

## West Seattle Transportation Coalition

Meeting Minutes for October 24, 2019

In attendance:

Board: Victoria Nelson, Kate Wells, Deb Barker, Martin Westerman, Larry Wymer

Guests: David Groves, Patrick Sharb, Mac Witt, Joyce Allen, Dennis Noland, Graydon Newman, Tracy Record

1. Meeting called to order at 6:40 by Martin Westerman
2. Introductions
3. September minutes approved
4. Graydon Newman, Seattle Service Lead for Metro addressed questions:
  - a. Rapid Ride C kiosks often show inconsistent bus times-why? Information comes from GPS, and predictions are made from this data. GPS info is updated about every minute, so bus times are typically pretty accurate. He'll have to follow up on why times are sometimes so far off.
  - b. Public-private partnerships with Microsoft etc.-how do they work? Metro works with businesses when their needs don't align with public needs. Really, the businesses are paying for a service which Metro could offer for "free." The Seahawk Shuttle was declared competitive with Metro by the state legislature.
  - c. We have holes in West Seattle service, such as Alki and Arbor Heights. What can Metro do to help? Maybe running the 37 on weekends during the summer to serve Alki, and Water Taxi-style shuttles to serve the California business districts? Metro's answer is that they are trying to serve the highest need areas first given their limited budget. There is a Community Connection program for non-fixed-route buses. It's need-driven, and some examples are Ride 2 in West Seattle and Via in the Rainier Valley. Trailhead Direct is partly funded by REI and others. We could write a proposal to the Community Connections program to address some West Seattle service deserts. Metro could supply data on the 128 bus to assess a possible community shuttle connecting the three junctions.
  - d. Metro's approach to service leads with equity-this is a big driver of prioritization. South Seattle College is an "access to opportunity" area, but is poorly served by transit. The Seattle Promise program gives high school students 2 years of free college, but a 2x/hour bus makes getting to campus difficult, especially when transfers are considered. Service from area high schools for Running Start are also a problem. Maybe a shuttle or even improved walking connections to the 120/future Rapid Ride H could help.
  - e. Light Rail integration-what's the state of planning? Metro is working closely with Sound Transit at every stage. It's at a high level now, getting more specific as Sound Transit's plans get more detailed.
  - f. Rapid Ride C stop spacing is sometimes too infrequent and not in the right places, plus the stop at the ferry dock has no sidewalk access for the neighborhood. Hopefully Metro is trying to place stops more sensibly on the RR-H rather than just spacing by distance. Metro has learned from the earlier routes and is trying to better balance stop spacing and location. Metro is open to reassessing stop spacing on the C line.
5. Larry passed around a draft of the WSTC recruitment flyer for local high schools.

6. Should WSTC write another letter to Sound Transit?
7. The WSTC meeting on November 21st conflicts with a Sound Transit open house. We will decide later if we will reschedule or cancel our meeting. There's also a Delridge-focused meeting in December.
8. The Mayor has proposed allocating \$3.85 million to a signal at Highland Park Way and Holden. There is talk of a movement to either divert this money to bike infrastructure or to pit the project against the crossing of West Marginal Way by the Duwamish Longhouse. Another item to watch-the Highland Park neighborhood has concerns about possible cut-through traffic after the signal is installed.
9. The D1CN group advocated with the Duwamish tribe for the crossing improvements.
10. Meeting adjourned at 8:30

Minutes compiled by Kate Wells.