

Board Members in Attendance

Ashwin Bhumbra
Art Kuniyuki
McKenna Lux
Michelle Zeidman
Chris Miller
Sandro Pani
Josh Hirschland
Christiano Martinez

SDOT

Benjamin Smith
Matt Yarrow
Carolyn Birkenfeld

Introductions

Public Comment, Approval of Previous Minutes

- Ashwin motions to approve
 - Art seconds

●

SDOT Link Connections Program

- Link Connections Program Scope
 - Principles from North Link Connections (five years ago and still valid today)
 - Make recommendations for service changes on Seattle-defined routes with a focus on equity
 - Deliver capital projects to benefit speed and reliability and enhance the rider experience and safe operation
 - Make operational improvements with changes in bus operations and access to transit
 - Align transit planning with City projects and programs
 - Partner on outreach efforts w/ three transit agencies
 - Supply data to inform decision making
 - Emphasize a fair approach
 - For example w/ Roosevelt station
 - SDOT heavily involved in entrances, access, partnering w/ Metro for bus connections. Restricted parking near light rail stations
 - Core Team
 - Transit core subject specialties
 - Service
 - Transit pathways, Service levels
 - Capital
 - Design & Delivery, ROW improvements
 - Curbspace
 - Bus stops, Layover

- Programmatic
 - Big picture, Agency coordination
 - Partners
 - Transit Partners
 - King County Metro
 - Sound Transit - Link, ST Express, Stride BRT
 - Community Transit
 - SDOT Teams & Divisions
 - Transit and Mobility Division
 - Communications
 - ST program - Construction permits
 - Street Use Division
 - Policy & Planning Division
 - Transportation Operations Division
 - Maintenance Operations Division
- Past Work
 - Central Link, University Link, Northgate Link
 - Northgate Link still has some Link Connections work finishing up
- Present Projects
 - Expanding the 1 line and creating the 2 line
 - For each of these projects
 - How can the bus network change to leverage new Link stations
 - East Link
 - East Link from Chinatown to EastSide (2 Line)
 - Will overlap w/ 1 Line from Chinatown to Northgate, doubling service
 - New Judkins Park Station in Seattle
 - Ends in Overlake in Redmond
 - East Link Connections
 - Huge restructure on eastside bus routes
 - Would almost end buses going over both bridges
 - Big decrease in layover and bus volumes downtown
 - The 8 bus would move to 23rd Ave S to service Judkins Park Station
 - Where things are
 - Opening delayed due to I-90 track issues - supposed to open Spring 2023
 - Proposed East Link Starter Line from South Bellevue to Redmond in Spring 2024
 - No bus related changes
 - Full 2 Line by Spring 2025
 - Judkins Park by early 2025
 - Lynwood Link
 - New extension from Northgate to Lynnwood - both 1 and 2 lines
 - 4 new stations, none inside Seattle

- ST3 will introduce infill station on NE 130th st in Seattle that will open shortly after the other 4.
 - A Stride BRT line will replace ST 522
 - Lynwood Link Connections
 - Can restructure nearly all services to connect to Link stations in Snohomish County
 - Frequent local and commuter services within Snohomish Co.
 - No commuter buses to Downtown
 - No more CT service into the City of Seattle at all
 - Metro bus restructure in North Seattle, Shoreline, Northshore
 - Where we are
 - Lynwood Link extension: Late 2024
 - NE 130th station : Mid 2026
 - Metro Lynwood Link Connections
 - Final proposal, phase 3, this summer
 - Revised route concepts and pathways
 - King County Council action on changes in Winter 2024
 - CT "2024 Service Plan and Beyond" approved
 - RapidRide G Line on Madison
 - Updated Proposal in July
 - SDOT will coordinate on STM investments, mobility hub improvements
 - Targeting 2024
 - South Link
 - Federal Way Link Extension
 - ST2 funded to Star Lake, ST3 further south
 - Will mean large restructure of bus service in Southwest King Country
 - No confirmed year of opening due to land instability and bridge redesign in Kent
 - Restructure project might start this year.
- Challenges
 - Link Extension Timing
 - Revive I-5
 - WashDOT planning major reconstruction of I-5, Yesler to N 117th St
 - Huge overhaul, first since the 60s.
 - Has been pushed back to start work in 2025 w/ some early pieces in 2024, better aligns w/ Lynnwood.
 - Downtown
 - Downtown urban arterials long-term integrated pathway analysis
 - Big decrease in number of regional buses coming into Downtown Seattle due to ST2 Link restructures this decade
 - But: Bus networks may change again in the ST3 timeframe
 - What is the future of transit pathways in Downtown?
- Future restructures?

- Metro Service Recovery Plan calls for Seattle/Vashon Service Recovery Mobility Project restructures in coming years
- RapidRide J and/or R Line?
- Harrison & Mercer Transit Access Project?
- Cultural Connector?
- Future Link expansions
 - 2031: Graham St & Boeing Access Road stations - ST planning starts this year
 - 2032: West Seattle Link Extension (WSLE)
 - 4 new stations including new expanding SODO station
 - 2037: Tacoma Dome Link Extension
 - 2037 - 2039: Ballard Link Extension (BLE)
 - 9 new stations via new 2nd downtown tunnel

Board Business

- Major Item Updates
 - Late summer release for next iteration of STP
 - Lynwood Link Bus Restructure Engagement is going on right now.
 - STM report open to board now and committee meeting regarding it has been moved to August which gives TAB time to comment on the STM report.
 - Recruiting for new members is ongoing and top candidates have been recommended.