leap

Q. What is your biggest beef with current transit? Crime, Safety and crowding. Cleanliness, Maintenance and muddy puddles and more real time information (timely to help change travel behavior).

Q. How about graffiti proofing? Current materials are focused on being graffiti. Around campus (Larry) noticed less graffiti due to etched glass.

Q. Is this a real picture? Improving customer service also include services near transit that are convenient. Active areas around transit stops. Or areas where you can re-fill your ORCA card.

More communication with metro, have you thought about more customer kiosks. In the south. More in the neighborhoods. Staffed and use volunteers like in the KC Metro building. A. Capital side of the plan will also consider transit HUBs. Art – pre Orca could get discounts could you get discounts dry cleaning etc. ORCA focus groups they take ORCA sales on the road. Metro could take the sales on the road.

Rotating art. (Poetry on buses).

Reminder to get customers – wait for runners. A. More information on the buses about other adjacent and connection buses.

How do you thank drivers? Card on the bus.

A. Wide screen TVs for the buses.

What is fixed routes?

What are the little green cars – Driverless bus. Agency in California are piloting driverless mostly not in mixed traffic sometime son fixed guideway.

Q. How are stations designed around LRT? Can metro jump in during design to make sure Metro works with Link? Not clear at Northgate how transit will coordinate at Northgate.

Gale Q are you trying to eliminate park and rides? Help people get to where they need to go. When Metro connects to Link Parking may make it difficult.

The further you get from the CBD it's important to have park and rides.

King County and ST have both done some transit access. Hoping all of that is converging on NMT access to transit. It's about providing one seamless system (like at U Link).

2. Review Public Outreach plan

Tommy Hayes had interesting ideas

TCC Talk was televised.

Joint Open House

April 19 Redmond, April 21 West Seattle, April 26 Fed way April 28 in Downtown (day) and Aril 28 in Ballard

Metro Open Houses Renton (PREFER SOUTH KING COUNTY), NE King County, and North KC

Why not Tukwila. Should there be an OH in Burien White Center.

Why not fairs and festivals, and farmers markets? What about having at large employers Boeing, Auburn Green River College, Amazon? ← Lunchtime information sessions. Colleges are interested and have networks with CTR and hospitals, CTRs would be good outreach. Need brochures and link to open house. On-line is the best way. Kiosks at the stations. Street teams and on the bus. UW can send to 50K people Closed question format (1,000 responses or couple dozen)

Bookmark that looks like a bus. Distribute en masse. Should be “transform” Transportation – note that people have an opportunity to comment (the cake is already baked). Gale transform transit ADD #. Not these colors – bright. Body language (not open). Mascot? Add Light rail and sounder. Get people interested in the plan – name. Add less emphasis on people and more on the plan. Add rapid ride bus (red-yellow). Show the lines “the region at your doorstep”.

Can remix be used in the outreach. Want to use the isochrones. For the open house it could be “driven”. Having CAG input on survey if they are interested. All are interested.

3. Review CAG Work Plan for future meetings

Would CAG like to help staff meetings. A shorter prep meeting the week before April.

Gale would help in Ballard, Dianne could take to a senior center.
Tristan will send out to ask who might want to attend.
Postpone next CAG meeting May 19
How much of the plan involves the state (related to I-405 and BRT).
Later July Meeting to see the final Plan. Before submittal to council
ULink and Childrens’s shuttle could be a good pilot for autonomous vehicles

May 19, 2016 Meeting Notes

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Tanna Dieken/ Shoreline	

King County Staff

Tristan Cook, Stephen Hunt

Consultant Staff

Ivy Renfro/Transpo Group

Meeting Objectives:

- Review the Draft Plan
- Interactive Worksheets

Agenda:

6:00 – 6:20 p.m. **Review agenda/ Recap of Open Houses and Survey/Feedback** (Tristan)
6:20 – 8:00 p.m. **Walk through Draft Plan/Interactive worksheet** (Group)

Feedback on Open Houses:

Brian- Kent area all positive, a lot of people completed survey and majority of people pleased with what they read. As link expands, happy to know will have more options and excited about potential. How to get down off East Hill faster? Shorter routes, more frequency, will be happy.

Arthur- Downtown area, mostly positive on King Co Metro side of things at Open house. People red flag with ST money request

Dianne- Is that something metro is not sharing prior to ST 3 vote? People thinking that 50 billion is for both ST3 and King Co Metro at first glance. Joint Open Houses seem to portray that the money requested is joined as well. Work on strategy regarding separate bills, but not before ST3 vote because it will be alarming. Figure out how to mitigate damage regarding cost and financial plan.

Stephen- This plan is to review the Vision, but not the financial plan vision. Will work on getting the two more transparent

Sonja- Happy to see the ads and CAG ideas ads on buses.

Dianne- Love the Metro connects ads.

Exercise #1

Break out Session #1- Discussion Questions

- What kind of changes would you like to see?
- What is unclear/not shown in the plan?
- What is most helpful in understanding impacts of the plan?
- What could be improved or more helpful?

Stephen: What of this info is more beneficial? Looking at your answers and the first chapter, what can you understand and what can Metro Connects improve?

Could there be an app to enter start and finish route to show the . Such a web based society, are we able to get instant answers without reading a book?

There are no trip planners that we plan to use. Our website tool may be something made more available to drop a pin to see the transition from now to 2040,

Dianne- Section 1- what is the audience? If I read this, how would I want to perceive?

Stephen- Mostly other cities to develop/permit certain things. If we can help cities see how this plan can effect their community, high density TOD. I want to make accessible to the CAG first, because the public will see things the way you see.

Tristan- We do want general public to see vision for plan, so any feedback on this piece that helps click immediately/accessible info.

Brian- In Kent, the dreaded 150, people are more excited about more Rapid Lines, etc. Do you have projected areas that foresee rapid lines going?

Stephen- Yes! Illustrated on map (p12) you can see dark red lines to show potential Rapid ride lines, and lighter is other frequent lines to 2040.

Brian- Online, able to select the line to show the potential Rapid ride.

Betsi- For RR, there is just one? Not very many,

Stephen- There are 6, but none go to Kent. Just the A Line.

Betsi- Kent is pretty big- they should have more than they do.

Sonja- I would like to make suggestion- you should start out more simplified, current service and format the book to show the direct info and then elaborate. There is a lot to visualize. Too many colors, but simplify the major routes and then show the. Too difficult from brain to assimilated and flush out. Drop the pastels! It's a lot to perceive.

Dianne- Lift out things to highlight and identify time line.

Sonja- All need to say 2040 or show what years reflected. Before and after maps need to be side by side to see transition.

Tanna- I think it's pretty fascinating to go online and get an idea from point A to B in 2040 and it never hurts to get an idea and go from there.

Arthur- To me, Transparencies of layers in the book to add layers to show transition over time.

Stephen- that is what is shown online.

Diane- there is always a danger of overwhelming the public. My preference would be to give only what they need to know and not overwhelm people with the 2040 data.

Stephen- Main audience with this large doc is internal, the cities, etc. As part of the CAG, we just want to know what is resonating with you and not. The other thing I want to address is what trip would you improve. Page 21, Speed and reliability to make service more reliable and tool kit.

Diane- how often will review occur and update? How frequently tweak results?

Arthur- Every 6 years.

Stephen- How often it feeds into city plans- every 6 years coordinating with cities to reflect capital and service plan. Yearly assessing reliability and speed.

Dianne- Things like being behind 1st hill street car, things like that that Metro has no control over but perhaps can get City/Jurisdiction to help alleviate.

Stephen- Yes exactly why it needs to be as detailed as it is. The audience is the city to help implement their plan. Reviewed every year or other year looking out 6 years.

Dianne- every 12-18months, someone will review? Do it, try it, fix it.

Sonja- no funding for that frequently,

Brian- When you go talk to City about turn outs, bus balms, How much bickering regarding the funds of who pays for what? Also, Amazon is now in Kent, how does a large company approach the City and/or Metro? Do they approach you or do you have a heads up of large companies to help work with City regarding dedicated lane, etc?

Stephen- Our goal is doing that every year to assess what is coming up in the area. City would send us Dev. Plans for review. Ex, building a mall, interested in designing in the way that transit can service the area. Is that something you think we should describe more? Is the public interested in plan coordination?

Tanna- I don't think it would hurt. We have a lot of people looking for work and wanting to work in Seattle, which is why I moved to SEA from Nebraska. NE gained no public input, and it was hard for them to get transit out to big employers because of early bus hours. I think the public would like to have knowledge that they have a good job in a certain area and would like to know if there will be a route that services the employer's area.

Sonja- This is an area I know we need to expand, the implementation plan. I'm interested in how interested you are in this area of implementation. You think the public is interested in the City/Metro plans?

Brian- There are a lot of people would like to get involved. Kent is a big area, and I think there are a lot of people that would like to see you working together.

Dianne- Use this doc for policy makers, etc. How about series of videos to track with plan. One or series of three, no marketing, just a Metro Connects 101. 20-30 min max walking the public through the process. Separate the two- public and agencies- make it easy to general public to learn. Pull big ideas from the book for a video.

Brian- the bigger the vision, people will be more involved in process when it comes to funding. It's a local partnership.

Sonja- PowerPoint is a nice compact vision. Condensed it down pretty well to visualize what Metro wants to achieve.

Arthur- case studies are great for general, but SLU Amazon is a whole little city. Live, eat, work in the same area which is the Vision. Seattle Times discussing Expedia doing a case study regarding transit in the area.

Betsi- Ideas are very compelling. If Metro can show it works within community to develop transit. It would differentiate from ST3. Bought off council members. Mercer Slough, des wetlands but now there

is a park and ride and now they want to put the train through there. ST3 “did this to us”. The further Metro can get away from that, the better. Recognizing Kent has enormous growth and for them to be isolated, is nuts. Could be central from Covington to get to Seattle Hwy 18 to Microsoft. Bellevue to Renton is an easy commute. Everyone lives South and works North.

Exercise #2

Metro Connects will push to innovate.

Sonja- I kept this basic, funding is one thing that makes me nervous. More consistent long term funding. Basic, but extremely disruptive when lines were dropped. People had to quit their jobs with no way to get there. Until we find something that doesn't throw a scare out every couple of years. I know it's complicated to fund pub. Trans, but we are a creative species so we should be able to come up with something more sustaining.

Dianne- Schedule changes, personally. Driverless cars and trucks. That is coming and are we prepared for that in next few years? Start rethinking a couple efforts to

Arthur- Orca 2. One regional fare system. Unify into one fare system.

Stephen- is that your innovative approach?

Art- Will lead to faster boarding.

Betsi- Private Enterprise coordinating our systems. Uber will make an app when next ferry, train, ST bus will come along. Where you can find a car to connect you to the next light rail, etc. Made it sound so simple, but government agencies make it sound so complex. I think the empowerment of the drivers. Most immediate connection to the riders. IF they can direct riders or call for other buses.

Tanna- Disruptive- Government agencies talking about retina scans could come to theft of Orca Cards but possibility in future to use a finger print?

Arthur- Orca terminals could do that in the future.

Brian- all the above. Needs to be more cut and dry. We've discuss Orca system and things that we need more personality/customer service out of employees. That goes a long way. One card system for all is a no brainer to me. Getting on/off bus- have they thought about moving terminals to side where driver is? Needs to be cut & dry

Stephen- Speeding up paying for bus fare?

Brian- I think people need a little more direction of when riding bus. You guys are putting out info for real time, but still if you had a little more CS. Cut and Dry info- that is what I see.

Dianne- with exception of disabled, last mile service. Everyone been flocking to fill the niche of uber,lyft, etc . Metro should do what they do and do it well. Don't sink into areas they can't afford to main time. Do what you do and don't worry about the last mile forecast. I'm suggesting your resources are better spent at being really good at Transit, and let other little stuff (uber, ride share) fall away if you can't afford to maintain.

Art- Disabled means a lot. There is a very open 'disability' category.

Stephen-Uber here to stay. Can't visualize a partnership with that. We're talking about product. On Demand technology. Whether it be Lyft or Uber or someone else, we know the trips going out to ex Arbor Heights, people would use that service to SW Seattle and would use that if could make last mile connection and if a lot of people at end of route, if Metro pays uber to be in that area to take trips home but without that Uber wouldn't be out there as it wouldn't be cost effective. Need to facilitate- maybe the rider can get a credit on that last Uber or maybe Metro pay that Uber cost if we meet that last mile connection?

Dianne- put the green bikes out there, something you don't need to maintain.

Tanna- Not everyone can/do ride bikes, so I'm not sure that is effective. Currently working 3 jobs, worked concert at Century Link and getting home was a nightmare. Wanted to see what Uber has to offer, but during big peak hours the fares jump several times higher. They wanted \$115 to get to Shoreline!

Art- They do advertise Surge pricing as part of their program

Stephen- Taxi-ish prices.

Brian- Some outlying routes. Why wouldn't be reasonable for Metro to have a little

Stephen- Largest van pool fleet in county, and could continue into that realm, but don't see being a competitor to Lyft/Uber, but where it makes sense- try to make partnerships.

Brian- Kind of a mini shuttle. Maybe north end of town to catch a bus. Get you to outlying routes with mini shuttle. On Demand transit.

Dianne- Call ahead to events to reserve and pay in advance? Sustainable funding? Should we push farther?

Brian- I think Metro is right on track. When I think of LRP, I not only think of me, but the younger people and what they will be going through at the age in 2040. I have friends- Sno Co and S King Co selling cars.... S King Co people don't buy many cars anymore. Heavy duty trucks for work, but not for personal use. Kids these days don't even want a car- they can get from A to B easily. Car thing is not that important to people anymore.

Sonja- Do you feel like you have a good sense that public likes/understands the plan?

Tristan- FB friendly graphics to show highlights of info at Open Houses. Sent to TAC to cities to share on social media to promote. Can send to CAG committee if you want to share, but generally getting good response on survey. A lot of good public input, but some of this info isn't really of interest to general public, but many engaged people interested in the details. Other groups

Tristan- *Next Steps with CAG*

- For this Group, this is the last meeting calendared out
- Want to have one more meeting to discuss the rest of draft plan
- Timeline to finalize plan in August to transmit to Co. Council.
- Try to meet once more when we have final plan. Late July, early August to review final document prior to Council?

END OF JULY- Thank you/ Release party

Action Items:

- Set up next meeting (party)
- Coordinate CAG members to present a little something regarding their experience.
- One final neighborhood outreach push prior to June 1st.

Appendix H: Technical Advisory Committee Meeting Notes

February 26, 2015 Meeting Notes

Attendees

Name/Agency e-mail	Lyset Cadena/Sound Cities
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King County Staff

Victor Obeso, Chris O'Claire, Stephen Hunt, Tristan Cook, Betty Gulledge-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? à Metro operates in the context of many other plans, PSRC, King County, Jurisdiction Plans, Agency Plans à Tension between what's wanted locally and what Metro provides à 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? à 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?

April 21, 2015 Meeting Notes

Attendees

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Brian Roberts/Burien

King County Staff

Chris O’Claire, Stephen Hunt, Tristan Cook, Lisa Shafer, Graydon Newman, Gary Prince,

Consultant Staff

Jeanne Acutanza/Transpo Group, Alicia McIntire/Parametrix, Sophie Mecham/Transpo Group
Welcome and Opening (Jeanne Acutanza)

Staff welcomed participants and Jeanne Acutanza provided an overview of the visioning event:

- * What do the rest of our outreach efforts look like?
- * CAG and TAC meetings
- * Website is up and running
- * Online survey
- * Fairs & festivals in summer season
- * Additional visioning event (Sept.)

Comment: If we have fairs and festivals in Redmond, who can we tell so that Metro can have a presence at these events?

o We’re also partnering with Sound Transit on this outreach effort

Comment: Where will outreach events be held in other parts of the county? (Bellevue College, etc.)

Briefing Book Review (Stephen Hunt)

Comment: Is service in-between transit supportive densities justified?

Comment: Is this all PSRC-based? Are you using the 2040 model for the population inputs?

Comment: How do you define accessibility?

Long-range Plan Contents and Planning Process (Stephen Hunt, Alicia McIntire)

Comment: For layovers, will you also be looking at policies where you can use more on-street layovers?

Are you considering the cost of layover?

Comment: I was wondering at what point would there be differentiation for the different financial scenarios? (preferred concept or final concept level?)

Comment: Can you explain this caveat (*existing frequent and express services do not all meet future standards)?

Comment: Have you already made assumptions about the spine of the rail network and ridership? (are you making assumptions about sound transit service for the initial concepts?)

Comment: Is rail service included in these pie charts? (No, it’s an assumption in the background. That will be an ongoing refining element.)

Comment: What are the assumptions related to BRT?

Comment: Are you accounting for areas where Land Use has already exceeded density forecasts (Seattle)?

Comment: Does value of time assume access to transit (walk etc.?)

Comment: Are you addressing the value of human capital such as time and convenience?

Comment: Is it in this planning process that we transition from areas where we don't currently have light rail but will in the future; how does this fit into the 2023 plan for ST, or do we just straight to looking at the ST3 network?

Comment: Will you make assumptions about how much capital will be provided by Metro vs. the jurisdictions? (No)

Comment: It would help to articulate where problems exist (hotspots) on a jurisdiction's roadway

Comment: Are you using mode-split modeling? What type of modeling/who is doing it?

Comment: I'm concerned about the growth of congestion, how we're moving toward tolling and congestion pricing. Is that considered in this model?

Comment: the Sound Transit model is integrated with the PSRC model

Comment: I'd be interested in knowing what the transportation infrastructure assumptions are in the model? (Roadway projects, connections that don't exist today, etc.) That would be a concern to my community if those weren't reflected. How should I share this information with you?

- o Key infrastructure projects are pivotal to how we envision transit in our community
- o How can we tell if there is "improved Access" (ie within Redmond) can we provide shapefiles that reflect improved access?

Network Concepts and Evaluation (Stephen Hunt)

Comment: There might be concern that you are giving preference to the frequent network (because you're using ¼ mile access).

o There is pretty solid nation-wide research that people will walk these distances for these types of service

Comment: Will all of these metrics be on a countywide level of detail? (For each of the 3 concepts)

Comment: It seems like the span of service could be equal for all of your concepts.

Comment: Any ideas of how to measure the appropriateness of one concept over another as it relates to regional goals (ie I-5 Long-range Plans and Land Use)?

Comment: Another metric to consider is looking at the contributions that transit makes along our most congested corridors (Ex. What % of total number of people are carried by transit).

- o Maximize the person throughput
- o Consider access into and out of regional centers
- o Crossing Screenlines
- o Are we putting the resources where they'll make the biggest difference?
- o Are we considering diversion onto local streets where congestion occurs?

Comment: In Kenmore we're worrying about the cumulative impacts of tolling – how do you figure out in the long term, who is going to continue to stay in their car and come through our streets vs. who may take transit?

Comment: Why are we focusing primarily on access to jobs? What about access to community centers and colleges?

Comment: Do you ever envision a hybrid of the concepts that are being presented? How do you balance conflicting and competing interests?

Comment: How will you define quality of service that address the "transfer" experience? What about connections to Pierce and CT?

Comment: Are you looking at Cost per boarding as a measure of efficiency?

Please provide comments on the evaluation criteria by May 1.

June 23, 2015 Meeting Notes

Attendees

Name/Agency Email

Franz Loewenherz/Bellevue

Roland Behee/Community Transit

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Brian Roberts/Burien

Nora Getoff/Tukwila

Benjamin Smith/SDOT

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Craig Helmann/PSRC

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Len Madsen/Des Moines

Carol Hunter/WSDOT hunterc@wsdot.wa.gov

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Anita Woodmass/SeaTac

Monica Whitman/Kent

King County Staff

Stephen Hunt, Lisa Shafer, Kim Becklund, Graydon Newman, Paul Roybal

Consultant Staff

Jeanne Acutanza/Transpo Group, Alicia McIntire/Parametrix, Sophie Mecham/Transpo Group, Aaron/Fehr & Peers

Welcome and Opening – Jeanne Acutanza:

* Quick introductions

* Invitation to today's Open House workshop in Redmond

* Review of coordinated timeline and discussion of where we're at now

* Review of how we get to the preliminary concept

* Review of current and upcoming outreach efforts

What else should we be doing for outreach?

Comment: Do you have notices on all of the buses (rack cards)?

Q: Where do we send information about fairs and festivals to?

A: Please email any information to Stephen and Tristan.

Q: How many survey responses have you received so far?

A: We've received 500 responses so far to our current survey; we would be interested in getting more participation from cities outside of Seattle.

Comment: You didn't ask about which routes people use on the survey. If we knew this information it might help guide our outreach efforts and inform our perspective.

Q: Have there been efforts directed at reaching non-riders in areas where there is no service?

A: Every other year we do a non-rider survey. We are trying to reach these people through other avenues, such as fairs and festivals, community organizations, etc.

Jeanne – What we have heard so far (Discussion of survey results)

Alicia – Service Network Concepts

- * All of these concepts represent county-wide networks
- * We wanted to model what happens if you put all of your eggs in one basket to illustrate each concept
- * We're using the PSRC 2040 projections
- * 2.5 million additional service hours
- * We're looking at what kind of service should be where and why
- * Service integration – What should the priorities be for integration?
- * Discussion of service emphasis for three concepts

Q: What is the difference between frequent and express? It seems like they share some of the same features.

A: This is just representative, some aspects of frequent and express service overlap. Two key differences are bus stop spacing and the type of road buses travel on.

Q: Is the 2.5 million hours on top of all the service that exists now?

A: Yes, it's what Metro is assumed to have to provide in 2040. It includes Metro and Sound Transit through ST2. We have 3.5 million hours now; we'll have a total of 6 million hours in 2040.

Q: Are there fundamental differences in the routing in these scenarios (and differences in how we integrate with Sound Transit)?

A: Yes there are. For example, in express, you see a lot more long haul routes that are not associated with the Sound Transit spine.

Q: What is the bus/car mode split for to whole day? A: We have not calculated that yet, we've only calculated mode split for peak hour travel. We will add PM mode split and the mode split for all trips.

Q: What is our current service emphasis?

Q: Degradation and travel time – do we have assumptions built in for that? It'll be helpful to have targets identified that we need to hit.

A: Yes, we utilized the ST model and viewed it in GIS travel times, and compared the differences in these concept networks.

Comment: As we think about an evaluative treatment, it'd be good to know how well we're maximizing the multi-billion dollar rail investment in each network concept.

Comment: It would be helpful to see more of the data and what leads to your conclusions (ex. more detailed data than the up and down arrows on the service tradeoffs page).

Q: If we're trying to maximize service to light rail, are we considering a very frequent network? A: There are elements of a very frequent network in the frequent concept.

Comment: It might be useful to have the guiding principals for each of these service packages, the basic assumptions, and all of the caveats for each.

A: This will be provided.

Q: Can we see other peak periods (such as PM peak)?

Q: Instead of pie charts, could we see these concepts as bar graphs?

Comment: To understand these different service emphases, it would be helpful to see the service hours of each throughout the day.

A: We can provide these graphs. The evaluation criteria will also show the comparison of trips during the PM Peak and evening off peak.

Comment: Your sample trips show a lot of centers to centers and don't necessarily look at how people get to these centers. The access is not being captured in these samples.

Alicia – Is there other data that you need in order to be prepared in July to work on the preliminary concept?

Q: I would like to have information on the distribution of seniors and those who have disabilities. These will be major populations in 2040.

A: Yes, that is part of our performance measures, we will be looking at proximity to these populations, but we need to use existing distributions for these populations.

Q: Should we bring our comp plans to the next meeting?

A: We would like you to think about how your city is going to be growing and where the growth will occur.

Q: I hear a lot of interest in the alternative transportation piece. This will be part of the last mile in hard-to-reach areas. At what point will we discuss this further? Let's have that policy discussion.

A: We will be talking about what we want technology to do/accomplish in regards to last mile solutions.

Q: I would like to have a metric about person throughput. My city doesn't want to assess mobility just based on vehicle throughput.

A: Yes, that is still in the big picture and that will be accounted for in the model when we analyze the preliminary concept.

Comment: I would like to see data on mode of access to transit.

A: That will be part of the evaluation criteria

Comment: It would be helpful to know what these broad metrics mean for my area (mode shift for different time periods, ridership numbers, how much service, and mode of access).

A: That will be part of the "quadrant" analysis we will look at in July.

Comment: We should think about how the Long-range Plan can inform upward mobility and access to jobs.

Comment: The ST model has some quirks, are you tweaking it or aware of its challenges?

A: Yes, at this stage we understand that and are studying things from a high level. We are trying to stay consistent with ST's model, but sometimes we may have to provide additional context to account for these quirks.

Q: What have we really learned from this so far?

A: Lots of our results have been consistent with previous research, which is good. As we dive into geographic research, we will see how things vary from area to area, which will be interesting. We have also been interested to find that riders are generally willing to do transfers as long as the transfer saves them time in getting to their destination.

Send requests for data to Stephen by July 7th.

Comment: Please put yourself in the shoes of a small local jurisdiction, and keep in mind the briefings we have to do with local officials when you provide materials (Not too simple, not too detailed; easy to communicate).

Comment: The map of 30-minute access sheds to light rail is very useful. Something similar for Metro access would be a good tool for communication.

A: Yes, we are talking about that and will work on it more once we have identified our preliminary concept.

Comment: In selling the plan to people, it would be helpful to be able to compare service in areas of King County to the service networks in other cities (ex. San Francisco, DC, etc.) – This would help people relate, and deter opposition. People will be more accepting if they have a better understanding.

Q: Are we looking at going north to go south in some cases?

Q: Financing strategies – how would these be pulled together?

A: That is unquestionably an issue. There's no funding strategy at the moment. In a later stage we will look at low/medium/high funding scenarios. The PSRC assumption for 2040 is a lofty goal.

Comment: On this meeting chart can you incorporate the opportunities for involvement? (Add them to the TAC & CAG meeting schedule)

Comment: It would be helpful to establish a common language for explaining the LRP to others, and also to make sure elected officials are briefed before they have meetings or speak to the public.

July 21, 22, 28 2015 Regional Meeting Notes

Overview:

Metro convened three regional meetings following the development of the Long-range Plan's three Service Emphasis Concepts to allow TAC members to evaluate the concepts and give input on how and where these service types will work best in their communities. Each meeting focused on the issues and interests of the region, and members were asked engage three topics:

1. Review and understand the networks concepts and the data about how they perform
2. Provide feedback about what types of service and capital improvements are priorities in each community
3. Provide feedback about priorities for integrating with light rail and other transit

The regional connections, issues and observations identified at these meetings are detailed in this document. Metro and Sound Transit staff were on hand at each meeting to facilitate the discussion. Metro would like to thank Kris Overleese, City of Shoreline; Monica Whitman, City of Kent; and Kirsten Taylor; City of Mercer Island for their assistance in hosting these meetings.

North regional TAC meeting – 7/21/15 – Kenmore

Attendees:

Jaimie Reavis – City of Tukwila
Chris Rule – Sound Transit
Adam Parast – Transpo Group (City of Kirkland)
Katie Kuciemba – Sound Cities Association

Chester Knapp – City of Redmond
Lisa Shafer – King County Metro
Ben Smith – City of Seattle
Graydon Newman – King County Metro
Kris Overleese – City of Kenmore

Stephen Hunt – King County Metro
Nytasha Sowers – City of Shoreline
Aaron Gooze – King County Metro consultant

Jenny Ngo – City of Woodinville
Alicia McIntire – King County Metro consultant

Key Points:

- * In general, jurisdictions favored the frequent service emphasis but saw value in express service between centers
 - * Better connections between Regional Growth Centers are a high priority, including connections between centers in south county with east county centers
 - * Better all-day and night connections are needed from transit hubs to manufacturing areas, especially designated Regional Manufacturing/Industrial Centers
 - * Improving the speed and reliability of frequent service is a key component to a quality transit network
 - * Additional and higher frequency connections to Bellevue, Redmond and Kirkland from north county cities (Bothell, Duvall, Woodinville) are a priority
 - * Express overlays on frequent corridors may provide additional mobility in dense urban areas
 - * Express service should provide center-to-center connections
 - * Frequent service with speed and reliability improvements on SR 522 is a high priority
 - * Local and frequent (where appropriate) service is needed to provide connections to frequent SR 522 and SR 527 transit service
 - * Additional frequent connections between Eastside cities are needed (ex. Redmond-Kirkland)
- Jurisdiction notes:

Tukwila (additional comments received via email – 5/15/15)

- * Large parcel adjacent to I-5 will likely be developed by 2040
 - o Anticipated job center
 - o 700 residential, more job-oriented (peak)
- * Want Boeing Access Link station but would like express shadow service if that is not constructed
- * Need service to northern part of Tukwila (including Boeing Access area)
- * Want frequent service on Tukwila International Boulevard corridor
- * Would like frequent connections to South Seattle, Georgetown, West Seattle
- * Concerned about lack of access to full Tukwila park-and-ride. Does it provide access to the transit system for Tukwila residents?
- * Frequent emphasis leaning with interest in express service
- * Want express connection from Tukwila to Eastside cities
- * Want connection from other centers to Tukwila MIC
- * Anticipate housing growth from light rail to 144th and would like frequent service on that corridor in the future
- * Tukwila International Boulevard is a growth area
- * Want frequent transit connections to Link
- * Link station, and Sounder station to a lesser degree, should continue to be transit hub for all sources

Seattle

- * Focused on frequent service in general
- * Interested in how express service interacts with urban village and growth centers (5% is an interesting overlay)
- * Want express service to growing job centers that Link is not serving

Kenmore

- * Want reliable frequent service on SR 522
- * While transfers to Link at the 145th St Station are not ideal, shorter travel times to destinations south is the most important factor
- * Want reliable frequent service to I-405 – with connections to Bellevue and south
- * Want express bus service to Juanita, Kirkland, Totem, Shoreline Shoreline (additional comments received via email – 8/10/15)
- * Want frequent service on 522 to 145th Link Station
- * Want confirmation that the City of Shoreline’s Zoning and Development Code regulation updates are being considered in the ridership model
- * Prefer frequent service emphasis, especially improving the speed and reliability of transit service
- * Direct feeder routes from all areas of the City to the Shoreline light rail stations throughout the entire day and on weekends, with additional frequency during the peak periods.
- * Increased bus frequency, new routes and/or direct service between the Shoreline Park & Ride and the 185th light rail station
- * Redirect commuter routes that travel to downtown Seattle via I-5 to Shoreline light rail stations. Reallocate those hours to feeder routes that will bring commuters from park & ride lots or other areas of Shoreline to these stations
- * Explore routing options to reduce travel times between Shoreline Community College, North Seattle Community College, Edmonds Community College and Northgate.
- * Coordinate efforts between Community Transit and Metro Transit to provide bus service between Shoreline Community College and Edmonds Community College.
- * Provide transit service between the two Shoreline high schools (Shorewood High School and Shorecrest High School) and between the Shoreline high schools and Shoreline Community College.
- * Ensure that north-south routes that intersect east-west routes do so at similar times in order to reduce delays associated with transfers.
- * Expand Route 373, running from the Aurora Village Transit Center to the University of Washington, from a peak-only service to an all-day service, in accordance with Metro’s existing Strategic Plan. – If bus service currently at the Aurora Village Transit Center is relocated to the 185th light rail station please ensure feeder service to the light rail stations provides connections to UW.
- * Emphasize the need for express bus service from Shoreline to the University of Washington during the peak period.

Duvall

- * Woodinville Duvall Rd is a preferred transit corridor
- * Want express connection to Bellevue, Redmond, Kirkland
- * Novelty Hill Rd is too steep for fixed route service
- * Overall, want reliable and more frequent access to the transit network

Woodinville

- * SR 202 is a more preferred transit corridor than 148th (roundabout at intersection)
- * There is significant redevelopment on SR 202 – mixed use
- * Want express service to Duvall and Redmond
- * Net increase in daytime population versus resident population
- * CBD is developing more residential

Redmond

- * SE Redmond and Willows Road are current light industrial/manufacturing need areas
- * There is significant need for mid-day service
- * Focus service on downtown Redmond and Link station
- * Want frequent service to Kirkland

Kirkland (additional comments and documents received via email – 8/7/15)

* Kirkland's Draft Transportation Master Plan and is a starting point for what kind of service should operate on each roadway.

* LRT from Totem Lake to Issaquah is a significant interest of the City's. The City would also like to explore the possibility of joint bus-rail operations on this corridor so that a Totem Lake to Seattle bus route can leverage the ROW. We would like to explore the idea of routing express routes like the 311 onto the ERC if joint bus-rail operations is possible.

* If LRT is not affordable within ST3 the City would like BRT to be built on the ERC corridor as an interim improvement. This would include a Totem Lake to Bellevue route and a Totem Lake to Seattle route. This service could be provided by Metro and/or Sound Transit and would be a very high level of service. Options of routing express routes should again be looked at.

* I-405 BRT with a new station at NE 85th Street and 116th Street is another priority for the city. The City is advocating for a fixed guideway connection between a NE 85th street station and Downtown Kirkland, however a high-quality and very high-frequency bus connection between I-405 and Downtown Kirkland is also important. This aligns with the City of Redmond's service vision as well.

* The City is significantly interested in a one-seat ride to downtown Seattle in the future, even as current ST Express bus service (255) is removed from the DSTT. Routing of bus service to downtown Seattle is a significant concern.

* Service to Redmond: NE 85th street is the leading connection to/from Redmond however congestion on the corridor is already an issue. Capital investments like bus lanes would be one solution to look at, but a long construction process on NE 85th is now drawing to a close. Transit lanes were part of Sound Move when a second HOV ramp could not be sited in Kirkland, but were not a popular option and were not constructed.

* Service to Bellevue: If LRT or BRT along the ERC is built there should be additional thought on what the rest of the network between Kirkland and Bellevue looks like.

* Service to the North: The City needs connections to Bothell, Woodinville and Kenmore. These connections could be local or express.

* Totem Lake is a big priority for Kirkland, however serving it with transit can be difficult due to it's layout around the freeway interchange. These documents has a high level summary of the direction the City intends to pursue:

<http://www.kirklandwa.gov/Assets/Kirkland+2035/TL+Business+District+Current+Planned+Land+Use+and+Vision+graphic.pdf>

http://www.kirklandwa.gov/Residents/Community/Kirkland2035/Comprehensive_Plan_Update/Totem_Lake_Business_District_Plan_Update.htm

Coverage of all four quadrants is important. The NE and SW quadrants tend to have a more commuter/commercial focus. The Lake Washington Institute of Technology in the SE quadrant is an important destination however it's hard to serve. There has been interest in a circulator shuttle and it would be interesting to see if there are opportunities to design service in such a way that routes traveling through the area can provide local circulation throughout the area. Speed and reliability

investments should also be analyzed in this area (See 7 Transit Delays). The LWIT is particularly concerned about span of service extending into the evening.

* Coverage vs Frequency: Compared to Bellevue, Kirkland probably leans a little bit more towards coverage routes. In some of the areas with more of a suburban character (such as the north) service could potentially be provided through alternative service models like DART while the more historic parts of Kirkland would lean towards by local coverage fixed routes.

* Commuter Routes: Totem Lake, South Kirkland P&R, NE 6th Street Corridor should probably be the primary focal point of inbound commuter routes. The NE 6th street area (NE 85th to NE 68th) is starting to become more of a tech employment center. Outbound commuter routes should start from all of the Park and Rides and transit centers and focus on Bellevue, UW, and Downtown Seattle. The largest change in commuter routes that Kirkland would like to see is greater access to express service passing by the city along I-405 and SR 520. This could be achieved through direct access ramp (or inline) stations are additional express routes that then access the freeways system. It is also important to keep in mind that the 520 commute pattern is not just into Seattle, it also includes a strong reverse peak travel demand.

* TOD is a priority for Kirkland especially on existing P&R sites (including WSDOT owned sites). The City would be supportive of ways that Metro can actively advance this.

* The S. Kirkland park-and-ride does not currently access SR 520, which should be examined in the Long-range Plan.

Lake Forest Park (received via email)

* Anticipate riders accessing the transit system in north county communities by:

o Define and enhance east-west corridors connecting centers along SR 522 and HCT stations at NE 145th, NE 185th and 236th SW.

o Establishing policy that prioritizes operation and capital investment (and reinvestment) to capture at least 80% of HCT boardings through local transit service and park-and-ride spaces when new HCT service is funded

* Want structured park-and-ride located in Lake Forest Park

* Access to service on SR 522 is barrier for Lake Forest Park resident to access the transit system

South regional TAC meeting – 7/22/15 – Kent

Attendees:

Matt Torpey – City of Maple Valley
Jim Seitz – City of Renton

Bob Lindskov – City of Covington

Katie Kuciemba – Sound Cities Association

Rick Perez – City of Federal Way

Eric Chipps – Sound Transit

Chris Searcy – City of Enumclaw

Lisa Shafer – King County Metro

Hayley Bonsteel – City of Kent

Graydon Newman – King County Metro

Charlene Anderson – City of Kent

Stephen Hunt – King County Metro

Kelly Peterson – City of Kent

Brandt Scanlan – King County Metro

Monica Whitman – City of Kent

Aaron Gooze – King County Metro consultant

Brian Roberts – City of Burien

Alicia McIntire – King County Metro consultant

Key Points:

- * Overall, the frequent service emphasis best addresses the anticipated growth in less rural south county municipalities, however there was significant interest in express service to provide center-to-center connections and service from less urban communities (Enumclaw, Covington, Maple Valley)
- * Increased local and frequent service feeding into transit centers and Sounder/Link stations is needed
- * Express service from south county municipalities is generally good, but more capacity is needed, especially in the future
- * Additional east-west frequent transit connections are needed, particularly in Kent, Auburn and Federal Way
- * Frequent-Express connections are needed from south county jurisdictions to Bellevue and Redmond. If bus rapid transit is operated on I-405, Metro service should provide frequent service to stations.
- * Longer service spans on frequent service are needed to support choice ridership and shift work
- * There is significant interest in deployment of Metro's Alternative Services program in south county to address unmet transit demand that is difficult to provide via fixed-route bus service

Jurisdiction notes:

Renton

- * Assuming 405 BRT will be built through Renton, all other service will connect to this where possible
- * Major transit destinations from Renton are Bellevue and Seattle
- * Want frequent service on 4th to Renton Technical College (growth area) is a priority
- * Want frequent service on Petrovitsky corridor w/ TSP and connection to Link & Sounder
- * Want RapidRide F Line extension to Renton Highlands, Newcastle, Factoria
- * Map showing Renton's transit plans
- * Want regional trails integrated into transportation plans

Burien

- * Express service to DT Seattle is good but more capacity needed (e.g. route 121)
- * Better local service to get people to Burien TC needed
- * Want ST3 loop extended to Burien
 - o Major demand from Burien to White Center to connect to West Seattle Link
 - o Express shuttle connection to light rail southern terminus desired
 - * NE Burien (recently annexed) needs better access to transit system
 - o Boulevard Park area – low density
 - o East of 509 – low-income area
 - o Generally, population of annex area is aging and includes low-income and minority residents (ESJ)
- * Want frequent service along Des Moines Memorial Drive to serve future growth

Des Moines (received via email - 5/14/15)

- * Des Moines would like King County Metro to model and prioritize all day frequency on baseline services to Des Moines:
 - o Route 166 - 15 min headways – serves as a circulator along Kent Des Moines Road transit corridor to the downtown Marina District with link to the HCC station and connections between Kent, Normandy Park and Burien).
 - o Route 156 - 15 min headways with links to HCC station, FAA, Marina District and SeaTac station, Tukwila

* There is a strong desire from our community members to have better transit access to get around our community and to commute to/from work. . The current baseline service makes it difficult for “want-to-be” transit riders to access reliable bus service and the reverse commute service is terrible.

Kent

- * See Kent Transit Master Plan for transit needs
- * Like frequent network concept presented – particularly higher ridership, longer span of service
 - o Must have frequent connections to HCT spine (Link, Sounder)
 - o Evening/night span of frequent service good to support night life
- * Metro should provide shadow service of Sounder to address capacity issues
- * Need east-west frequent service (East Hill – DT Kent – Link/Midway)
- * Need better service/connections to manufacturing/industrial center jobs
- * Interest in Metro’s Alternative Services program to:
 - o Serve industrial areas
 - o Serve low density residential areas
 - o Fill in temporal gaps in current service

Federal Way

- * More coverage/local service needed – feed people to transit center
- * More capacity needed at Park and Rides
- * Need more frequent service on Metro Route 181 (east-west service, serves Green River CC)
- * Existing express service is good, connections to DT Seattle and UW will improve with Link
- * Supportive of Alternative Services options
- * Dumas Bay Centre and Federal Way Senior Center would like transit service, but both are fairly isolated – may be Alternative Services candidates?
- * Expect to see large employment at former Weyerhaeuser site
- * Planning higher density development at Twin Lakes and city center

Maple Valley

- * Main priority is peak period service into/out of Maple Valley
- * Connections to transit centers should be maintained in the LRP network plan

Covington

- * Frequent connections to transit centers are good (especially frequent service to Kent Station as in frequent service concept)
- * Like north-south route connecting to Renton TC and express service on SR 18 in express concept
- * New major road & shopping center development going into Covington – city will attempt to improve transit access in development
- * More inclined to choose the heavier weighted “Express Option”

Enumclaw

- * Prefer Express Service Emphasis
- * Main priority is peak service to Auburn/Sounder
- * Want transit connections to Pierce County restored if possible

Port of Seattle (received via email)

- * Want to re-iterate the importance for King County Metro to work with other transit agencies and to consider the possibility of creating more direct services connecting the airport with areas where the demand for transit is high (for example, downtown Seattle).
- * Want round the clock service (especially for employees)
- * Want opportunities to connect with other modes (Amtrak/Sounder station near Southcenter)
- * There is a need to accommodate luggage for air passengers

East regional TAC meeting – 7/28/15 – Mercer Island

Attendees:

Amy Biggs – Snoqualmie Valley Transportation
Carol Hunter – WSDOT
Kirsten Taylor – City of Mercer Island
Eric Chipps – Sound Transit
Noel Treat – City of Mercer Island
Lisa Shafer – King County Metro
Ben Swanson – City of Snoqualmie
Graydon Newman – King County Metro
Candida Lorenzana – City of Seattle
Stephen Hunt – King County Metro

Sherman Goong – City of Bothell
Alena Marshak – King County Metro
Franz Loewenherz – City of Bellevue
Jana Demas – King County Metro
Emily Moon – City of Issaquah
Aaron Gooze – King County Metro consultant
Alex Krieg – Puget Sound Regional Council
Alicia McIntire – King County Metro consultant
Katie Kuciemba – Sound Cities Association
Chris Brieland – King County Metro consultant

Key Points:

- * Overall, the frequent service emphasis was generally recognized as best meeting the needs of east county jurisdictions in the future, with express service providing center-to-center connections and access to the frequent service networks
- * Some corridors warrant “frequent-express” service, with the stop spacing of express service; and the headways, speed and reliability of frequent service
- * Additional and more frequent express service is needed to Eastside cities and Seattle from Bothell, Issaquah and the Snoqualmie Valley
- * Access (ex. Mercer Island, Issaquah), capacity (ex. Sammamish) and service to park-and-rides is a priority for some east county cities
- * Some east county jurisdictions (ex. Issaquah) are currently more express-oriented, but anticipate a growing need for frequent and local service as their communities grow
- * More investment in alternative services to provide intercity and circulator service was a high priority for the Snoqualmie Valley
- * Integration with Sound Transit HCT is a focus for east county cities, including coordination of frequencies/schedules, transfer points and minimizing corridor duplication
- * There is interest in providing more local fixed-route or alternative services to existing park-and-rides to provide access to the frequent and express network

Jurisdiction notes:

Bothell

- * See express service as area of greatest need, and more frequent express service
- * More local service needed to improve local connection to spines of service on SR 522 and SR 527
- * Want local or express service to Canyon Park Center, especially from Bothell downtown
- * Main transit orientation of Bothell (i.e. spine) is SR 527, SR 522, I-405

- * Want express service on SR 522 and I-405 to connect to Seattle and Bellevue/Eastside

Issaquah

- * Need connection between Issaquah Highlands and Issaquah downtown
- * P&R access is a problem at Issaquah Highlands
- * Significant job growth is anticipated in the city, with employee draw from both close to Issaquah and regional
- * Increased density and future job growth focused on south side of I-90
- * Currently express-oriented, with growing need for frequent and local service
- * RGC area will have diverse job growth, shift and otherwise

Bellevue

- * Would like to see metric of ST interaction used in network development
- * Frequent concept aligns with Bellevue Transit Master Plan vision

Sammamish (additional comments received via email)

- * Council expressed a strong interest in more local service – all-day 30 minute service on 228th. An all-day express routing would meet that need.
 - * 212th Ave SE from hill down to the parkway is not suitable for large buses
 - * Annexing Klahanie next year so more service to Klahanie will be needed – consider SE Klahanie Blvd to Issaquah-Fall City Rd
 - * Consider connecting Snoqualmie Valley to Issaquah via 202 & SE Issaquah-Fall City Rd rather than Preston and I-90
 - * Consider all day local service down 228th down Issaquah Pine Lake to Highlands
 - * Continue service to S. Sammamish P&R
 - * Consider a P&R at/near 202 and Sahalee Way NE
- #### Snoqualmie (additional comments received via email)
- * The City prefers the “Service Emphasis 1: Frequent” with an emphasis on alternative services like Snoqualmie Valley Transportation
 - * Would like increased frequency of the 628 route
 - * Extend 628 service to weekends to accommodate those working retail, Metro stated they would look a Saturday service after regular service was established
 - * Add flexibility or a deviation area for the Snoqualmie Valley Hospital off of route 628
 - * Need: Carnation-Redmond connection, Fall City-Preston-Issaquah connection, local/alternative service, connections between Snoqualmie Valley cities, connection to Express services to Eastside/Seattle

North Bend

- * General: Seeing surge in growth, transit demand increasing

Mercer Island

- * Want to get MI residents to Link without driving
- * General: P&R capacity/management a significant issue, and not interested in constructing a large amount of new parking
- * Interested in Alternative Services similar to current service to employment centers outside of those accessible via Link
- * Interested in express Alternative Services:
 - o Midday service to Seattle for disabled & seniors

- o Focus on smaller vehicles with more frequency
- o 20 passenger circulators off of MI spine

Seattle

- * Frequent concept aligns best with Seattle Transit Master Plan
- * BRT network planned in Move Seattle levy should be included in modeling, incorporated into combined network
- * Express service important with access to Seattle's frequent network
- * There should be additional focus on access to South Lake Union from areas in and outside of Seattle
- o Touches on housing affordability – access to job centers may be a greater concern in the future
- o Access to jobs/job growth in SLU from other areas is a growing concern

August 31, 2015 Meeting Notes

Attendees

Name Agency

Stephen Padua Kirkland

Gil Cerise PSRC

Craig Hellmann PSRC

Darin Stavish Pierce Transit

Jim Seitz Renton

Jacob Tracy Lake Forest Park

Rick Perez Federal Way

Jaimie Reavis Tukwila

Scott McCall Shoreline

Ben Smith Seattle DOT

Ying Ying Kwan Seattle DOT

Katie Kuciemba Sound Cities Association

Hayley Bonsteel Kent

Monica Whitman Kent

Andrew Zagars Sammamish

Andrea Snyder Issaquah

Karen Kitsis Sound Transit

Kathy Leotta Sound Transit

Kris Overleese Kenmore

Paula Stevens Bellevue

Bob Lindskov Covington

Chester Knapp Redmond

Roland Behee Community Transit

King County Staff

Stephen Hunt, Tristan Cook, Lisa Shafer, Graydon Newman, Briana Lovell, Andrew Brick

Consultant Staff

Alicia McIntire/Parametrix, Sophie Mecham/Transpo Group, Aaron Gooze/Fehr & Peers, Chris Breiland/Fehr & Peers

2:30 – 2:50 – Summary of Survey and Outreach (Tristan)

- * Held joint open houses with Sound Transit in June; approximately 257 attendees at the four open houses
- o Shared information about the different service emphases and asked attendees to create their own ideal transit mix
- o Evening Seattle open house had a heavy emphasis on frequent
- o Emphasis on express network across the board
- * Survey: ran from June – August
- o 6000+ responses
- o 50% respondents were from outside of Seattle
- o Income was fairly representative of King County as a whole

- o High representation of women, Caucasian people
 - o Strong interest in all three types of service
 - o Integration with other transit modes: #1 choice was reducing travel time, making transfers easy was also popular choice
 - o Capital improvements: popular answers were improvements to arterials that make transit reliable and improvements to park-and-rides
 - * Roundtable Meeting – Sept. 10th
 - o Reps from organizations that support non-English speaking populations
 - o Will discuss parallel topics to the survey
 - o Will ask groups how we can support their outreach efforts to their populations and follow up with another meeting early next year
- Question: Are you going to do outreach to low income groups? I suggest the Renton Housing Authority and other housing authorities.
- Answer: We will add that one; let us know if you think of other groups.
- Comment: You should add the Boys & Girls Clubs.
- Comment: You should reach out to the King County Mobility Coalition (Hopelink).

2:50 – 3:10 – Review of additional analysis requested by TAC (Aaron)

Comment (Stephen): We have included the manufacturing and industrial centers at the request of the TAC.

Comment (Aaron): General trends – the frequent network is based on full integration, a large reduction of actual bus trips going into downtown Seattle. Local has some express service, but the integration is more than the express network itself. One thing to note is the frequent service type lends itself better to integrating with light rail due to its high frequency.

Comment (Aaron): We will be doing a full model coding of the bus network, which will let us see ridership on specific routes (opposed to a system-wide total). This will help us see capacity constraints.

Question: Are there any assumptions for HCT on 405?

Answer (Aaron): There wasn't anything as far as 405 BRT. That will be part of the next modeling effort.

3:10 – 3:30 – Summary of capital impacts in service emphases (Chris)

- * We used a high level sketch planning tool so that we could test many different strategies
- * We “cooked in” assumptions about improvements to speed and reliability corridors, direct access ramps, and park and ride lots
- * Review change in daily boardings and change in annual revenue hours resulting from whether or not we make certain improvements
- o These investments have a notable impact on the performance of the system

Question: What about bus barn capacity?

Answer: Maintenance facilities are part of the Long-range Plan. It's inherent to the study and it's a given that if we add a certain amount of hours a new maintenance facility is needed.

Question: Are you assuming two boardings per park and ride stall?

Answer (Chris): Yes that is correct. It is a conservative assumption.

3:30 – 3:50 – Summary of regional TAC input (Graydon)

- * Thank you, we had strong attendance at the regional TAC meetings (three meetings: Kent, Kenmore, and Mercer Island)
- o There was a general trend towards frequent service (tended to match best with comp plans)

- o Attendees also showed interest in express service – primarily from less dense or further away municipalities. Saw value in center-to-center connections
- o Interest in the connection to HCT (primarily ST3 projects) – Interest in connecting with these future alignments
- o Interest in park and rides, especially service to park-and-rides, as well as potential management and capacity issues
- o Better connections to eastside municipalities

Comment: The estimate for cost per mile of improvements seems very low. I think there is demand from riders for speed improvements.

Comment: I think raising awareness of what's needed is a good first step.

Comment (Federal Way): We can talk about TSP improvements, but we need to deliver. In my experience I agree that these improvements are more expensive per mile than you have identified.

Comment (Shoreline): Part of this depends on the type of service that will be delivered, as to how engaged various municipalities will be/how willing they are willing to invest. We should try to marry what we're planning in the long term with the goals of the comp plans. Communities will be willing to partner if they see these improvements as being valuable to them in the long term and aligning with their goals/concerns.

Question (Kenmore): are you going to do license plate surveys at park and rides to see where people are coming from?

Answer: We will have information on that at a later date

Comment: Our 6-year TIP includes projects that affect bus routes (ex. widening main arterial through the city). These are projects we want to have done in the next year, and want to have these improvements incorporated with the Long-range Plan. We want a better understanding of how these near-term actions can be reflected in the Long-range Plan.

Comment (Sound Cities): It's kind of a sequence, so that we know the local municipalities are making improvements that integrate successfully with the Long-range Plan's improvements. (How can we best coordinate short and long term goals?)

Question (Sound Transit): Sound Transit recently adopted a list of things to study; it is also useful to us to see what your planned improvements are.

3:50 – 4:00 – Discuss outline of Long-range Plan (Briana)

* We envision we will have a large amount of plan content, and each section will have “leveled down” policy language

* We envision a strategic element – how Metro is looking into the future, customer experience programs, etc.

* Service element – network concept, what we ended up with as far as mix of service types

* Capital element – discussion of access to transit piece, speed and reliability improvements, changes in fleet needs

* Financial element – cost of the plan, what our strategy is for funding it, breaking the plan into smaller phased pieces

4:00 – 4:15 – Introduce top strategy topics

* We anticipate some continuation of the partnership program

o How do we think about capital investments in the future – what is Metro's role in helping the region realize this future?

o Confirming that our service concepts are the right set of service concepts

o What the role of transit is with Uber, Car 2 Go, and other innovations

Question (Stephen): What info/data do you think would be most useful?

Comment: We don't have transit planners in Issaquah, so we seek your expertise. We look to Metro to provide expertise, and I think having Metro's Long-range Plan will be very helpful for us.

Comment: As things are planned for the future, where is it addressed in the Long-range Plan about how Metro is planning around investments made by others? How do we ensure the Long-range Plan stays relevant over time?

Question (Sound Cities): Also consider the transportation package that passed in Olympia – How is Metro planning to capitalize on these huge transportation investments?

Answer (Lisa): we are making assumptions based on large projects we know of (ex. Sound Transit's list of projects). All of these things factor into what we're building a network around and how we are doing our analysis. We are also doing focused work on identified "corridors of shared interest".

4:15 – 4:30 – Review updated TAC work program (Andrew)

* Draft updated work program for the TAC

o This is allowing us to be coordinated with Sound Transit, have time to react to what they propose in their draft plan

* Engaging in the service network plan

o Worked with Remix (TransitMix) and Fehr & Peers on developing this

o You will be able to explore the entirety of the network (we will provide logins to this web-based tool)

o We are looking for your feedback from late October – late November

Question: Can this be shared publicly?

Answer: This is a trial, but I think there is interest in having municipalities be able to share with their communities.

Question: Will we be able to see the sources for the data layers?

Answer (Aaron): They have a pretty good documentation for where it is from. They are open if you need additional information.

October 27, 2015 Meeting Notes

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- * First- and last-mile connections should be a focus of alternative services, including to manufacturing and industrial destinations
- * Suburban areas want more off-peak travel options that are accessible (in the information and physical sense)
- * Jurisdictions want more intuitive, real-time information portals (not just mobile phone), including real-time signage at stops and facilities and rail/bus integration. Leverage transit stops/stations to be community assets/place makers.
- * Streamlining of transit signal priority for adaptive signal control (potential for regional investment)
- * Seattle wants flexibility for median boarding
- * Update the 2040 population and employment forecasts layers in Remix to include most recent PSRC projections

Meeting Objectives:

- * Discuss technology and innovation that should be considered as part of the LRP
- * Discuss revised schedule for joint CAG/TAC meeting in December
- * Provide orientation to Remix
- * Review draft preliminary concept feedback process
- * Review updated TAC work program

2:30 – 2:40 p.m. Introduce joint CAG/TAC meeting

2:40 – 3:10 p.m. Technology and Innovation in the Long-range Plan

Comment: Once someone is in a vanpool, then they start to use it. The fear of the unknown is what prevents people from using it. The challenge is getting them to try it for the first time.

Stephen: We are looking to expand our use of vanpool. We can look at incentives and ways to take down current barriers.

Comment (Franz): I've had experiences with a vanpool where there are open seats and I want to include other friends, but it would inconvenience the vanpool group.

Comment (Kevin): We hear from a lot of businesses that they wish there were additional connections since we have a good amount of people who work abnormal hours.

Comment: We're piloting a flexible carpool lane in an area that is outside of the regular employment center. I'm hoping to gain experience with incentives for getting drivers to go out of their normal commute to pick up carpool buddies.

Stephen: We are looking at automation and how automation can increase safety, bring operational efficiency, and offer financial savings.

Stephen: How can technology enhance the bus/rider interface?

Comment: We're a residential area that would benefit from more transportation options (also enhance the information about those options).

Comment: ST3 has an innovation schedule.

Comment: In downtown and the University District there are screens at stops that show arrival info; it would be great to have those in more areas, especially for people who don't have smart phones.

Comment: Can people think about interacting w/ information outside of phones? Touch screens, etc.

Comment (Franz): At bus stations in Paris, I saw flat panel interfaces that were touch screens and provided information on transit, as well as amenities in the surrounding area. Likely expensive, but very user-friendly. It would even provide a paper receipt with trip planner information. Because of the nice aesthetics, it acted as a placemaking center.

Stephen: What will it look like when people see a transit station as an asset to their community?

Comment (Rick): I think more of us will have to look at adaptive control for our signal timing. The infrastructure to support that may have to be more regional in nature.

Comment: More three-doors and more doors on both sides of buses would be an improvement.

3:10 – 3:30 p.m. Background on development of preliminary draft concept (Andrew Brick)

Andrew: Review of future transit network map, refresher on the three types of service

- * We found that the network with the frequent emphasis stood out in most categories
- * We collected feedback from TAC, CAG, public – people liked the convenience of frequent, ability to be less dependent on bus schedules
- * Looked at current network, identified gaps, and looked at integrating w/ Sound Transit's service plan
- * Introduction of draft preliminary concept
 - o Latest iteration of the Long-range Plan network
 - o A blend of all types of service
 - o Approximately 6 million annual service hours (2.5M more than we currently have)
 - o Maintains focus on connections between centers throughout the region

3:30 – 4:20 p.m. Remix orientation

Andrew: We're excited about using this tool, it's something we haven't done before and it can provide information the map can't offer. Please focus on:

- * Routing, alignment of routes
- * Connections
- * Kind of service
- * Capital implications – think about the sorts of capital facilities, etc.

Sam and Dan from Remix provide intro to the website

Comment (Franz): I would recommend providing a document with a how-to guide.

Remix: There are steps provided in the information packet you have.

Question: When you make a modification, does it auto-update the run times? Or does that come later?

Answer: Yes, it will adjust them, but it is not an exact science.

Question: If we're extending lines, will we have the ability to use other ROW (go beyond the streets)?

Answer: Yes, you can hold down the shift key while you are changing a route, it will let you go off the street grid.

Question: Does it look at the traffic modeling that's been done and modify the trip times accordingly?

Answer: This tool is at the sketch level, there are assumptions built in but it is not exact.

Stephen: Let’s think about what info we could give Remix so that they could develop an updated forecast layer. This isn’t a travel demand model, but it’s an opportunity for us to all get on the same page and document how we envision transit service serving the area.

Comment: I think it will also make people more sympathetic and aware of what happens when you make changes to local transit. You can see the obstacles that make it difficult for us to achieve goals.

Question (Franz): Have you loaded existing network/route structure?

Stephen: No, but it uses publicly available data so you can import the transit data from Metro, Sound Transit, etc.

Question: Does it account for transfers in the shading (shading that indicates travel time)?

Answer: Yes, it does.

Question: How do you change the times? Can you view different service hours?

Answer: Yes, you have options like AM peak, mid-day, etc.

Question (Bothell): How open are you to collaborating on the modifications we’d like to make to the network?

Question: It would be good if as you make changes, it would note what has been change (like track changes).

Answer: We agree, we’re still developing the tool and appreciate your feedback.

Question: Does the time estimate take into account all the existing stops along the corridor?

Answer: Yes, it looks at walking distance, time to get on/off, etc. it’s not exact but it should be close.

Question: Can you add stops along a route and see how added stops impact travel time/accessibility?

Question: if there’s additional context we need to provide, what’s best – email, screen shots?

Answer: If you think additional context is important, please provide it because it will help us later on.

You can use to form at the back of the packet to catalogue some of your comments.

Question: When are you planning to finalize it?

Answer: We have to incorporate feedback, do more modeling. We want to share this as a draft plan to the public and the 12/11 cutoff is what we need to have it ready in spring.

Chris: you should be checking in with decision makers in your agency, but your comments don’t have to be politically approved. We are giving you an opportunity before we go public to align with what your jurisdiction needs. It’s ok for you to come back in spring with a more formal letter from your mayor/jurisdiction

4:20 – 4:25 p.m. Review draft preliminary concept feedback schedule and process

4:25 – 4:30 p.m. Review updated TAC work program

December 3, 2015 Meeting Notes

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King County Staff

Stephen Hunt, Briana Lovell, Tristan Cook, Graydon Newman, Andrew Brick

Consultant Staff

Alicia McIntire/Parametrix

Meeting Objectives

- Provide an opportunity for Community Advisory Group and Technical Advisory Committee members to discuss transit priorities in their communities together.
- Review the Draft Preliminary Concept and provide feedback to Metro staff
- Discuss next steps for plan development and outreach, and receive feedback

Agenda

6:00-6:10 p.m. Open meeting and Introductions of TAC and CAG members

- Stephen opened the meeting
- Tristan shared the news that one of the CAG members, Dr. Winfield Hutton, recently passed away and let the group know that the Transit Riders Union is planning a memorial on January 4th prior to their regular meeting. Tristan will pass along details once they are confirmed.

- All in the room introduced themselves

6:10-6:30 p.m. Overview of the Draft Preliminary Concept, capital and performance measures

- Stephen provided an overview of the Draft Preliminary Concept (see Power Point presentation)

6:30-7:30 p.m. Small group discussions with CAG & TAC members to look at Draft Preliminary Concept in detail by region. TAC and CAG members used a program called [Remix](#) to review the Draft Preliminary Concept, an early draft of the service network that will be in the Long-range Plan. TAC members discussed the growth plans for their jurisdictions and how the Draft Preliminary Concept coordinates with those plans.

Southeast and Southwest King County Region

Tukwila:

- Expecting growth near Southcenter Mall including mixed use development.
- The ST3 project list includes the Boeing Access Station that would connect bus, light rail and Sounder
- North Tukwila is a major industrial employment center in need of transit access
- **Group comments:**
 - It will be important for there to be local transit service connections between new growth near Southcenter and the network.
 - It seems that the Draft Preliminary Concept will improve transit by providing more access to more places

Burien:

- Burien currently has great highway access for drivers, but >10 percent of households don't own a car. Therefore transit is very important for our residents to have access to jobs and other opportunities.
- Currently, the Burien Transit Center provides good access to downtown Seattle and there are several routes, but they tend to be very slow.
- Projects on the ST3 list could provide better connections to Alaska Junction through light rail and better Burien/Tukwila/Renton connections through the I-405 Bus Rapid Transit.
- **Group Comments:**
 - We will need improved connections to SeaTac as a growing employment center

Southeast King County/Covington/Black Diamond/Renton:

- Express service works well for these communities but as they grow they would like to see more frequent and local connections to the network
- A lot of Boeing employees live in Covington and Covington is planning for increased commercial and residential development
- Black Diamond is expected to triple in population over the next 25 years
- Renton needs better East-West connections
- Group Comments:
 - The Draft Preliminary Concept improves service to Auburn, Maple Valley, Covington and Kent

Pierce Transit:

- Pierce County has a large transit dependent population and recent outreach found that residents would like to have service with longer spans, increased frequency and more weekend service
- Pierce Transit is planning for four routes that will integrate with the network in the Draft Preliminary Concept:
 - Route 402- would provide frequent service to between Puyallup and Federal Way Transit Center that would then connect to Link light rail.
 - Route 500- would provide service between Tacoma and Federal Way Transit Center- planning for increased frequency in the future (currently 60 minute headways, the vision is for 15 minute headways)
 - Route 498- Proposed new route that would provide service between Fife and Auburn with 30 minute headways
 - Route 62- an existing route providing service between Northeast Tacoma and Puyallup that PT envisions increasing to 60 minute headways

Northwest Seattle

- The Seattle Transit Master Plan shows increased frequent service
- The area needs:
 - More and better east-west service
 - Frequent service to Link would help reduce the need for parking as the number of people who “hide and ride” on city streets is expected to grow as transit expands.
 - Increased frequent service connections to the light rail spine
 - Better connections to destinations not served by Link light rail
- **Group comments:**
 - Service restructures need to show a clear benefit at the neighborhood level. Need to start small
 - There is a lot of interest in neighborhood circulators
 - As traffic gets worse, consider turnbacks before congested areas to maintain reliability
 - Transit preference at peak hour and create disincentives for peak hour car travel
 - Consider more transit only streets like Third Avenue in downtown Seattle
 - Don't overbuild infrastructure if future tech allows different ways to travel
 - Changing transit use is more than service- improving safety, experience of using transit especially at night
 - Auditory customer info at stops is needed so riders know what buses are coming and when
 - Would like to see a trip planner for future network
 - Report out on performance measures such as how well are traditionally underserved areas served by the Draft Preliminary Concept
 - We should look at the baseline network with a no new revenues scenario to be able to vet that network
 - Are there any county or city plans to purchase land for transit projects
 - Wide street crossings are problematic
 - Concerned why the percent of people and jobs is lower in the Draft Preliminary Concept- shouldn't those be growing?
 - Need to coordinate decision-making around transit with social service providers, schools, etc.

Northeast King County

Group comments:

- There is a big bottleneck between Duvall and Redmond
- There is significant demand in North Snoqualmie Valley and areas between this area and Eastside cities
- Park and Rides are attractive because local service is inconvenient
- There are many immigrant families in the area that are transit dependent, regardless of household income, but there is not as much transit available
- VanPool riders could shift to fixed-route service if convenient transit was available
- Vanpools are currently an especially important transit mode for immigrant populations
- South Lake Union is a large and growing destination, especially for residents in Redmond and the Eastside.
- Need south county – east county connections
- Totem Lake might be underserved
- Need to use technology and innovation to improve access to Park and Rides- TNC's and someday, driverless cars could provide access to Park and Rides and transit nodes
- Need to coordinate the network with Community Transit in North Shore jurisdictions
- Need to serve social destinations in areas such as Woodinville
- Maximize ridership

7:30-7:55 p.m. Groups report back to larger group about their feedback on the Draft Preliminary Concept

7:55-8:00 p.m. Next Steps for outreach and development of the Draft Long Rang Plan

- The group reviewed the CAG work plan (see power point)
- Metro will be developing the Preliminary Concept in early 2016 based on input received from TAC and CAG members on the Draft Preliminary Concept.
- Metro will seek public and stakeholder input on the Preliminary Concept in Spring 2016.
- The final plan will be transmitted to King County Council in the summer of 2016.
- Metro is working with Transportation Choices Coalition who will host a Transit Talk on the Long-range Plan in January. We will send out more information soon.

8:00 p.m. Adjourn

February 23, 2016 Meeting Notes

Attendees:

Name Jurisdiction/Agency
Stephen Padua Kirkland
Gil Cerise PSRC
Craig Hellmann PSRC
Darin Stavish Pierce Transit
Jim Seitz Renton

Jacob Tracy Lake Forest Park
Rick Perez Federal Way
Jaimie Reavis Tukwila
Scott McCall Shoreline
Ben Smith Seattle DOT
Carol Hunter WSDOT
Katie Kuciemba Sound Cities Association

Lacey Jane Wolfe Kent
Geri Poor Port of Seattle
Cheryl Paston Sammamish
Christen Leeson Issaquah
Nytasha Sowers Shoreline
Brian Roberts Burien
Kris Overleese Kenmore

Franz Loewenherz Bellevue
Sherman Goong Bothell
Chester Knapp Redmond
Scott McCall Shoreline
Ariel Taylor KC Council Staff
Jenny Ngo Woodinville

King County Staff

Tristan Cook, Stephen Hunt, Briana Lovell, Graydon Newman, Chris O’Claire, Gary Prince Lisa Shafer

Consultant Staff

Alicia McIntire/Parametrix

Meeting Objectives:

- * Review Capital Implications of Service Network
- * Discuss Capital Program – size and scope
- * Begin discussion of capital partnerships

Meeting Notes:

Speed and Reliability

Comment: It would be helpful to define the criteria used to select future RapidRide lines, including any minimum criteria established for getting RapidRide.

Comment: Metro service network maps should show the full service network underlying frequent and RapidRide service, including Pierce and Community Transit service plans.

Comment: Why isn’t the corridor investment in express services higher?

Comment: How is Metro accounting for frequent-express services that the TAC has identified?

Comment: Objective criteria for service level justification would be a helpful tool in communicating to elected officials.

Comment: Sammamish would to talk off-line on the 2040 service network and its development in the city.

Comment: Redmond would expect more ridership activity and transfer activity specifically at their light rail stations.

Access to Transit

Comment: The park-and-ride discussion should be expanded and messaged as an issue of transit parking supply. Metro should speak more specifically about strategies to address transit parking supply needs outside of the increase in permanent parking supply.

Comment: The presentation of access to transit to elected officials should focus on overall strategy first, and specific investments second. There is significant interest in outlining specific funding and project/stop identification strategies for non-motorized improvements.

Comment: Park-and-ride demand and provision of additional spaces should identify what is needed in the near term and develop strategies to serve the interim (pre-2040) need. Park-and-ride discussion needs to include approach to leased lots, managed demand, joint facilities etc. up front.

Comment: A “toolkit” of park-and-ride strategies would be helpful to jurisdictions and other agencies - not all parking need is the same.

Comment: Frame the discussion of access investments with information contained in the discussion of major transit hubs and stations upfront. Discuss the trade-offs of different investment types that was presented in earlier meetings (e.g. RTC Nov. 2015 meeting).

Comment: It would be helpful know what Metro's annual expenditure on non-motorized access currently is or has been, i.e. dollars spent on sidewalks etc.

Comment: More secure bike parking is needed at major access points.

Comment: Carpool and vanpool policies for park-and-ride lots should be examined across agencies, including Sound Transit.

Major Hubs and Stations

Comment: There is interest in indicating what areas will need additional base capacity and layover. There was also discussion that strategies should be outlined for the location of bases – siting new bases, dispossessing existing, restructuring, etc.

Comment: Has Metro considered development pressures around bases and considered the potential need to relocate existing bases?

Comment: Metro should look for TOD opportunities wherever Metro has or needs real estate – layovers, bases transit centers etc.

Comment: Given that the LRP will not have a list of major regional projects, consider re-framing the major capital discussion as major regional priorities; cross city connections, bottlenecks, regional network access

Comment: For more regional projects look at the WSDOT "Connecting Washington" report/map. Champions are needed for these projects. WSDOT will need partners.

Comment: Federal funds should be relied on heavily for large ticket capital items.

Passenger Facilities and Transit Centers

Comment: Metro should add Southcenter & Sounder stations to its Hub maps. Tukwila needs to be represented.

Capital Partnerships

Comment: Examples of successful partnership efforts have already occurred; these can be used to describe the approach to partnership for the LRP.

Comment: Consider making resources available to update zoning codes

Next TAC Meeting – April 26, Location TBD

April 26, 2016 Meeting Notes

Attendees:

Name Jurisdiction/Agency

Christen Leeson Issaquah

Kate March Bellevue

Nytasha Sowers Shoreline

Scott MacColl Shoreline

Bob Lindskov Covington

Jim Seitz Renton

Lacey Jane Wolfe Kent

Jaimie Reavis Tukwila

Stephen Padua Kirkland

Benjamin Smith Seattle/SDOT

Brian Roberts Burien

Chester Knapp Redmond

Kris Overleese Kenmore

Kirsten Taylor Mercer Island

Cheryl Paston Sammamish

Craig Helmann PSRC

Gil Cerise PSRC

Carol Hunter WSDOT

Katie Kuciemba Sound Cities Association

Chris Rule Sound Transit

Shelly De Wyse KC Executive's Office

Geri Poor Port of Seattle

Darin Stavish Pierce Transit

King County Staff

Tristan Cook, Stephen Hunt, Briana Lovell, Graydon Newman, Chris O’Claire, Gary Prince Lisa Shafer

Consultant Staff

Alicia McIntire/Parametrix, Chris Breiland/Fehr & Peers

Meeting Objectives:

- * Orient TAC members to METRO CONNECTS
- * Review data that will be available in the Capital, Service and RapidRide appendices
- * Service review and response to preliminary draft network comments

Meeting Notes:

Plan Review:

Comment: Does the plan include funding for TOD?

Comment: How did Metro decide which lines would become RapidRide and when?

Metro: The technical appendices include a RapidRide Expansion report that provides details on the selection of proposed RapidRide lines.

Appendices Review:

Comment: What are the partnership assumptions for local jurisdictions for new RapidRide lines?

Comment: How much of the 2040 plan could be funded with current funding sources?

Metro: Assuming no recession, approximately two-thirds of the 2040 plan could be implemented using current funding sources.

Comment: Using that rationale, could two-thirds of the 2040 network be implemented by 2025?

Metro: No, Metro’s implementation of the long-range plan network is restricted by the cash flow of its revenue sources.

Comment: What was the process for considering and making changes to the service network based on city comments?

Metro: Stakeholder comments were reviewed internally with Service Planners and others, and focused on providing the connections desired by communities using principles in Metro’s service design guidelines.

Comment: Who should we contact to schedule a briefing with city council?

Next TAC Meeting – Technical Appendices Webinars in mid-May, TBD.

Appendix I: Draft Plan Formal Comment Letters

City of Auburn



Nancy Backus, Mayor

25 West Main Street * Auburn WA 98001-4998 * www.auburnwa.gov * 253-931-3000

May 31, 2016

Rob Gannon
Interim General Manager
King Street Center
201 S. Jackson Street, Room 415
Seattle, WA 98104-3856

RE: Comments on King County Metro's Long Range Plan

Dear Mr. Gannon:

Thank you for the opportunity to comment on the draft *Metro Connects* long-range plan. The City has completed its review and has the following comments and suggestions.

1. The City of Auburn encourages Metro Transit to work with the City in developing new, future alternative transit services that implement the City of Auburn's (COA) Comprehensive Transportation Plan Policy # Transit-10 to create Alternative Transit Service options (such as Vanshare or a dedicated commuter bus) for commuters to connect by transit from the west hill and east (Lea) Hill of Auburn to the Auburn Transit Station in downtown.

COA Policy # Transit-10: Work with transit providers to create new commuter – oriented transit routes and maintain existing commuter routes linked with Sounder commuter rail.

2. The City of Auburn encourages Metro Transit to work with the City in developing and replacing transit service lost in the last round of Metro cuts and ensuring the expansion of transit service to underserved areas, such as the Auburn Way South corridor and adjacent neighborhoods in southeast Auburn. These improvements would implement the City of Auburn's Comprehensive Transportation Plan Policy # Transit-3.

COA Policy # Transit-3: Encourage Sound Transit, Metro Transit and Pierce Transit to expand transit to underserved areas of Auburn.

3. The City of Auburn encourages Metro Transit to create a Rapid Ride corridor linking Auburn with Kent. This improvement would complement the City's Comprehensive Plan Policies # Transit-2 and # Transit-9.

COA Policy # Transit-2: Work with local and regional transit agencies to serve new and existing trip generators in Auburn, such as colleges, commercial areas and community facilities.

COA Policy # Transit-9: Identify areas of concentrated transit traffic and impose design and construction standards that accommodate the unique considerations associated with bus travel, such as street geometry and pedestrian linkages.

Rob Gannon
May 31, 2016
Page 2 of 2

4. The City of Auburn encourages Metro Transit to work with the City in developing new, future alternative transit services that implement the City of Auburn's Comprehensive Transportation Plan Policy # Transit-10 by creating an SR 18 commuter express bus route to Auburn from Maple Valley, Covington and Black Diamond. This new route would help alleviate the parking impacts on downtown Auburn, which the city already experiences from outlying cities such as Maple Valley and Covington. Auburn is suggesting this new route should be similar to the *SR 18 Express Bus Route* identified in the WSDOT Southeast King County Commuter Rail Feasibility Study (which Metro Transit participated in). Using ridership modeling, this study concluded that a route such as this could carry over 900 daily riders in 2030.
5. The City recommends referencing the appendices in the Draft Long Range Plan.
6. Please further define Real-time/"right-now" ride sharing.
7. In addition to the ability to reserve a parking spot at park-and-rides, has the opportunity to charge a fee been explored (see page 32)?
8. Should the solutions to Parking Challenges be highlighted in the section of the same name (page 36) instead of directing the reader to other reports (Metro's Access to Transit Report and a Parking Management Study as part of the long range planning effort)?

Again, thank you for the opportunity to comment and if you have any questions regarding our comments, you can contact me at ksnyder@auburnwa.gov or at 253.326.0077.

Sincerely,



Kevin Snyder
Director
Community Development and Public Works Department

KS/ig/as

cc: Ingrid Gaub, Assistant Director of Engineering/City Engineer

Bellevue City Council



Office of the Mayor • Phone 425-452-7810 • Fax 425-452-7919
Post Office Box 90012 • Bellevue, Washington • 98009 9012

June 1, 2016

King County Metro Transit
c/o Victor Obeso
500 Fourth Avenue
Seattle, WA, 98104

Dear Mr. Obeso,

We commend King County Metro Transit for developing a long range plan to guide how the agency will plan and deliver bus service and related capital investments through 2040. We want to thank you and Stephen Hunt for providing an overview of the Metro Connects plan at our April 25 Council meeting, and appreciate the opportunity to provide comments.

As indicated during our discussion on April 25, meeting the transit needs of Bellevue, the Eastside and the broader region is a top priority for Council. We share many of the same transit goals with our fellow Eastside Cities, as expressed in the Eastside Transportation Partnership Metro Connects comment letter (Attachment 1).

The Eastside is a growing regional economic engine, comprised of diverse and thriving communities. By 2040, our cities will include 700,000 residents and 500,000 jobs. This area spans a diverse mix of growing urban centers, small and medium size cities and rural areas—and requires more than traditional urban-suburban fixed route service to efficiently meet our travel demands.

The Bellevue Transit Master Plan (TMP), which was completed in 2014, lays out a vision for transit service and capital investments in our City. In Metro Connects, you acknowledge the critical importance of working with local jurisdictions to understand transit needs and land use plans in order to deliver the optimal transit system for our growing region. We are pleased to see many of the key elements from the TMP reflected in Metro Connects, and we thank you for engaging with Bellevue and other cities early in your planning process to reflect local plans.

The following comments address specific policy areas of keen interest to Council. In addition to this letter, Bellevue transportation staff will submit a more technical comment letter.

Increase Transit Service Hours and Connections among Eastside Cities.

The greatest need for improved transit service lies in connections between the Eastside's activity centers and higher education institutions. As envisioned in the Bellevue TMP, it is imperative that the Eastside be served by fast and reliable all-day transit service that connects the Eastside with the Eastside, as well as to the rest of the region. The shift from a Seattle-focused system to a multi-centered system of service that takes into account the expected growth on the Eastside, as

described in Metro Connects, reflects this need and we thank you for moving Metro services towards this operational model. We look forward to seeing this concept as part of the final plan.

Improve System Access and Integrate Transit Services.

For transit service to work, riders must be able to seamlessly access it from a variety of modes. We appreciate Metro’s work to increase non-motorized system access, as well as the agency’s stated priorities to incorporate local jurisdiction land use plans into service planning to create Transit Oriented Development (TOD) opportunities.

We are pleased to see the importance of transit integration as an additional piece of the system access plan. Continued improvement of the integration of transit service among the various transit agencies is a must. Commuters and taxpayers are not concerned with which transit agency is operating the system – instead, they are interested in cost-effective, reliable transit service on routes that serve the places Eastside residents want to go. We encourage Metro to work closely with Sound Transit to provide a robust bus network that feeds Sound Transit light rail and bus rapid transit investments.

Although these steps are critical to enhancing transit access in urban areas, it is still important to provide access to King County residents who live in the outlying areas of the County. In order for residents in lower density areas of the Eastside to access the transit system we must have conveniently located parking garages, sized and well managed to provide reliable parking for transit system users.

We encourage Metro to work with its fellow parking providers, Sound Transit and WSDOT, to develop a comprehensive parking strategy to better manage the parking infrastructure currently available, invest in lease-lots now to ease commuter parking constraints in high demand areas, and plan for additional park & ride investments on the Eastside—particularly in the I-90 and I-405 corridors. Bellevue’s TMP provides an analysis that identifies the needs of commuter parking through 2030—this level of detail is essential for adequate planning in each major service corridor. The joint parking program should follow a similar model for estimating the future parking demands of the region.

Invest in Alternative Services and Plan for New Technologies.

We are encouraged by Metro’s plans to explore enhancements to its alternative services program. Providing alternative service modes, such as vanpools, ride share and shuttle services, to areas not served by frequent bus routes allows service to be maintained in less dense areas while maximizing transit routes in the areas with the highest ridership.

In addition, King County Metro should continue to evaluate emerging technology improvements and implement appropriate solutions to enable commuters to have better transportation choices and improved mobility.

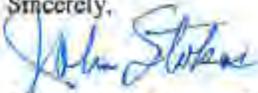
Although we understand that Metro Connects is a long-range vision, and not a financial plan, we are concerned that the plan does not take a tiered approach depending on funding availability. For example, in the TMP, Bellevue assessed service and capital priorities based on three funding scenarios. Without this prioritization, we are concerned that many of the good intentions of

Metro Connects will be lost if funds do not become available. Along these lines, without a clear understanding of the funding requirements to implement the plan, it is difficult to understand the implications to the tax payers. We request that Metro provide a thorough financial plan that equitably allocates Metro service and capital investments throughout King County, as part of the final Metro Connects document.

Thank you again for engaging with Bellevue on this important planning process. We will stay closely involved as Metro updates the plan every six years, and through any short-term planning endeavors undertaken to achieve the near-term needs identified in the annual Service Guidelines analysis.

We look forward to working with Metro to ensure the needs of the Bellevue and the greater Eastside are effectively addressed throughout the implementation of Metro Connects.

Sincerely,



John Stokes, Mayor of Bellevue

Cc: Bellevue City Council
Brad Miyake, City Manager
Dave Berg, Transportation Department Director

Attachments:

- Eastside Transportation Partnership Metro Connects Comment Letter

City of Bellevue (staff letter)



June 1, 2016

King County Metro Transit
ATTN: Stephen Hunt, Transportation Planner III
500 Fourth Avenue
Seattle, WA 98104

Dear Stephen –

As a technical advisory committee member supporting Metro Connects, I want to commend your oversight of this process and incorporating the feedback you've received throughout the development of this long range vision. Metro Connects is a significant step forward in articulating a shared vision of an integrated and user friendly regional transit network. Making extensive use of demographic, transportation modeling, and transit data, the draft Metro Connects report presents compelling rationale for expanded transit service investments in the region through 2040.

The draft Metro Connects report also recognizes that realizing this vision of an interconnected system of transportation choices necessitates transit service enhancements paired with a commitment to supportive pedestrian and bicycle amenities, convenient and attractive service access facilities, and transit speed and reliability infrastructure. The result will be a more productive transit network that moves more people farther, faster, and more reliably to places they want to go, with ease, comfort, and safety.

Related to system access considerations, as Metro finalizes its long-range vision it is suggested that additional attention be directed to the topic of commuter parking facilities and how they can support planned growth and development in the region. As a long-range service/capital vision document, it is suggested that the final Metro Connects report incorporate 2040 commuter parking corridor-level demand estimates in the region and the supply/demand side strategies envisioned to address these access to transit facility requirements.

In the Bellevue Transit Master Plan, we leveraged the methodology employed in WSDOT's 2001 Puget Sound Park & Ride System Update. Using our travel demand model, the City of Bellevue arrived at projected commuter parking stall deficits in the I-90 and I-405 corridors through 2030 that far exceed the draft Metro Connects numbers identified for "proposed new stalls by 2040" for these corridors. For example, Metro Connects reflects an I-90 corridor "Sound Transit and

King County Metro Planned and Proposed Park & Ride Investments” of 1,260 stalls by 2040. This number, falls short of the estimated demand the Bellevue Transit Master Plan projected for I-90 of 6,300 stalls required by 2030.

Finally, to ensure that the Metro Connects vision is achievable, the plan should employ an adaptable framework that considers multiple funding scenarios. A scenario-based approach would offer specific recommendations in a growing, stable, and reduced funding framework and allow for enhanced plan resiliency. Recognizing that transit operators in the region continue to face financial instability, planning for uncertainty should be a central feature of the Metro Connects report when it is updated in the future.

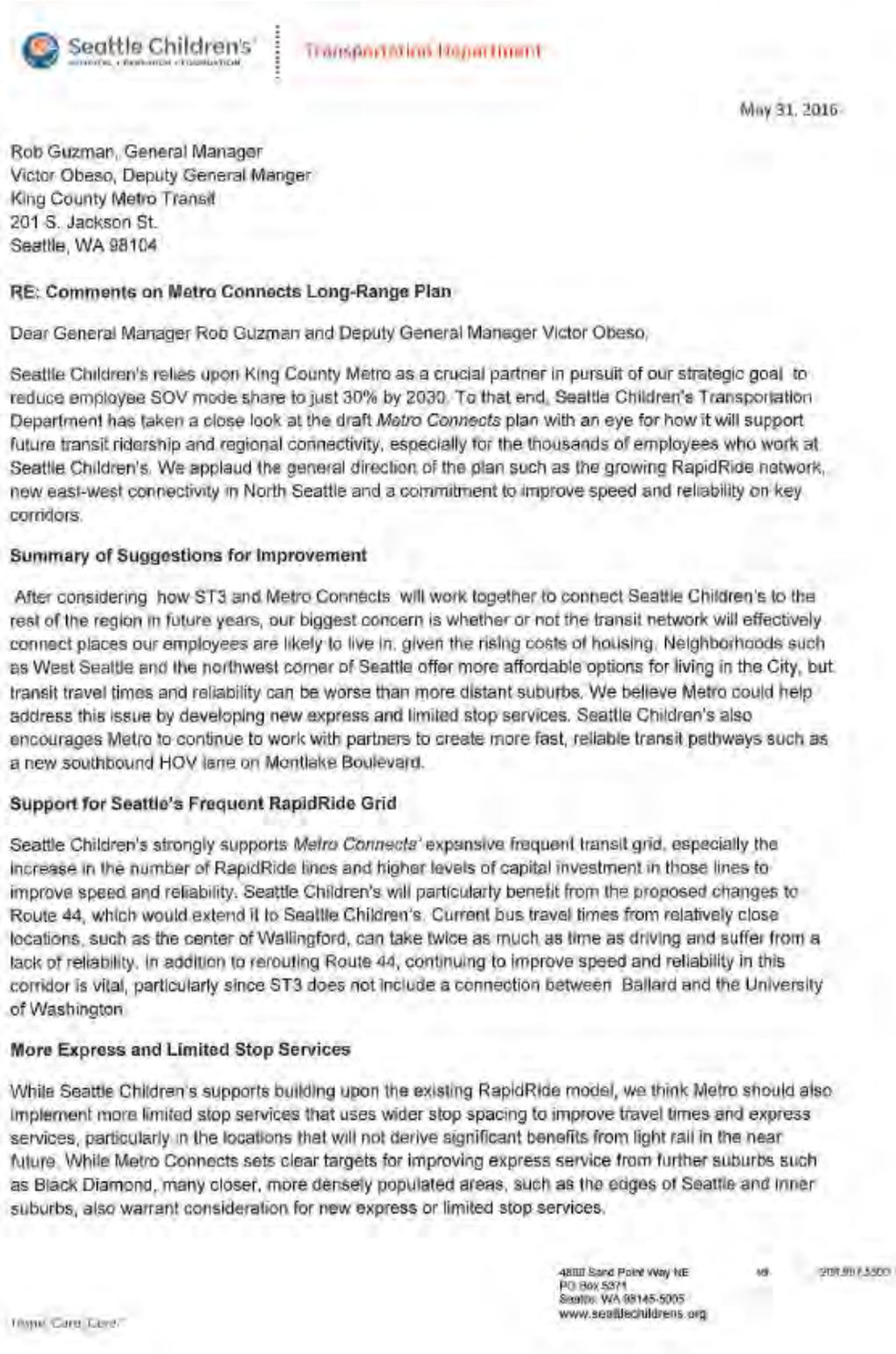
Again congratulations on the high caliber work that went into formulating the Draft Metro Connects report and the genuine dedication to collaboration and providing the public with excellent customer service. The City of Bellevue looks forward to supporting King County Metro in building on this important project for the benefit of the region’s economic vitality, environmental health, and overall livability.

Sincerely,



Franz Loewenherz
Senior Transportation Planner

Children's Hospital





Increasingly, Seattle Children's workforce will be unable to afford housing close to our main hospital campus in Laurelhurst. Connections between NW Seattle and NE Seattle will be especially important for Seattle Children's as many of our employees choose to live in NW Seattle, but currently face lengthy transit travel times across the City. While the 2025 map shows most of NW Seattle will be within an hour of Seattle Children's, we think this could be improved. While we defer to your planners' expertise on where express or limited stop services would work best, long busy corridors such as Aurora are obvious candidates for new limited stop and/or express services. This addition would be a way of adding much needed capacity on already frequent and crowded routes, while providing significant time savings for riders making long trips. Please consider limited stop overlays on routes the 44, the 45 or continuing to use I-5 for express routing from NW Seattle to the U District.



In our review of the transit travel time maps provided in the draft, we believe improvements could be made to better serve and connect West Seattle and other neighboring communities with regional job centers. Perhaps the deep bore tunnel could play a more robust role in connecting the U District to SW Seattle. Alternatively, more express services that connect to Link at SODO Station could improve the proposed network for those travelling from SW Seattle to North Seattle.

Continue to Improve Service on Montlake Boulevard

Lastly, Seattle Children's continues to look to partner with UW, SDOT and Metro to create reliable service on Montlake Boulevard in both the north and southbound directions via a southbound transit or HOV lane. This new lane will help Children's connections to the Eastside and the Central District. Seattle Children's sent a joint letter with the University of Washington to SDOT about the need for HOV prioritization on southbound Montlake during the recent Restructure process. SDOT has conducted some preliminary studies of how an HOV lane could be added. Please help us continue to move this important work forward.

Thank you for the opportunity to weigh in on Metro's Long Range Plan.

Sincerely,

Jamie Cheney
Director of Transportation and Sustainability

cc: Edna Shim, Director of Regional Government Affairs and Community Relations

Federal Way



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www.cityoffederalway.com

June 1, 2016

Mr. Rob Gannon
Interim General Manager
King County Metro
201 S Jackson Street
Seattle, WA 98104

Re: Comments on Metro Draft Long Range Plan

Dear Mr. Gannon:

Thank you for the opportunity to comment on this plan. It is a long overdue vision of what transit can do to improve mobility within an increasingly-congested county. The plan is consistent with discussions between City and Metro staff, and reflects much of what would be needed to address a number of long-standing needs in Federal Way in terms of route coverage, frequency, and span of service. In short, there is much to like.

Ideally, a greater level of specificity as to the location of capital facilities would enable cities to evaluate the feasibility of the plan. In particular, the plan assumes cities and other partner organization would be able to participate financially in a number of capital facilities. As part of the City's Comprehensive Plan update, even with a lowered level of service standard for roadway capacity, we now estimate that our Capital Improvement Program would cost over \$1.3 billion to construct, which is pretty difficult to finance with a local revenue stream of \$2-3 million per year. And the lower level of service standard will make many of those capital improvements to improve transit speed and reliability all that more important. As such, it would be important to the City (and undoubtedly others with similar funding constraints) to not penalize potential partners that lack the ability to financially contribute as much as other partners with greater funding capabilities. We have seen such disparities in other Metro partnerships adversely affect subarea equity considerations.

Similarly, we hope that one of the new bases will address the long-standing imbalance in base locations in South King County, the correction of which

Feet First



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June 1, 2016

Tristan Cook
King County Metro Community Relations Planner
King Street Center
201 S Jackson St Rm 824
Seattle, WA 98104-3856

Re: King County Metro Long-Range Plan

Dear Mr. Cook:

Thank you for the opportunity to comment on King County Metro's Draft Long Range Plan (LRP). We appreciate that this ambitious plan will bring 70 percent of all King County residents and 80 percent of all King County businesses to within ½ a mile of a frequent transit route. Given that Metro's own numbers show that 78 percent of all Metro riders access transit through walking or biking, it's encouraging to see a forward-looking focus on nonmotorized access to transit facilities and dense, walking-oriented communities.

While acknowledging that the cost to complete the county-wide nonmotorized network is beyond the resources of any individual jurisdiction or agency, we do appreciate the \$262 million dedicated to sidewalks in the LRP. Safe places to walk that connect people to transit are critical. To ensure that we have the best pedestrian access possible, we offer the following comments of the LRP:

Support Communities

Small cities often do not have adequate resources to design and plan appropriate nonmotorized transit access connections. Metro should clarify best practices for local jurisdictions. Metro should partner with advocacy groups to help bring technical assistance and expertise to help these cities. We recommend incentivizing local jurisdictions' participation to ensure the highest involvement to support the transportation system. Local jurisdictions, community groups, nonprofits, and other stakeholders should participate in the early phases of the planning process and should be actively encouraged and supported, so that design reflects unique community needs.

Maximize Investments in the walkshed and around transit stops

A wider walkshed beyond ½ mile should be adopted in cases where RapidRide or equivalent service is available (particularly with transit-only lanes). This will ensure adequate pedestrian connections. Improve pedestrian access to new and existing

Metro facilities by designing facilities with appropriate wayfinding, lighting, safety, and other design standards extending within an appropriate walkshed of stations.

Conduct a needs assessment for station access to ensure that investments are socially equitable and reflect demand and accommodate changes in density that will occur around station areas as land use, zoning and development changes over time. It is critical that Metro coordinate with other agencies to maximize investments that serve the most users in a safe and efficient manner.

Access for All

To ensure that transit is accessible by all, we ask that Metro engage with groups representing people of all ages and abilities early in the design process to ensure the best outcome for all transit riders. Build universal design, accessibility, social equity, and stakeholder engagement requirements into the design process from start to completion so that decisions such as siting, bus stops, and access are all made in conjunction with local communities, other transit agencies and stakeholders from the outset. Universal Design is the concept of designing everything to be usable to the greatest extent possible by everyone, regardless of their age, ability, or circumstances. For more information, visit our policy paper about Universal Design: www.feetfirst.org/wp-content/uploads/2013/02/Universal-Design1.pdf

King County Metro's Draft Long Range Plan assumes both Sound Transit 3 passing and some additional County-level funding. While we are hopeful this critical funding will be secured, neither are guaranteed. Regardless, Feet First encourages King County Metro prioritize safe, accessible, and inviting places for people to walk in the LRP. Creating a transportation system that effectively and efficiently works for people, puts the needs of the people first.

Thank you for your consideration of our comments. We look forward to working with you to ensure a safe, accessible, and reliable transit system for people of all ages and abilities.

Sincerely yours,



Lisa Quinn
Executive Director

Seattle Department of Transportation

From: Glass Hastings, Andrew [mailto:Andrew.GlassHastings@seattle.gov]
Sent: Tuesday, May 31, 2016 9:34 AM
To: O'Claire, Christina
Cc: Lorenzana, Candida; Bryant, Bill; Smith, Benjamin
Subject: SDOT Comment Letter on Metro Long Range Plan

Dear Ms. O'Claire (Chris),

Thank you for the opportunity to review the transit service network included in Metro Connects, King County Metro's draft Long Range Plan. City of Seattle transit investments are primarily guided by the Seattle Transit Master Plan (TMP), most recently updated in 2016. Metro Connects reflects many of the elements and values of the TMP, with only a few differences. On behalf of the City of Seattle, the Seattle Department of Transportation is submitting the following comments on the draft service network.

Consistency with Move Seattle RapidRide BRT Network and future RapidRide expansion

SDOT is pleased to see that Metro's 2025 service network is largely consistent with the TMP emphasis on frequent transit service and seven new RapidRide lines contained therein, including Madison, Delridge, and Market-45th. However, some RapidRide routings are inconsistent with the TMP (Figures 3-4, 3-5, and 3-7). Metro and SDOT are participating in a coordinated corridor planning effort for all Seattle RapidRide lines that will further define key elements including alignment over the next few years. SDOT recognizes and agrees that final route design will require additional inputs, such as further technical analysis and robust public outreach, as stated in plan materials. In the meantime, SDOT requests that the Metro Connects plan align with the TMP in the corridors:

- Madison RapidRide should be shown operating on First Avenue to outbound Spring Street between First and Ninth Avenues
- Route 40 should terminate at Northgate via Holman Rd instead of connecting Loyal Heights to Lake City and Northgate via N 85th St, North Seattle College and Lake City Way as proposed in the service network.

SDOT supports the additional RapidRide corridors planned for Seattle in both the 2025 and 2040 networks. These routes appear to be generally consistent with TMP to the extent that the TMP addresses each.

Other opportunities to align service plans

Streetcar

SDOT is pleased to see the addition of the Center City Connector into the existing streetcar network to First Hill and South Lake Union. We request that the First Hill Streetcar be shown extending to its planned terminus Broadway and Roy. Each line should be shown with its overlapping operating plan:

South Lake Union line from Fairview Ave N to Jackson & 7th, and First Hill line from Broadway & Roy to Westlake & Republican, each running the equivalent of Frequent service. This service plan will combine to five-minute headways in a common corridor between Westlake & Republican and Jackson & 7th and will be a key transit asset for downtown circulation and transfer connections in both 2025 and 2040.

Service to other major employment areas (First Hill, South Lake Union, and Expedia)

SDOT supports the redeployment of express service to areas of major employment not served by Link. Routes serving First Hill/Cherry Hill, South Lake Union and the north Waterfront (Expedia, Cruise Ship Terminal) provide direct access to growing employment centers from across the region, and provide transfer access to fast, frequent Link service for employees heading to worksites served by Link (downtown, U District).

Specific neighborhoods and corridors

Detailed comments are provided in the attachment addressing transit service for specific neighborhoods, corridors and streets.

Thank you again for the opportunity to comment. If you have further questions, please contact Ben Smith in our Regional Transit Planning team at 206.684.4209 or benjamin.smith@seattle.gov.

Sincerely,

Andrew Glass Hastings
Transit & Mobility Director
Seattle Department of Transportation

Dear Chris,

Thank you for the opportunity to review Metro Connects, King County Metro's draft Long Range Plan. On behalf of the City of Seattle, the Seattle Department of Transportation (SDOT) submits the following comments on the draft plan. These comments are in addition to the service network comments provided in a separate communication and are not intended to revise those earlier comments.

RapidRide Expansion

SDOT supports the Metro Connects RapidRide expansion plans for the 2025 and 2040 milestone dates. The plan describes the high level of speed and reliability investments expected for new RapidRide lines. It is not evident in the plan whether it is Metro's intention to expand this higher level of investment into existing RapidRide lines as well, as it would make sense to do so as the initial RapidRide lines were selected largely because they have the greatest ridership potential.

Continued investment in existing RapidRide will help transit continue to move faster and more reliability throughout the City and SDOT expects to see Metro capital investments and service network to reflect that. SDOT requests inclusion of a specific reference to bringing existing RapidRide lines to the new, higher investment level expected of future lines.

Access to Transit

While Metro Connects recognizes the importance of non-motorized connections, there should be a greater emphasis on biking and walking connections. More specifically, the plan should include the analysis that indicates biking and walking are the primary means that riders connect to Metro services within King County. To balance the needs of all areas of the County, a broader discussion of all forms of access should be included.

Transfer Environment

SDOT supports Metro and Sound Transit's commitment to improving the transfer environment for riders at key hubs including light rail stations. Metro Connects should reflect the role of jurisdictions in the discussion and implementation of passenger facilities improvements at existing, planned and proposed light rail stations.

Fare collection and technology

SDOT appreciates that Metro Connects dedicates a section to the process of boarding the bus, which is an essential element both of the rider experience and of service speed and reliability.

Expansion of off-board fare payment and other approaches to implementing all-door boarding beyond only RapidRide is a top priority for SDOT. SDOT would like Metro to specifically cite the objective of achieving all-door boarding on the busiest Downtown streets initially and subsequently expanding throughout of the network, in support of many shared City/Metro goals.

In addition, SDOT supports more extensive integration of Metro fare media with other transportation services, including car and bike share programs and other transportation services.

Metro's commitment to technology and new ideas should be more apparent in discussion of fare simplification and the next generation fare collection system.

SDOT also cautions against fare simplification that would reduce the extent to which fares reflect the cost of providing service. For example, eliminating distance or demand-based fares would increase simplicity but would be inconsistent with the cost of providing service. Simplification resulting from advances in technology can more than compensate for the complexity of maintaining a fares that vary based on actual cost per ride.

Transit Fleet

SDOT strongly supports Metro's commitment to move toward a zero-emissions fleet, consistent with the City of Seattle's Drive Clean Seattle initiative. SDOT envisions steady progress in adoption of electric trolley and battery-electric fleet as Metro progresses toward implementing the 2025 and 2040 service networks. As Metro further defines plans for transitioning to a zero emissions fleet,

further coordination between SDOT and Metro is needed to identify opportunities to utilize electric and battery-electric buses within the city.

Off-Street Layover

Metro Connects should reflect the current study on off-street layover that Metro and SDOT are participating in. Discussion of off-street layover should also reflect potential benefits and opportunities for partnering with private development and Metro assumptions that all new layover spaces will need to be off-street. Metro should also consider off-street layover needs outside of downtown Seattle that can support the 2040 service network.

Thank you again for the opportunity to comment. Seattle expects to continue working with Metro to ensure that Metro Connects reflects City priorities to the greatest possible extent. If you have questions, please contact Candida Lorenzana in our Regional Transit Planning team at 206.684.5907 or candida.lorenzana@seattle.gov.

Sincerely,

Andrew Glass-Hastings, Director
Transit & Mobility Division
Andrew Glass Hastings
Director, Transit & Mobility
City of Seattle Department of Transportation
O: 206.684.4384 | andrew.glasshastings@seattle.gov
Facebook | Twitter

City of Kenmore



City Of Kenmore, Washington

June 1, 2016

Rob Gannon, General Manager
King County METRO

RE: Long Range Draft Plan Update Comments

Dear Mr. Gannon:

Thank you for the opportunity to comment on the update to King County METRO's long range plan. As Kenmore's representative on the Technical Advisory Committee, I appreciate being able to participate in the process to better understand the process and tools used to update the plan. Our Council was also grateful that Paul Roybal came to a Council meeting in May to discuss the draft Plan update.

Kenmore provided detailed route comments as part of the process and we are pleased with the proposed routes that will benefit Kenmore. As I'm sure you're hearing from others, we wish the improved service levels to Kenmore could happen quicker.

Here are our general comments:

- Service on SR 522 and NE 145th Street will be critical to get west bound transit riders to the light rail station that will open in 2023 at NE 145th Street/Interstate 5. Regardless of the status of infrastructure improvements on these streets, all day and regular bus service is a must.
- Continue to work with Sound Transit to provide seamless services for our community. It is not acceptable that transfers are not allowed between agencies (as an example).
- We are pleased with long term recommendations for routes, please work to make these improvements in a shorter timeframe
- Keep the Alternative Services Program with a healthy budget. Kenmore is currently working with your Alternative Services team to see if service to north/south Kenmore (outside of downtown) can be improved given recent cuts in service.
- Kenmore Park and Rides are at capacity. Please consider additional parking capacity in downtown Kenmore and anywhere bus service is added/improved.

Best,

Kris Overleese, PE
Public Works Director

cc: Rob Karlinsey, City Manager

City of Kent



OFFICE OF THE MAYOR

Suzette Cooke, Mayor
220 4th Avenue South
Kent, WA 98032
Fax: 253-856-6700

PHONE: 253-856-5700

May 27, 2016

Chris O’Claire
King County Metro
201 South Jackson Street
Seattle, Washington 98104

Re: City of Kent Comments Related to the METRO CONNECTS Draft

Dear Ms. O’Claire:

Thank you for the opportunity to comment on the METRO CONNECTS draft and proposed service network. The City appreciates Metro’s vision to vastly increase access to frequent transit service in King County, especially for the County’s low-income and minority populations. Kent is the sixth-largest and one of the most culturally-diverse cities in the state and was just named by WalletHub as the 18th Most Diverse City in America.

Service Network

In general, the draft service network shows greater connectivity for Kent residents, allowing them to travel throughout the region more quickly. Two key areas in Kent, however, will depend upon alternative services to connect to the transit network. These areas are the North Valley Industrial Area, where there are approximately 60,000 jobs, and the Kent East Hill residential area. Due to large lot sizes and the spread of shift work throughout the day, the North Valley Industrial area does not score well in fixed-route productivity measures. Kent’s East Hill residential area is dependent in the 2025 network upon a single local route to reach the Kent Sounder Station and has no direct access to Kent’s other regional hub, the Kent Des Moines Link Station. Alternative services will be essential to connect these two areas to the network.

The City would like to see route 2402 from the draft preliminary concept included in the METRO CONNECTS transit network. As stated in the City’s December 11 comment letter, route 2402 is an important regional connector from Kent to Seattle. Reinstating route 2402 is especially important to connect Kent East Hill to Seattle, which is drafted as unreachable within 60 minutes at noon on a weekday.

Safe and Well-Designed Passenger Facilities

Kent is pleased to see that Metro envisions wayfinding and transit information that is easy to see and understand. In a recent workshop, Kent residents and their

Cities of Kirkland, Redmond and Bellevue



June 1, 2016

King County Metro Transit
ATTN: Victor Obeso, Deputy General Manager
500 Fourth Avenue
Seattle, WA, 98104

Dear Mr. Obeso:

The cities of Bellevue, Kirkland and Redmond appreciate the opportunity to comment on the draft Metro Connects plan. We have a vested interest in King County Metro Transit's (Metro) vision for high quality transit service on the Eastside today, in 2025, and in 2040.

Our cities, along with the other cities on the Eastside, are interconnected both geographically and economically. By 2040, the Eastside will be home to 700,000 residents and 500,000 jobs. In the face of this anticipated growth, we are carefully balancing plans for our regional growth centers, our downtowns and our neighborhoods to maintain the high quality of life for which our region is known. The need for intra-Eastside connections exists today, and this need is only growing. For mobility to succeed in our region, we as cities and you as a transit provider, must work together to meet our shared interests and transit priorities.

Our staff have worked alongside your staff during the long-range planning process that Metro has undertaken for the past two years. We appreciate and acknowledge Metro's diligence to work with local jurisdictions early and continuously in the creation of the draft Metro Connects plan. This early engagement has led to a plan that reflects many of our cities' shared priorities such as moving toward a frequent, all-day service network that connects centers with centers on the Eastside and throughout the greater King County area, as well as the critical priority of aligning transit investments with local land use plans.

These priorities are integral to a successful transit system on the Eastside, and we are pleased to see them at the core of Metro Connects. After careful review of the draft plan, we recommend the final plan include the following comments:

1. **Provide frequent service on the Eastside as High Capacity Transit becomes integrated into the System.** A high frequency transit network that provides intra-Eastside connections, in addition to cross-lake connections, is of paramount importance to our cities. Metro Connects acknowledges the opportunity to integrate Metro and Sound Transit bus and Link Light Rail service as new stations come on line and additional transit

service is provided. It is critical that Metro service changes and restructures are timed to support the arrival of new high capacity transit and provide frequent service in a transfer-based environment.

2. **Work with local jurisdictions and partner transit agencies to provide robust multimodal connections to transit services.** The projected increase in non-motorized access to transit, and in particular to frequent transit, projected by Metro Connects is a necessary element of the plan. We agree that a successful system will include a multitude of access modes, and we recommend including a more robust discussion of how such connections will be implemented in the plan itself, especially since Metro anticipates the key to this implementation is the involvement of local jurisdictions.
3. **Include additional financial information in the final plan.** We believe it is imperative that Metro include a summary of the financial implications to execute Metro Connects in the body of the plan. By providing transparency with cost estimates, revenue projections and funding gaps for services and capital improvements in both the 2025 and 2040 scenarios, Metro will help cities and stakeholders better understand financial implications of the plan and help build trust and support.
4. **Include a clear process for reconciling near-term and long term investment priorities.** We understand that Metro Connects is a long-range vision for service and capital investments and that it will be refreshed to reflect current conditions and needs every six years. It would be helpful for the final plan to include a more robust explanation of this process, particular in regard to how Metro will reconcile near-term investment priorities identified in the Service Guidelines and long-term investment priorities identified in Metro Connects. It is important for near term investments to be consistent with, and ultimately implement, the long term vision.

Again, we commend Metro for conducting a long range planning process to meet the transit needs of our growing region. Our cities look forward to continuing our productive working relationship as Metro Connects becomes a reality through 2040.

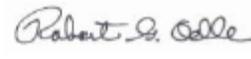
Sincerely,



Dave Berg
City of Bellevue
Transportation Director



Kathy Brown
City of Kirkland
Public Works Director



Robert G. Odle
City of Redmond
Planning Director

Save our Trail Kirkland



SaveOurTrail.org

King County Metro Transit
401 5th Avenue, Suite 800
Seattle, WA 98104

Kirkland, WA

Dated: May 31, 2016

Subject: Public Comment on Metro Long Range Plan

Dear King County Executive Dow Constantine and Deputy General Manager Victor Obeso,

We represent a group of concerned citizens in Kirkland whose main goal is to protect our 5.75 mile Cross Kirkland Corridor Trail from mass transit. We are also proponents of transit on I-405, using shoulder for bus only lanes and enhancing bus transit stations along the main arterial. The plans for BRT on I-405 are more economically feasible, serve many more riders on the East side and can be completed in a much shorter timeframe – a ‘quick’ win.

In the May 17, 2016 letter written by the Kirkland City Council, they requested consideration for refinements to the Metro long range plan as it is finalized, including 1) more connecting routes running along 520 to the S. Kirkland P&R and 2) using the Cross Kirkland Corridor for Metro service if BRT is selected as the mode of choice in Sound Transit’s study.

We agree that increasing connecting bus routes along 520 to the S. Kirkland P&R would be beneficial and cost efficient to Bellevue, Redmond, Seattle, and Kirkland. However, as this stop is often overcrowded during peak hours, we would also encourage Metro to enhance bus service on other major street routes between Kirkland, Google, Totem Lake, and Redmond that connect to stops along I-405. See our list of projects we support (Attached) and sent to the Sound Transit Board in an April 25, 2016 letter.

In that same letter, we made it clear that we are against:

- Any HCT proposals on the Cross Kirkland Corridor Trail;
- The Environmental Study (decision document of HCT options if only on the CKC); and
- Light Rail or Any Mass Transit extension from Bellevue to S. Kirkland P&R.

Per the public comment surveys summarized recently by Sound Transit, the comments from East King County show BRT on I-405 as a top priority and also a priority of Snohomish County. Tax payers would be more inclined to vote for a package that includes integrated services which supports the top priority of BRT on I-405 and not transit on the Cross Kirkland Corridor Trail.

Sincerely,
Save Our Trail Organization
David Greschler, Santos Contreras, and Jan Young

Cc: Chris O’Clare, Manager of Strategy and Performance

Port of Seattle



June 1, 2016

Victor Obeso, Deputy General Manager of Planning & Customer Services
Department of Transportation, Metro Transit Division
King Street Center, KSC-TR-0415
201 S. Jackson Street
Seattle, WA 98104
Via email: victor.obeso@kingcounty.gov; tristan.cook@kingcounty.gov

RE: Port of Seattle Input on METRO Connects

Dear Mr. Obeso;

Thank you for King County Metro's work to develop the long-range vision for our county's transit system. Our thanks also to you and Stephen Hunt for presenting to our Port Commission on April 12, when both Sound Transit and Metro presented draft plans for regional transit to better serve Puget Sound and King County. As our commissioners highlighted, it's imperative that we continue working together to ensure residents and businesses can access their regional transportation assets: Seattle-Tacoma International Airport (Sea-Tac), and also cruise terminals and other Port facilities.

The Port has invested almost \$500 million supporting partners' transportation systems over the past 20 years. Our transportation collaboration with the County has included work on the many transit routes serving the airport, other bus routes serving Port facilities including the waterfront Route 99, as well as the Eastside Rail Corridor acquisition from BNSF Railway. Together with King County Metro, we will continue work to improve the region's public transit options for our tenants, passengers and employees at the airport, seaport, and other Port sites.

The Port has three primary objectives for Metro Connects:

1. Enhance service to Sea-Tac for passengers and employees, from a web of cities throughout the county. Unique airport needs include extended operating hours, baggage facilities, and occasional usage
2. Strengthen access to other Port facilities, both existing and future developments
3. Ensure a strong collaboration leverage operational improvements

Viewing the Long Range Plan through these filters, we are pleased to see important improvements by 2040, adding routes, service hours, and frequency. Puget Sound's economic competitiveness and quality of life relies on good transportation throughout all reaches of the King County.

Sincerely,

A handwritten signature in black ink that reads "Geraldine Poor".

Geraldine Poor
Regional Transportation Manager

Cc: J Collins, D McFadden, L Pulsifer, E Leavitt, C Gallagher, T Hooper, G Poor, L Stanton, L Wolpa

P.O. Box 1209
Seattle, WA 98111-1209
USA



Tele: (206) 787-3000
Fax: (206) 787-3411
www.portseattle.org

City of Renton



May 31, 2016

Mr. Rob Gannon
c/o Board Administrator
King County Metro
201 South Jackson Street
Seattle, WA 98104

RE: City of Renton Comments for the Draft Metro Long Range Plan

Dear Mr. Gannon:

We appreciate the opportunity to comment on Metro Connects – King County Metro’s draft long-range vision. Thank you for your continued efforts in involving local agencies in the process of developing the long range plan. The process has proven to be a collaborative, transparent and an inclusive engagement by citizens and elected officials. Your outreach to City of Renton Officials and Citizens is very much appreciated. In reviewing the draft plan, we have the following comments for your consideration.

The City of Renton is very supportive of the three proposed RapidRide Routes: Route 1033, Route 1075 and Route 1030. We ask that Metro implement these three routes early on in the implementation plan. We believe these routes compliment the Sound Transit’s ST3 plan for providing bus rapid transit (BRT) along the I-405 corridor and the new regional transit center and parking at the intersection of Rainier Avenue South and Grady Way. We request that you add more references to the I-405 BRT plan, along with updating your figures to include this new regional transit center and the new station at I-405 and North 44th Street in-line station.

The specific routing that Metro has proposed for the RapidRide routes is generally in line with our current City plans, the major exception being that the Route 1030 should travel on Duvall Avenue NE, rather than Union Avenue NE, as it travels between Renton and Newcastle. Our expectation is that the specific routing will be revisited as routes are implemented, such that Metro and the City have done in the past in successfully implementing the current RapidRide Route Line F. It will be important that Metro involve City staff early on in the studies and planning of proposed capital improvements along future RapidRide routes.

Rob Gannon,
Page 2 of 2
May 31, 2016

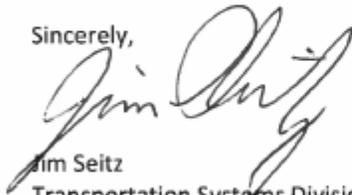
As for proposed frequent service improvements, we appreciate the proposed Route 1046 (Carr Road) and Route 1088 (NW Renton), but ask that an early implementation date be considered for Route 1046. We also ask that Route 1046 serve the Sounder Station by changing the routing and instead use Oakesdale Avenue SW and SW 27th Street in Renton. The lack of service along Oakesdale Avenue SW from SW 43rd Street to SW 27th Street is of concern, especially given the large employment centers such as Providence Health Care.

Other areas of South Renton that appear to have gaps in service are SR 515 between Carr Road and South 21st Street, 108th Avenue SE and Benson Road South between SR 515 and South Puget Drive, and Talbot Road South between SE Carr Road and SE 200th Street. We ask that you move up the timeline for bus service on Lake Washington Blvd to coincide with the new BRT station at the North 44th Street interchange with I-405.

Finally, the City of Renton is very supportive of the proposed Park and Ride investments along the I-405 corridor. We ask that Metro enhance the parking opportunities at the South Renton Park and Ride with consideration for transit-oriented development on this three acre site. This will need to be in conjunction with plans for the new regional transit center adjacent to the South Renton Park and Ride.

Thank you again for the opportunity to comment on the draft Metro Long Range Plan, and we look forward to working with your staff in the upcoming months to finalize the plan.

Sincerely,



Jim Seitz
Transportation Systems Division Director
Department of Public Works

cc: Gregg Zimmerman, Public Works Administrator

City of Sammamish



801 – 228th Avenue SE • Sammamish, WA 98075 • Phone: 425-295-0500 • Fax: 425-295-0600 • web: www.sammamish.us

June 1, 2016

Dear Executive Constantine and General Manager Gannon:

While we understand that the King County Metro DRAFT Long-Range 2040 Plan is not fully detailed, its general shape and intent, as explained to the Sammamish City Council, has raised serious concerns in our community.

Primary among these is the failure of the plan to add daytime and weekend bus service in the near term. The absence of this service is a problem for Sammamish residents right now. It's quite disappointing that the new plan doesn't add daytime and weekend bus service in a timely fashion.

As you consider all the feedback you're receiving during this comment period, we would respectfully ask that you consider this urgent request from the City of Sammamish:

- Please move four of the 214 routes currently going to the Issaquah Park and Ride to the South Sammamish Park and Ride. These Issaquah routes are often not full. If they were allocated to Sammamish, our residents would have every reason to fully utilize our South Sammamish Park and Ride and fill those buses. Since many Sammamish residents are driving to catch the 214 in Issaquah, this reallocation of routes would both diminish traffic between Sammamish and Issaquah and free up more space in the Issaquah Park and Ride.
- Alternatively, please add four new express routes between the South Sammamish Park and Ride and Seattle. As express routes, these buses would not stop at Issaquah Highlands or the downtown Issaquah Park and Ride.
- Please add daytime and weekend service in Sammamish. As it stands now, a Sammamish bus rider who goes into Seattle in the morning can't return home in the middle of the day.

We're also concerned that Metro's desire to connect with the light rail hub in the Redmond area may reduce the level of express bus service to Seattle via I-90. While we understand the desire to put riders on light rail, we would suggest that direct bus service along I-90 between Sammamish and Seattle should not be a casualty until light rail reaches Issaquah.

One other request: Please consider funding a pilot project in Sammamish for alternative service that would circulate within Sammamish. A subsidized Uber service is one option we've discussed in our community. We're confident a pilot project would provide us with the information we need to gauge the feasibility of such a service.

On behalf of the entire Sammamish City Council, thank you in advance for your full consideration of these requests. We look forward to further discussions as you refine the Metro DRAFT Long-Range Plan.

Respectfully,

A handwritten signature in black ink, appearing to read "Don Gerend". The signature is fluid and cursive, with a large initial "D" and "G".

Mayor Don Gerend
City of Sammamish

Seattle Chamber of Commerce



RECEIVED
DIRECTOR'S OFFICE
JUN - 8 2016
KING COUNTY DEPT.
OF TRANSPORTATION

June 1, 2016

Harold Taniguchi
Director, King County Transportation
Metro Transit Division
King Street Center, KSC-TR-0415
201 S. Jackson St
Seattle, WA 98104

*cc: Chris deKillo
Stephanie Bore
Peter Heffernan*

Dear Harold Taniguchi,

Last month, Briana Lovell and Kim Becklund presented King County Metro's Long Range Vision to the Seattle Metropolitan Chamber of Commerce's Transportation Task Force. Our members appreciated this opportunity to speak with staff about the draft plan and give feedback.

Members were encouraged to hear that this vision grew out of a highly collaborative process that engaged riders, municipalities, employers, Sound Transit and other transportation agencies. The Chamber encourages Metro to also work with Puget Sound Regional Council (PSRC) planning staff and technical tools so that the network fits well with the region's expected growth, travel desires, and environmental goals. Integration is key. It is important to recognize that Metro operates as part of a bigger multimodal transportation system.

We applaud Metro's intent to design Metro services to connect to Sound Transit's expanding Link system. The Chamber urges Metro to continue to improve coordination and communication with Sound Transit to more efficiently serve our region's needs and future growth. Members would particularly like to see better integration between these two agencies' network design teams.

It is also important to improve coordination and strengthen partnerships with local jurisdictions, especially as Metro looks to develop future funding requests. In addition, the Chamber would like to see Metro work with municipalities around crime and public safety issues at bus layover points.

It's exciting to see Metro's long-range vision embrace and flexibly plan for emerging innovations in transportation. As noted in the plan, the transportation industry is on the verge of being transformed by technologies that will interconnect travelers, vehicles, management centers and the roadway itself. The Chamber commends Metro for piloting new partnerships and technologies to improve service. We encourage Metro to continue to pursue innovation investments and leverage intelligent transportation systems (ITS) to make service faster, more reliable and convenient.

In Metro's draft plan, Chamber members were pleased to see that services to Sea-Tac Airport were recognized as a way to help expand the reach of our economy. Along those lines, the importance of providing connections to other regional job centers should also be recognized.

Members would also like to see continued efforts by Metro to improve operational and labor efficiencies. It is important that this agency demonstrate good stewardship, and that public resources are being used in an effective manner.

To: Transit for response 6-6-16 Due 6-13-16

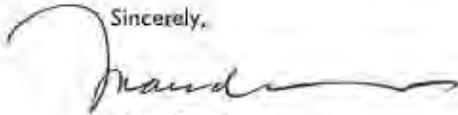


Page 2

Thank you again, for all your tremendous work in putting together this forward looking vision for King County Metro. A robust transportation system is a crucial component of the Seattle metro region's continued capacity to attract and retain people and jobs. Better transit connections strengthen our economy, improve our environment, and offer more people in our region affordable, reliable mobility.

We look forward to working with you to continue to advance this plan into a successful system.

Sincerely,



Maud Daudon
President & CEO

Transportation Choices Coalition, Feet First, OneAmerica, Futurewise, Sage, Cascade Bicycle Club



To: Tristan Cook, King County Metro Community Relations Planner
From: Transportation Choices, Puget Sound Sage, Feet First, Futurewise, OneAmerica, and Cascade Bicycle Club
Re: King County Metro Long-Range Plan
Date: June 1, 2018

Thank you for the opportunity to comment on King County Metro's Draft Long Range Plan (LRP). We are a group of organizations that strongly supports connecting the Puget Sound region through affordable, reliable, and sustainable transit. Together, we represent environmental, land use, active transportation, social justice, and transit stakeholders, with thousands of members in the central Puget Sound region.

We commend the agency for their hard work developing such an extensive and ambitious plan that aims to bring frequent and reliable service to a large swath of King County. We support the expansion of express, frequent, and local service, using exclusive right-of-way wherever possible. We support the creation of dense, walking transit-oriented communities that serve all neighborhoods, but especially households that rely on transit to get to work, school, services, and to visit friends or family.

The draft plan is a great start, and we look forward to working with King County Metro to make it even better. We offer the following comments on the Long Range Plan:

- **General comments**
 - **Be ambitious**
 - Metro's LRP is designed to be aspirational. And yet, only 50% of all RapidRide service (the service type with the highest investment levels) is slated to run in dedicated transit lanes, with only five lines targeted to meet international BRT certification standards. While it is understandable that not every mile of every RapidRide line justifies exclusive right-of-way, Metro should aim for the highest standards of BRT, which can be one of the most reliable, safe, and intuitive ways to move a large number of people throughout the county. Including information on how transit priority is determined would be helpful. Metro could alternatively set adjacent land use and activity thresholds for transit exclusivity.
 - **Be clear**
 - The LRP details a lot of great improvements to the system. It is important for the user to understand how and when these investments will be made. How will additional service hours, routes, and capital infrastructure be allocated and prioritized?
 - **Plan for community engagement**
 - Metro should create a robust community engagement strategy to solicit input from transit riders, community-based organizations, and community members on the Long Range Plan as it is updated and implemented. Engaging communities early and fine-tuning the plan to meet their needs will build popular support throughout the county.
 - **Prioritize user experience**
 - While reliability, speed, and ease of use are paramount for a popular and efficient transit system, a safe, comfortable, and enjoyable ride are just as important. Metro should commit to continuously improving the experience of users riding and waiting for the bus.
- **Race and Social Justice**



- **Use race and social justice as a lens in decision-making**
 - In order to improve outcomes for low-income communities, communities of color, disabled individuals, elderly individuals, and limited-English proficiency households, Metro should explicitly use a race and social equity lens to make route alignment decisions, access investments, and station improvements.
 - Use a race and social equity lens to also make decisions about the priority and timing of investments to help reduce service inequities for historically underserved populations. Scheduling investments based on the availability of matching funds from local jurisdictions (or the capability of jurisdictions to plan for bus infrastructure) may inadvertently guide investments more toward wealthier and better resourced areas of the county, unintentionally widening the investment gap for underserved communities. Instead, Metro must find a way to balance the benefits of leveraging local grants with serving less well-off jurisdictions. Metro should explore opportunities to match smaller jurisdictions with technical assistance and federal or state grants that could be leveraged with Metro's contribution for capital investments.
 - Strive to make Metro transit service as affordable as possible, by prioritizing affordable fares over time and maintaining and expanding programs that ensure transit is accessible to low-income, transit-dependent populations.
 - Address historic environmental injustice by exploring zero emissions bus technology. Battery buses are an opportunity to not only increase transit access for everyone who needs it, but also mitigate the very real negative impacts of ambient diesel pollution. It is for this reason that we urge Metro to pursue zero emission vehicles whenever possible instead of merely a carbon neutral option—the benefits of this conversion will be tangible and immediate.
- **Equitable Transit-Oriented Development (ETOD) and Affordable Housing**
 - **Build and preserve affordable housing near transit**
 - Building and preserving affordable housing near transit is one of the most clear ways to meet Metro's ridership goals, help low-income households escape poverty, and for the county to address greenhouse gas reduction goals. The Long Range Plan predicts that 85% of low-income communities and communities of color will live near high capacity transit by 2040, but we are concerned that without the right mechanisms at the local level to encourage construction and/or preservation of affordable units, the County will not reach this goal.
 - Metro should work with local jurisdictions to encourage strong affordability programs to incentivize affordable housing near high capacity bus service. Working directly with community members and community-based organizations in target areas will further strengthen this effort.
 - Metro should also work with the Department of Community and Human Services to align its ETOD goals with King County's Transit-Oriented Development Bond Allocation Plan.
 - Invite community-based organizations to lead the design process for ETOD projects. The [Cielito Lindo Apartment](#) project in Boyle Heights, Los Angeles provides an excellent example of community-drive TOD designed by communities to mitigate the displacement effects of transit infrastructure.
 - **Other ETOD strategies Metro should consider:**
 - Planning ETOD in conjunction with parking and park and ride lots.



- Reappropriating surface parking to ETOD based on Metro transit access zones and increased density around park and ride lots.
- Prioritizing ETOD and incorporating ETOD when providing parking analysis and shared parking facilities.
- Consider ETOD projects that accommodate multiple uses consistent with local zoning that would create affordable commercial spaces for small businesses.
- **Nonmotorized Access**
 - **Improve bike access to transit**
 - Improve bikeshare access to Metro services; collaborate with bikeshare providers to co-locate bikeshare stations at transit hubs.
 - Include as a Performance Metric percentage of people accessing transit by bicycle; collecting access to transit by motorized vehicle collates biking and walking and doesn't promote understanding of unique modal needs.
 - Add an additional figure in Appendix A that illustrates change in bike access share from existing peak period to better show the degree to which non-motorized access to transit is projected to change by 2040 over existing patterns.
 - Appendix A indicates that the number of riders who would access service in the METRO CONNECTS 2040 service network during the peak period by walking and biking would increase from the existing service network and that access to service via walking and biking in the 2040 service network would increase by 6 to 17 percent, with the southwest and southeast areas seeing the largest increase. Specify the percent increase for biking.
 - Appendix B list typical elements in non-motorized facilities, including bike lanes and one-way cycle tracks. We recommend also adding 15ft (12ft plus 3ft buffer) two-way cycle tracks as another effective typology.
 - On demand bike cages accessible via ORCA card or similar are preferred for bike parking. If lockers are included, the preference is for on-demand lockers. Long term rental bike lockers tend to have low usage rate, and consume precious station area space. On-demand lockers are better, but on-demand bike cages accessible via an ORCA-card are best.
 - **Improve pedestrian access to transit**
 - Improve the walking connection and, where appropriate, increase walksheds to go beyond ½ mile to ensure adequate pedestrian connections. A wider walkshed could be justified in areas near RapidRide or equivalent service (particularly with transit-only lanes) as opposed to current "standard" service.
 - Improve pedestrian access to new and existing Metro facilities by designing facilities with appropriate wayfinding, lighting, safety, and other design standards extending within an appropriate walkshed of stations. Conduct a needs assessment for station access.
 - Improve access to Metro services by engaging with people of all ages and abilities early in the design process to ensure the best outcome for all transit riders. Build universal design, accessibility, social equity, and stakeholder engagement requirements into the design process from start to completion so that decisions such as sighting, station-area development, station design, and access are all made in conjunction with local communities and stakeholders from the outset. Universal Design is the concept of designing everything to be usable to the greatest extent possible by everyone, regardless of their age, ability, or circumstances.



- **Parking**
 - **Make smart investments in parking**
 - Acquiring right-of-way and building parking is expensive. Rather than determine now the amount of parking to be built by 2040, we believe King County Metro should commit to access studies at transit hubs to determine need, which would account for land use and demand changes over time.
 - We believe that when parking is necessary, King County Metro should commit to providing it in the most flexible and sustainable way possible. This means exploring shared and leased lots before building new lots, building parking as part of TOD projects, and building flat lots before structures. Any single-use parking built should be designed in a way that allows it to be repurposed as TOD in the future.
 - We support priced parking at all park and rides. Priced parking helps manage demand, provides reliable availability, and generates revenue that helps offset the cost of such investments.
 - For Zones 3 and 4, Metro should add TOD as an access strategy that should be considered along with parking. In these lower-density areas building TOD near transit is one of the most sustainable way to both increase housing and employment options and reduce vehicle miles travelled.
- **Integration with other transit**
 - Metro should continue to work with Sound Transit and other transit agencies to define roles and responsibilities for building, funding, and planning for service integration.
 - The LRP should also be more specific about comfortable and coordinated transfers between ferries and transit hubs.
 - The LRP should clarify how Metro will make decisions about restructures around new light rail station. What are priorities? When will Metro continue to offer "local" bus service along the same corridor? What are the tradeoffs and how are they evaluated?
- **Destinations**
 - The LRP describes allocation of service based on major regional destinations. The plan should define how it determines "major regional destinations" and clarify how exactly the LRP corresponds to the Puget Sound Regional Council's regional centers framework, which is currently being re-evaluated.
- **Access to opportunity**
 - **Improve transit connections performance metrics**
 - On p. 19 of Appendix A, Metro provides several performance metrics. The Transit Connections topic ostensibly measures access to jobs and school, but the associated performance metric does not mention schools.
 - This metric (for both jobs and school) is particularly important for underserved populations. If possible, these metrics should be broken out by income and race, and by low-, middle-, and high-skill industries, as well as community colleges and private universities.
 - Rather than have a target number of jobs accessible, Metro should aim to reduce gaps between these demographics.
- **Private Sector Partnerships**
 - **Ensure good outcomes in private partnerships**
 - Metro should explore how to best provide service to low-income transit dependent populations or other potential riders currently living outside of service areas by studying and crafting solutions that include those stakeholders. If Metro determines



that partnership with private sector companies will best provide alternative services in hard to serve areas, we urge the agency to ensure that new partners equitably serve all King County communities and demographics and commit to strong labor standards when contracting.

- **Partnering with local jurisdictions and funding**
 - Clarify best practices for local partners
 - Because transit speed and reliability depends just as much on capital investments made by local or state jurisdictions, Metro should start working with elected officials and planners early on in the process to make sure that partners understand the investments that ensure the best return on investment for transit service in their area.
 - Metro should explicitly identify community-based organizations as essential local partners, and explore ways to resource their participation.
 - To the extent possible, Metro should incentivize jurisdictions making these capital investments and good planning, without sacrificing equity. At the same time, Metro should have certain expectation for the level capital improvements expected before Metro will bring service to an area.
 - Partner with advocacy groups that can help bring technical assistance to small cities that may not have the resources to otherwise plan for these investments.
 - Clarify costs and timelines
 - Metro should use current day dollars for cost estimates, especially for capital costs, both to be consistent with ST, but also because costs will change depending on when investments are delivered, which is difficult to predict if you are relying so heavily on your partners.
 - It would be helpful to see the assumed timeline and/or a financial plan of which agencies or jurisdictions are expected to pay how much and when.
- **Other**
 - **Improve freeway travel**
 - The Metro LRP aims to “enhance travel speeds and reliability by making capital investments on 100 non-freeway miles of roadway where express service is provided,” but fails to talk about the opportunity for improved reliability on freeways. In King County, some of the most congested bus travel happens on I-5, and it is worth exploring partnerships with state and federal agencies in order to increase the amount of transit exclusive right-of-way in these areas.
 - **Improve ORCA experience**
 - As King County Metro works with other agencies to develop the next generation of ORCA cards, they should aim to increase the places and ways to load and reload. Metro should ensure that topping up with cash is still an option.
 - **Improve Sunday and evening service**
 - A majority of the maps in the LRP focus on improved weekday service throughout King County. Metro should also include more information on anticipated travel sheds for Sunday and evening service. Improving frequency in these periods is critical, during which many non-work trips occur.
 - **Clarify existing local plans**
 - It would be helpful to know what percentage of capital improvements are already planned for in local jurisdiction’s comprehensive and capital plans.

Thank you again for the opportunity to comment.



Sincerely,

Shefali Ranganathan
Executive Director
Transportation Choices

Rebecca Saldafia
Executive Director
Puget Sound Sage

Rich Stolz
Executive Director
OneAmerica

Christopher Wierzbicki
Interim Executive Director
Futurewise

Elizabeth Kiker
Executive Director
Cascade Bicycle Club

Lisa Quinn
Executive Director
Feet First

City of Tukwila



City of Tukwila

Mayor's Office - David Cline, City Administrator

Allan Ekberg, Mayor

June 1, 2016

Mr. Rob Gannon
Interim General Manager
King County Metro Transit
201 S. Jackson St.
Seattle, WA 98104

Dear Mr. Gannon,

On behalf of the City of Tukwila I would like to thank you for the significant amount of work that has gone into *Metro Connects*, as well as the agency's commitment to public outreach and coordination with local jurisdictions and Sound Transit during each phase of its development. The future transit network in *Metro Connects* represents a 70% increase in service hours to serve double the transit boardings in our area; an outstanding accomplishment. Tukwila has been pleased to provide input through participation in the Technical Advisory Committee. We see the following areas as most critical for Metro's consideration as it finalizes *Metro Connects*:

Transit Network

We are very pleased that Metro has included Boeing Access Road (BAR) Station project in *Metro Connects*. This station represents an opportunity to reallocate transit hours to communities where it doesn't exist, including Tukwila's Manufacturing and Industrial Center, the Allentown neighborhood of Tukwila where the Tukwila Community Center is located and other neighborhoods outside of Tukwila. We would like these areas connected to transit by the 2025 network or sooner, and will push for construction of the BAR Station as early as possible.

Tukwila would like to confirm that the Tukwila Transit Center in our urban center is recognized as a major transit hub in *Metro Connects*. Routes planned within the Southcenter area have been reconfigured to stop at the Tukwila Transit Center based on previous review comments. However, it's not clear whether the Transit Center is identified in Figure 25 of *Metro Connects* as a major transit hub, and it is not identified as such in the Capital Facilities Maps contained in Appendix B. The Southcenter Urban Center is an important economic engine in our region. Westfield Southcenter is the largest mall in the Pacific Northwest and, along with the additional retail opportunities surrounding the mall, collect more sales tax for the State of Washington than 28 of its 39 counties. There are in excess of 20,000 people employed in the area, and over 150,000 visit every day for work, shopping or recreation in the area. In addition, with the adoption of the award-winning Southcenter Plan in 2014, the area is expected to grow by 2,700 households over the next 15 years. This transformation is already occurring with the construction of Washington Place, a 19-story mixed-use development which includes 371 housing units. Not including the Tukwila Transit Center as a major transit hub runs counter to *Metro Connects*' focus on connecting Regional Growth Centers.

We are pleased to see that Route 124 will become an extension of the A Line Rapid Ride service along Tukwila International Blvd. This corridor already has high productivity (boardings per service hour) during the middle of the day according to Tukwila's draft Tukwila Transit Plan Update. It also has relatively high ridership during

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June 1, 2016
Page 2

the nighttime. The extension of the A Line will serve multiple neighborhoods and community destinations within the corridor, as well as the future residents and businesses within Tukwila Village, a mixed use development with over 400 housing units.

Capital Facilities

Tukwila would like to stress the importance of access improvements from our neighborhoods to major transit hubs within the City. We frequently hear from our residents about their challenges finding parking at park and rides. Due to Tukwila's close proximity to Seattle, people from other areas of the region drive as far as they can to get a short transit ride in to Seattle, and our residents end up competing with the rest of the region to access parking spaces at park and rides within our city. Parking spaces in the City at transit hubs including TIBS, the Tukwila Transit Station, and the Interurban Park and Ride are full. These transit stations and park and rides are located within Zone 2 Transit Access Zones, where there will be a strong emphasis on more bicycle and pedestrian facilities instead of construction of additional parking stalls in the *Metro Connects* plan. However, most of Tukwila's neighborhoods are located within Zone 3 Transit Access Zones, areas where *Metro Connects* estimates people can walk to some level of transit (likely and express or local service). *Metro Connects* does not include expansion of express service in Tukwila, and significant expansion of local service does not occur in the plan until the 2040. We encourage Metro to address this issue through expanded transit service connecting our neighborhoods to transit hubs within the City, as well as through management and enforcement within park and rides. A pay to park program at park and rides, for example, could exempt Tukwila residents or spaces within park and rides could be designated for Tukwila residents.

Metro Connects proposes to partner with cities to coordinate right-of-way acquisition, signal timing, and other improvements to increase the speed and reliability of transit service. Metro is also interested in improving transit access through construction of non-motorized infrastructure. Tukwila supports Metro's interest in coordinating these improvements with City projects planned in Tukwila's Capital Improvement Program.

Funding

Metro Connects includes a high level analysis of Metro's needs as the transit network expands over the next 25 years. Tukwila would like to emphasize the importance of a budget program that keeps stable levels of service in the forefront to prevent the type of painful service reductions that many areas experienced during the Great Recession.

If you have any questions, please contact Jaimie Reavis, Senior Planner, at Jaimie.Reavis@TukwilaWA.gov or (206) 431-3659. We look forward to continued coordination to align future transit service and investments with City plans and development.

Sincerely,



Allan Ekberg
Mayor

University of Washington Facilities Services

Metro Connects
June 1, 2016
Page 2

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Allan Ekberg
Mayor

Metro Connects
June 1, 2016
Page 2

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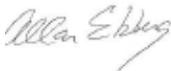
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If you have any questions, please contact Jaimie Reavis, Senior Planner, at Jaimie.Reavis@TukwilaWA.gov or (206) 431-3659. We look forward to continued coordination to align future transit service and investments with City plans and development.

Sincerely,



Allan Ekberg
Mayor

City of Woodinville



JUNE 1, 2016

Mr. Rob Gannon, Interim General Manager
King County DOT/Transit
201 S Jackson St, Rm 415
Seattle, WA 98104-3856

RE: Comments on draft Metro Connects plan from City of Woodinville

Dear Mr. Gannon,

The City of Woodinville requests your help in addressing what has begun to be known locally as the “transit black hole” of King County. This area, generally defined as the intersection of SR 522 and I-405, suffers from the same debilitating traffic congestion as much of the region, but suffers more than other areas of the region as a result of the lack of public transportation options serving the area. Public transit comes close but usually stops short of penetrating the core of this area (thus the “black hole” moniker).

This problem has been further exacerbated by the recent elimination of Route 372 by Metro, for the purported reason of reliability problems, i.e. getting through traffic congestion makes the route unreliable. We believe that to be counterintuitive as it would seem that a transit system that avoids congestion is going to be a transit system that avoids areas where demand and need are obviously very high. So, our “black hole” has only deepened. This is where we need the assistance of King County Metro. In response to the draft Metro Connects plan, we would request the following considerations:

- 1) Restore Route 372 service to Woodinville
- 2) Expand service on Routes 237 and 311 to all day, in both directions
- 3) Establish a new express routes, similar to 311, to connect Woodinville to areas where large segments of our population work: Redmond, Bellevue, and Boeing/Payne Field
- 4) Relocation of the current Park & Ride facility, which provides difficult access for drivers, transit vehicles, and pedestrians and replace with a “transit center” facility that caters not just to commuters but to visitors to our downtown in the downtown area itself. This would significantly increase the use and usefulness of the facility
- 5) Establish local coverage that serves Woodinville Park and Ride, downtown, and north/south tourist districts

Woodinville already has some resources that could be better leveraged to help deal with regional congestion. The best example is the Woodinville Park and Ride. It often appears to have excess capacity and thus may be considered as an indicator of lesser demand. To the contrary, many transit users will explain that they skip the more convenient Woodinville location and instead use the Bothell or Kenmore P&R simply because of the infrequent transit service to our P&R. If frequencies and options were increased, this already existing Park and Ride, or facility described in #4 above, could be much better utilized.

Thank you for your consideration of these important points.

Sincerely,

Bernard A. Talmas
Mayor, City of Woodinville

Appendix J: Press Releases and Media Coverage

Visioning Phase Press Release

Posted February 4, 2015

**Help shape the Metro Transit system of our future
Your voice will count as Metro develops a Long Range Plan
For future generations of riders**

King County Metro wants public input as it launches an intensive long-range planning effort that will help determine what regional transit service will look like in 25 years. With the region's population expected to increase by 30 percent over the next two decades, this will be Metro's most comprehensive planning effort yet.

"Over the next year and a half, we will reach out to transit riders, community leaders, and cities across the county to get their input on how Metro should plan for the future," said King County Executive Dow Constantine. "As our region continues to grow we need an effective and fully integrated transit system to support our economy and protect our quality of life."

The planning effort, called "We'll Get You There: Our Vision for the Future of Public Transportation," launches at the same time that Sound Transit lays the groundwork for further expansion of light rail, and local cities and the Puget Sound Regional Council update their own transportation and comprehensive plans.

When Metro was formed in 1973, it set out to reshape the regional transit system. In 1994 it created a long-term framework that delivers the multi-destinational system King County has today. Now the transit agency is looking forward again.

What should Metro and our broader transit system look like in 25 years? How will cities and communities across the county know there will be the right service mix and connections in place to meet their local needs? How will we meet and plan for the future growth of our region? That's what Metro will be exploring with riders and other community partners over the coming months.

"Last year Metro delivered more than 120 million rides – trips that helped ease congestion on our roadways," said Metro General Manager Kevin Desmond. "But with more people moving to the area and limited roadway capacity, we need a coordinated vision for how we will get people where they need to go. This plan will help guide economic, land use and transportation decisions in the future."

Your chance to be involved

Beginning today, you can join the effort to help shape transit's long-range vision:

- Go online at <http://www.kcmetrovision.org> to learn more about the long-range planning process and how to get involved.

- Take our [online survey](#). You can tell us what you think about current transit service and what will be needed in future years to help you get around.
- Looking for more active involvement? Then apply to serve on the community advisory group that will collaborate regularly with Metro to ensure that the final plan represents a diversity of needs and perspectives. The community group will be comprised of residents and others chosen through [an open application process](#). The deadline for applications is February 18.
- You can also [sign up to receive project updates and notifications](#) about upcoming events by clicking on the “Sign up for email updates” button.

Long-range planning: What to expect:

Metro’s long range plan will unfold in four phases.

- Over the next few months, Metro will ask stakeholders and other interest groups to share their vision for transit.
- That outreach effort will help shape a set of preliminary ideas and recommendations later this year.
- In early 2016 preliminary recommendations will be updated and captured in a draft long-range plan subject to another round of public review.
- A proposed long-range plan will be submitted to King County Council for review and adoption in the fall of 2016.

###

Alternatives Phase News Release

Now’s your chance to help steer King County’s transit future

Agencies offer one-stop opportunity to help shape both King County Metro’s long-range plan and Sound Transit 3 system plan

Public transportation in our region is preparing for the future. King County Metro is looking ahead to make sure it can provide the right mix of services and connections to get people where they need to go as our communities grow. At the same time, Sound Transit will be engaging with residents as it develops a system plan for a proposed ballot measure.

That’s why the agencies are teaming up for **a series of joint open houses** beginning June 16 to give King County residents a convenient one-stop opportunity to help shape both of these important long-range plans.

“Our ongoing integration of planning and operations at Metro and Sound Transit creates opportunities like this, to share public meetings and make it easier for people to help steer our shared transit future,” said King County Executive and Sound Transit Board Chair Dow Constantine. “It’s a pivotal time for both agencies, and we invite our riders to be a part of it.”

Meetings will be held:

Tuesday, June 16

5:30p.m.-7:30 p.m. Union Station
401 S Jackson St., Seattle

Tuesday, June 23

5:30p.m. -7:30 p.m. Redmond Marriot
7401 164th Ave. NE., Redmond

Thursday, June 25

11:30 a.m.-1:30 p.m. Union Station
401 S Jackson St., Seattle

Thursday, June 25

5:30-7:30 p.m. King County Aquatic Center
650 SW Campus Dr., Federal Way

You can help Metro craft a long-range transit plan

At the same time, King County Metro is kicking off the second phase of its Long-Range Plan – an unprecedented effort to build strong transit connections that will move people smoothly between buses and trains as our transit infrastructure grows.

During the open houses, riders will be asked to look to the future to begin mapping out longer-range transit needs that will help support their growing communities. Will they need more express, frequent or local bus service – or a mix of all three types of services?

Why develop a [long-range plan](#)? Consider this: By 2040, another [360,000 people](#) will be living in King County – more than half of Seattle’s current population. An estimated 50 percent of all transit trips in King County will be taken on a Metro bus. That means the system of our future will need to support:

- [A nearly 50 percent increase in riders](#) commuting 30 minutes or less to jobs concentrated in growth centers all across the county. By contrast, the percentage of people commuting to work by car is expected to grow by just 20 percent by 2040. Without planning, there may not be the right mix of transit services available to get people to their jobs.
- More commute trips being taken by [people living outside the city of Seattle](#). That means there will be a need to grow transit across the county to meet demand.
- An estimated 2.3 million additional annual service hours – or more than [700,000 daily weekday boardings](#) on King County Metro services by 2040.

In addition to providing feedback during an upcoming open house, you can also take [a survey](#) online to help us better understand what service you value in your community.

Based on feedback received during these open-houses, Metro will develop a preferred concept available for public review this fall. The public will have yet another opportunity to review Metro’s proposed plan in early 2016 before being submitted to the King County Council for action in mid to late 2016.

###

Draft Plan Phase News Release

Posted on April 6, 2016 on the Executive’s News webpage

News

King County Executive
Dow Constantine

Help shape the future of transit in King County

April 6, 2016

Summary

Executive Constantine invites residents to share their ideas on the future of transit in King County as Metro finalizes its long-range plan to create an integrated transportation system that provides more choices to more destinations.

Story

King County Executive Dow Constantine is inviting the public to share their thoughts on Metro's long-range plan to create a seamless transit system that provides passengers with more fast, reliable options to get to more destinations.



Metro Transit created an [online survey](#) and will co-host a series of open houses with Sound Transit where residents can provide their thoughts on the draft of the plan -- [Metro Connects](#) -- that will set the course for what transportation will look like in 25 years as King County's population continues to grow.

"I invite everyone to share their ideas as we finalize the long-range plan that will shape the future of transportation in our region," said Executive Constantine. "Metro Connects will be our atlas as we create an integrated transit system that provides more choices to get to more places on time."

The new Link light rail that connects downtown Seattle to Capitol Hill and the University of Washington – with more frequent Metro bus service connecting more neighborhoods to high-capacity mass transit – is the model of an integrated system. Metro Connects will build on the progress that Metro and Sound Transit have made to create a more cohesive transportation network under the leadership of Executive Constantine, who is also Chair of Sound Transit.

Open houses with Metro and Sound Transit

Metro and Sound Transit will co-host [open houses](#) where residents can share their thoughts about Metro's long-range plan and the proposed [Sound Transit 3](#) initiative at the same time:

April 19: 5:30 to 7:30 p.m.
Ballard High School
1418 NW 65th St., Seattle

April 26: 5:30 to 7:30 p.m.
West Seattle High School
3000 California Ave. SW., Seattle

April 27: 5:30 to 7:30 p.m.
Old Redmond Schoolhouse Community Center
16600 NE 80th St., Redmond

April 28: 11:30 a.m. to 1:30 p.m.
Union Station
401 S. Jackson St., Seattle

April 28: 5:30 to 7:30 p.m.
Todd Beamer High School
35999 16th Ave. S., Federal Way

The input Metro receives from the online survey and open houses will help shape the final draft of the long-range plan that Executive Constantine will send to the King County Council this fall.

The draft of Metro Connects is based, in part, on feedback Metro received in 2015 during an extensive yearlong community outreach. Residents told Metro that they want more frequent, better-connected bus and light-rail service to more destinations, starting earlier and ending later each day. Metro Connects is the plan to deliver that service.

Relevant links

- [Metro Connects: The long-range vision for the future of transit](#)
- [Take the survey](#)
- [Attend an open house for Metro Connects and Sound Transit 3](#)

Quotes

I invite everyone to share their ideas as we finalize the long-range plan that will shape the future of transportation in our region. Metro Connects will be our atlas as we create an integrated transit system that provides more choices to get to more places on time.

Dow Constantine, King County Executive

For more information, contact:

[Tristan Cook](#), Department of Transportation, 206-477-3842

Joint Press Release with City of Renton



FOR IMMEDIATE RELEASE

May 6, 2016

Contact:

Preeti Shridhar, Deputy Public Affairs Administrator, 425-430-6569

Jim Seitz, Public Works Planning and Program Supervisor, 425-430-7245

Preview the Future of Transportation in King County with METRO CONNECTS Open House

WHAT: King County Metro Transit is seeking input for its draft long-range plan, METRO CONNECTS, and is hosting open houses to invite everyone to share their ideas as Metro finalizes the long-range plan that will shape the future of transportation in our region. As the home of a transit center and a connection for Rapid Ride lines, Metro invites Renton's community participation and feedback. Sound Transit staff will also be present to answer any questions regarding ST3. To learn more about Metro's draft plan and take an online survey visit kcmetrovision.org.

WHEN: Monday May 16, 4:00 p.m. – 6:00 p.m.

WHERE: Renton City Hall, 7th Floor Conferencing Center
1055 S. Grady Way, Renton

WHO: Key Renton community stakeholders
Key King County and Metro stakeholders
Residents
Elected officials

About the City of Renton

The City of Renton, Washington is located on the southeast shore of Lake Washington with a population just under 99,000. Renton's strong economic base, diverse marketplace and favorable business climate have attracted the attention of nationally recognized companies that are looking to provide employees and their families with an outstanding quality of life. It is the home of Boeing, IKEA, the Seattle Seahawks, and the eternal resting place of Jimi Hendrix. More information can be found at rentonwa.gov.

###

Media coverage in the Seattle Transit Blog

Metro Releases Draft Long Range Plan

April 25, 2016 at 7:30 am By [Zach Shaner](#)

For the first time since the merger of Metro and King County in 1992, Metro [released a draft](#) of a [new Long Range Plan](#) (LRP) last Monday, and it will update the plan every 6 years from now on. The plan looks at two time horizons, 2025 (when ST2 will have come online), and 2040 (when potential ST3 projects will have finished).

The plan is primarily an operational document, looking at planned growth, service levels, route restructures, operational needs, and technological innovation. There are issue areas you shouldn't expect in long range plans, and sensitive discussions of governance structures is one of them. It would be awkward and indeed inappropriate to imagine changes to such things in a single-agency document. Though there is much ink spilled and good ideas presented about agency integration, it's important to remember that Long Range Plans are invariably *agency-maximizing documents*. Responding to the existential question of Metro's role in a post-ST3 world, the LRP attempts to position Metro as bigger and more important as ever.

In a briefing with Metro planners last week, they stressed that the service network is not a formal restructure proposal, but represents an integration of planners' current thinking and the expressed desires of King County cities. Each iteration of restructures would still go through a formal process.

But it's still fascinating. The plan assumes the passage of ST3, provides comprehensive Link feeder service, dramatically reduces the number of peak-hour expresses into Seattle, and provides a much stronger all-day network countywide and in Seattle. There are a lot of courageous choices in the plan, with Metro going nearly all-in on a citywide frequent network feeding Link. There is a lot of new service that would require substantial capital investments, such as service on NE 65th Street from Ballard-Phinney Ridge or service from SLU-Capitol Hill via Lakeview/Belmont. There are some bizarre express network choices, such as Snoqualmie-Auburn via SR 18. But overall the plan represents an agency whose thinking is heading in the right direction.

We'll dive deeper later this week into some of the transit network proposals, but the high level numbers are:

- 70% increase in total service hours, from 3.7m today to 6m.
- 100% increase in daily ridership, from 400,000 today to 800,000.
- 20 new RapidRide routes
- Comprehensive Link restructures in 2021, 2023, and (if ST3 passes in current form) in 2031, 2036, 2038, and 2041
- System goal of total feeder service to Link stations every 1.5 minutes on average
- 2-3 new bus bases
- 50% increase in parking, almost exclusively in suburban areas
- Dramatic restructuring of peak express services to serve cross-suburban destinations
- Redefinition of 'local/alternative' service to include carsharing, TNCs, and driverless cars

More after the jump.

A Full Alphabet of Rapid Ride Routes

The plan envisions building 13 more RapidRide lines by 2025 and 7 more between 2025 and 2040, for a total of 26. Some current routes would receive RapidRide treatment (40, 44, 372, 120, and 45), others would be new routes entirely (Madison BRT, Kenmore-Overlake, Kent-Federal Way via Star Lake Link Station), and still others would be restructured in part or in full and upgraded to RapidRide. Each of these routes is clickable at the [Service Network Map](#), but for shorthand (and with my own placeholder route letters), they are:

2025

- | | |
|---|---|
| G Ballard-Children's Hospital (44) | M Waterfront-Madison Valley (New Route) |
| H Downtown-Lake City via Ballard (40) | N Renton Highlands-Rainier Beach (105+106) |
| I Bothell-UW via Lake City (372) | O Redmond-Renton via Newcastle (245+240) |
| J Mount Baker-UDistrict via Eastlake (7+ 70) | P Totem Lake-Eastgate (255+271) |
| K Downtown-Burien via Delridge (120) | Q Auburn-Renton via Kent (169+180) |
| L Rainier Beach-UDistrict via 23rd (7+48) | R Green River CC - Highline CC (164+166) |

2040

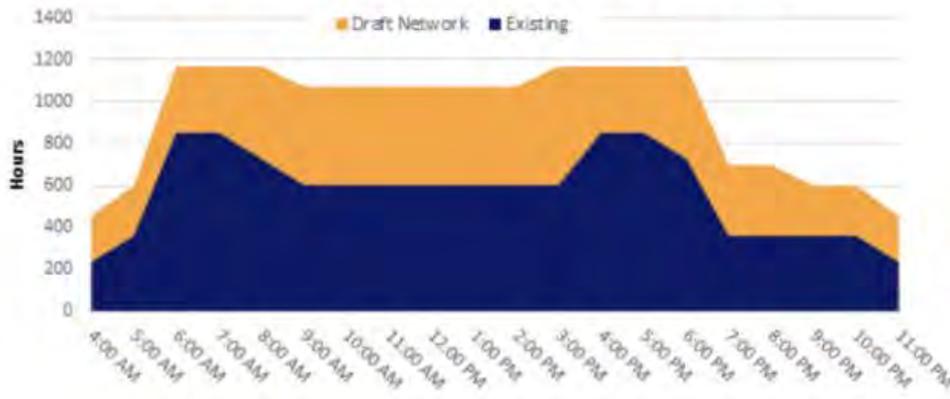
- | | |
|---|---|
| S Federal Way-Auburn via S. 320th (181) | W Lake Hills-Bellevue (NE 8th Shuttle) |
| T Burien to Alki via Alaska Junction (128+131) | X UDistrict-Othello via 12th Avenue (49+36) |
| U Loyal Heights-UW via Green Lake (45) | Y Kent-Federal Way via Star Lake (New Route) |
| V Northgate-Mt Baker via Downtown (66+70+7) | Z Kenmore-Overlake (New Route) |

Filling out the RapidRide Alphabet (route letters my own for shorthand purposes)

A Strong Base Network

The plan would broaden the peak period and boost evening and weekend service to provide a strong all-day network. Every major corridor in Seattle would have either RapidRide or frequent service.

Figure 1
Variation in Service Hours by Time of Day, 2016 and 2040



Redefining Local + Alternative Service

The plan would blend infrequent local bus service and alternative services into a single analysis framework, working with communities in each individual corridor to determine how best to serve it. Some of these low-demand areas that have traditionally had fixed-route service would probably retain it (West Magnolia, Colman Park, etc), while others may get DART vans, Car2Go/ReachNow memberships, or even access to driverless

Figure 18
Alternative Services



cars.

Restructuring Metro’s Peak Express Network Away from Link Corridors

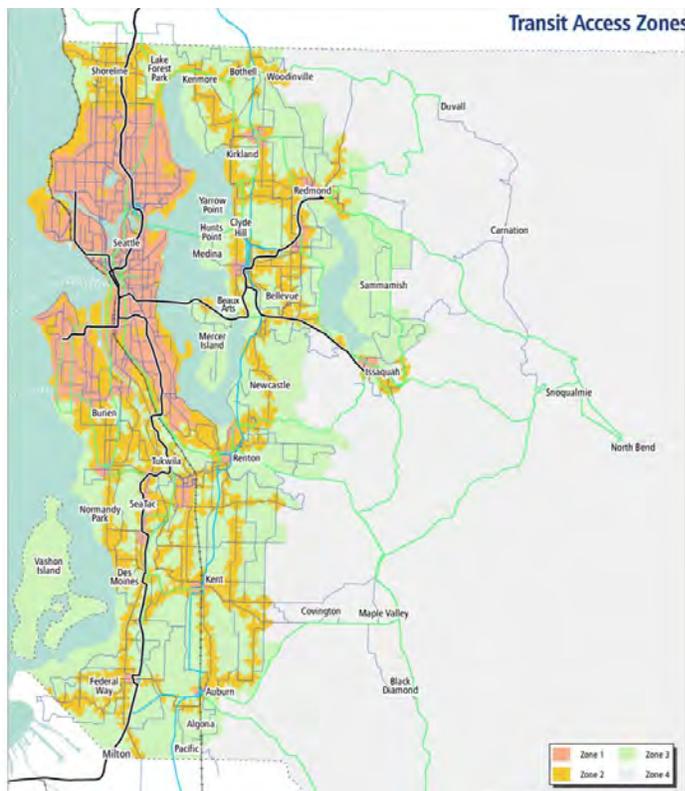
By 2040, Metro would retain only 18 express routes, with many new exurban routes. With Link taking the lion’s share of Center City peak demand, **only 6 Metro express routes would continue to serve central Seattle**. Interestingly, Metro proposes retaining Federal Way-Downtown Seattle express service, one of the first times we’ve seen on paper an implicit recognition of Link’s uncompetitive travel time from Federal Way. Here’s the full list of express routes:

- Edmonds-Redmond via Kenmore
- Arbor Heights to South Lake Union (via Deep Bore Tunnel)
- South Renton to Interbay via South Lake Union
- Burien-First Hill
- Auburn-Snoqualmie via SR 18

- Kent-Alaska Junction via SeaTac Airport
- **Federal Way to Downtown Seattle**
- Eastgate-Snoqualmie
- Eastgate-Redmond
- Redmond-Duvall
- Overlake-Maple Valley
- Woodinville-Duvall
- South Renton-Issaquah
- Totem Lake-Interbay
- Bothell-SLU
- Redmond-North Bend
- Renton-Enumclaw
- Auburn-Enumclaw

50% Increase in Parking, but None in Seattle

The plan would increase parking across King County by 3,800 stalls on top of the 9,700 planned by Sound Transit, for a total of 13,570 new stalls. Metro would classify areas by “Access Zones” to determine demand for parking, and prioritize it only in Zones 3 and 4 (Green and Gray below).



Transit Access Zones. No Parking Added in Zone 1 (Pink), Limited Parking Added in Zone 2 (Orange)

More Trolleys?

The plan largely punts the question of an expanded trolley network to the City of Seattle. It calls out a limited set of improvements, such as electrifying Route 48 and adding wire on 43rd to serve UDistrict Station, but otherwise largely defers to Move Seattle plans for Rapid Ride conversions, some of which may be electric. Another possibility is that Metro wants to see how the Proterra-style electric bus technology matures, and wants more electric buses but is hesitant to hang more wire.

More to come in the next few days.

Coverage in the International Examiner

Metro says frequent service transit network is necessary for King County's future

Gabriella Neal March 8, 2016 [0](#)



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General manager of King County Metro and panelist speaker, Kevin Desmond, talked about public transit improvements in King County during the January 6, 2016 Transit Talk event held at Seattle City Hall in Seattle. • **Photo by Ned Ahrens, King County photographer**

Partnerships with [Lyft](#), a frequent-service network of transit options, and equitable access to transportation in a rapidly growing King County were key topics at the Transit Talk lunchtime series at Seattle City Hall on January 15.

“What does our region look like 25 years from now?” asked Kevin Desmond, general manager of [King County Metro](#). Desmond mentioned quality of life, including air pollution and climate, as key considerations in the long-term plans for transportation in Puget Sound. The roundtable was hosted by [Transportation Choice Coalition](#), a group made up of social justice advocates, elected officials, and transit agencies aiming to discuss the transportation vision for King County through 2040.

“There will be 1.3 million more jobs in our region and 1.5 million more people in our region,” said Desmond, citing numbers from the [Puget Sound Regional Council](#) (PSRC). “That is a lot of growth knowing how stressed out our transportation system is today.” The PSRC provides Metro with regional data on transportation, population, and the economy.

Josh Brown, executive director of the PSRC and Transit Talk panelist, works with leaders throughout Puget Sound to learn about how cities can plan for anticipated job and population growth. “We’re a long range planning agency,” he said.

Brown said that based on PRSC data much of the region’s growth will go to the Seattle area over the next 20 years. The city of Seattle is partnering with King County Metro to invest in building more priority bus corridors in areas with job and housing market growth over the next 20 years, such as south King County. Priority bus corridors means riders will see more frequent bus services and infrastructure to improve bus travel times to create faster commutes, Brown said.

“In the last five years we have grown about 110,000 jobs and 50,000 of those jobs are right here in the city of Seattle,” Brown said.

The addition of the planned Sound Transit 3 (ST3) light rail that voters can support on the November 2016 ballot measure will give riders more travel options.

“It’s not just about the bus system. We need a high functioning multimodal system,” Desmond said. Through “coordination and integration,” transportation providers can work together to meet the needs for future mobility in the region. “We can’t solve this alone,” Desmond said.

Metro is working closely with Sound Transit and developing partnerships with transportation services, such as Lyft, to determine what the public-transit approach should include over the next 25 years, according to Kevin Desmond.

Tommy Hayes, transportation-policy manager at Lyft, said Lyft’s role in “complementing transit” is a last-mile solution that can promote ridesharing as a sustainable mode of transportation, especially outside of urban core areas. Hayes hinted that pilot transportation-partnership programs involving Lyft will crop up in cities across the country later this year.

Metro’s objectives include tripling daily transit ridership to get people out of their single occupant vehicles, Desmond said, adding that they cannot be forced out. They have to be given choices, and ridesharing is only one option, he said.

Metro’s transportation vision through 2040 is laid out in King County’s long-range plan. “Building out that frequent service transportation network is the hallmark of the long-range plan,” said Desmond. There will be an official draft of the long-range plan published in March and then it will be sent to the county council in summer 2016 for its adoption so that it can become official policy of King County.

Desmond gave an analogy to help forum attendees make sense of one aspect of the long-range plan: “The frequent-service network is like the rapid ride concept—it’s its rapid ride going forward for the next 25 years,” he said. By 2040 the goal is to establish 300 miles of rapid ride-like lines providing frequent service all over the county.

By implementing the plan, 85 percent of low-income people and 75 percent King County residents in areas mostly populated by people of color will be within a half a mile of any frequent transportation network, Desmond said. “That means access to jobs, education, and other opportunities.”

Desmond explained the vision for transportation in the region must include how to support equitable access and opportunity. “One quarter of the population is at poverty or below the poverty in our region,” he said.

Rebecca Saldaña, executive director at [Puget Sound Sage](#), a non-profit organization that works to address equity and sustainability issues in the region, talked about issues regarding long commute times, as well as areas in the county where people are not being served.

“Low-wage workers, immigrants, elders, and young adults in particular need bus service to get them where they need to go,” Saldaña said. Puget Sound Sage partnered with [Transportation Choices](#) and [One America](#) to launch the Transit For All campaign to tell riders’ stories. Puget Sound Sage worked with King County Metro to improve service guidelines and launched ORCA Lift, a reduced fare program, explained Saldaña.

“Now we are seeing new services, which a coalition of communities groups, including [Got Green](#), [ACRS](#), [Rainier Beach Action Coalition](#), and the [Filipino Community of Seattle](#) have been working on for multiple years,” Saldaña said.

One particular victory is the revision of the 106 and 107, which resulted in reconnecting immigrant and refugee communities to their original neighborhoods, cultural hubs, higher employment opportunities, and critical services like the Asian Counseling and Referral Service food bank, DSHS and senior programming at the Filipino Community of Seattle, she said.

Saldaña said communities and families have a chance to thrive by participating in the development of the long-range plan. “The long-range plan is part of shaping for years to come.”