

Board Members in Attendance

Amin Amos
Art Kuniyuki
Emily Walton Percival
Michelle Zeidman
Sandro Pani
Erin Tighe
Xander Barbar

SDOT

Colin Drake
Nico Martinucci
Cliff Mountjoy-Venning
Radcliffe Dacanay

King County Metro

Tessa McClellan

Members of the public

Ryan Packer
Joanna Cullen

Introductions

Motion: Michelle introduced motion to approve January minutes, Erin seconded. Emily, Michele, Xander abstain due to absence. Majority of those present approve.

Metro Policy Updates

- 3 guiding policies:
 - Strategic Plan
 - Metro Connects
 - Service guidelines
- Increased emphasis on equity
- Guiding principles
 - 2 new: access to mobility and innovation
 - Others: safety, invest upstream, support equitable communities that foster economic development
- New timeline: 2040 network became 2050; 2025 network became “interim” due to uncertainty on funding availability
- Service guidelines
 - Broadened priority communities to align with mobility framework
 - Changed order of prioritization: equity, land use, geographic value

- Metro connects interim network sets target service levels, evaluated against priorities

Questions:

- Are there Metro revenue projections, and are they realistic?
 - 25-30% farebox recovery target. Suspended during peak COVID. Discussion in the future possible about whether we need to revisit farebox recovery. But not one of the policies we changed - so farebox recovery policy is currently the same.
- Was there a network change as part of the 2040 to the 2050 change?
 - Yes, to match PSRC future growth. But only targeted changes.
- If one day Metro goes fare free, how could groups support Metro?
 - Income-based approach to fare discounts.
 - Challenges with fare-free idea - tradeoff with service.
 - Employers paid into the system, could mean a discount to employers, which may not be the intent of the policy.
 - Cashless proviso - lots of fare discussion going on.
- More info on land use guidance
 - Shared table on land use guidance for Metro types.
 - Are table land uses as zoned or as built?
 - Tessa will follow up with service planning on answer.
- Would Metro Connects ever go up for a vote?
 - Metro was clear that an additional funding source would be needed to implement Metro Connects.
 - To get to the 2050 network, billions needed.
- STM funds - any gaps or criteria you'd recommended for locating additional service through STM funds?
 - Updated section on partner funding - what cities who fund their own service are allowed to do. In general Metro recommends prioritizing equity and sustainability.

Draft Freight Lane Policy

- Background/need
 - More freight bottlenecks
 - Building on freight master plan, which directs to look at freight only opportunities
 - Synergies between transit and freight where a shared lane could be a net positive
- Freight Master Plan
 - Equity
 - Safety
 - Economy
 - Mobility - connection between ballard industrial and SODO
 - Sustainability/Environment
- Freight Only Lanes part of Freight Master Plan
 - Pilot by the end of the year
 - Freight only lane, and freight/bus shared lane tested

- Transit volumes where buses do not exceed 20 buses per hour
- Want to ensure transit experience is not negatively impacted.
- Focus on larger size commercial trucks
- Ballard-Interbay, possibly in SODO

Questions:

- Is the proposal to add freight lanes to transit lanes or add for both modes?
 - Freight and bus lane as a new opportunity
 - On Aurora, existing transit lane
- Comment on policy statement - too vague. Someone has to lose - may be worth being explicit on which modes you're prioritizing.
 - May depend on the specifics of the route.
- Limited enforcement on protected lanes. Any discussion on enforcement here?
 - Will be part of our testing.
- Definition of commercial vehicle? Enforcement on specific types of trucks?
 - Typical big commercial truck. Messaging to companies.
- Safety impacts/rules of leapfrogging on Aurora?
 - Aurora section would be north of the bridge. Already look at South of the channel, too many challenges.
 - Anything on Aurora - design to minimize weaving. Intent is for freight move along in protected lane. Make some rules to make it illegal to weave.
- Considerations of impacts to pavement?
 - When we know where these vehicles will be going, we can focus on making sure that road quality is up to standard.
- Is freight moving at the same time as buses?
 - Been thinking about how to use ROW on a time basis. Initial analysis is that peak freight movement doesn't coincide with AM/PM buses.
 - May not be enough congestion to warrant them using the freight lane.
- How is the department planning on responding to negative impacts to transit or other modes?
 - If negative impact to transit, then likely a shared freight and bus lane is not going to happen.
 - Determining thresholds for impact in SEPA process.
- Next steps?
 - Come back and update late summer 2022.

Board Business

- 2022 presentation topics
- Levy Oversight Committee letter
 - Delridge Rapid Line - not done but worth a callout
- Board Liaison and work group updates
 - STM committee has not met since last meeting.
- Recruitment updates
 - Get engaged member and one other member coming onboard.

- One open slot - a mayoral appointment. They want to restart the recruitment process for that.
- Major updates
 - KCM started phase 3 of East Link connections engagement process
 - Virtual open house this Saturday from 10-11, online survey
 - KCM started restructure process for Lynnwood Link
 - Survey currently open until April
 - USDOT national roadway safety strategy
 - Flip Your Trip West Seattle campaign offering \$25 credit for water taxi or scooter
 - STM 17,000 ORCA cards for seattle students - 63% of eligible students
 - March automated enforcement cameras will open in 8 locations
 - Free fares for youth on transit moving forward - Amtrak and WSF just do it - formula grants for transit agencies that opt in
 - Seattle return to office date of March 16

Public Comment:

- How is Seattle addressing the safety at the bus stops?
 - Cliff will pass along to partners at Metro.

Board freight lane discussion:

- Policy could use some tightening up. Statements about impacts on other transportation users is currently not helpful.
- Subgroup developed to continue the conversation.

Meeting adjourned at 7:57pm.