

MEETING NOTESFebruary 12th, 2021

10:30am – 12:00pm

Via Zoom

Attendees: Sara Sisco (Hopelink Mobility), David Egan (Community Advocate), Dan Story (DSHS), Crystal Koch (Lifelong), Brock Howell (SNOTRAC), Jesse Reynolds (City of North Bend), Julie Paone (King County Metro), Mary Madole (City of Carnation), Amy Biggs (SVT), Jean Lin (City of Carnation), Aleks Posielski (Representing Kathy Lambert's office), Dylan Gamble (City of Snoqualmie), Victor Londono Quintero (Duvall Community Van), Gunner Scott (King County Metro), Steve Leniszewski (City of Duvall), Heather Koellen (North Bend City Council), Kira Avery (Sno-Valley Senior Center), Caroline Villanova (Mountains to Sound Greenway Trust), Valerie Stewart (Sno-Valley Senior Centers), Lara Thomas (City of Duvall), Jennifer Knaplund (City of Duvall), Jean Kim (PSRC), Linda Woodall (Eastside Friends of Seniors), Adair Hawkins (Carnation City Council)

Staff support: Bebhinn Gilbert, Bree Boyce, Salwa Raphael

Welcome and Announcements:

This meeting began at 10:30am and meeting attendees shared along with their introductions some of the phrases that capture what motivates them in this mobility work: equity, access, community-building, re-engagement, support, connections, accessibility, meet mobility needs, community opportunities, collaborative community building, connect people to work, open space equity, food security, etc.

Snoqualmie Valley Vaccination Mobile Units: Kira Avery from Sno-Valley Senior Center shared about their recent vaccination event where 24 spots quickly filled up. They are partnering with Eastside Fire and Rescue and Safeway/Albertsons to supply vaccinations and appointment times for Senior Center waitlist. They are working with Safeway and Albertsons to reserve appointments for senior center clients. Folks can be added to waitlist by calling the Sno-Valley Senior Center at 425-333-4152.

Find A Ride Presentation (Sara Sisco, Mobility Education and Outreach Program Manager)

[FindARide.org](https://findaride.org) has been around for about 8 years in many iterations. Community Living Connections grant allowed update to the Transportation Resources Line which highlighted that the Find A Ride website needed updating too. Recent updates to the functionality have been made and updating will be a continual process.

Sara provided a virtual tour of the new website. She noted that it doesn't visually look much different and is still a user-friendly site. The main page now features a "my location" button based on your current location. The service areas are divided by county so Monroe is in the Snohomish County area. Other updates include changes to the provider pages, accessibility features, ability to share via WhatsApp, adding Snoqualmie Valley to the service area map, etc. The glossary of terms is still under development as well as a COVID Transportation Resources page. It was acknowledged that the site is current unable to be translated due to resource constraints.

It is important to note that this site is not a trip planner, so the rider still has to call the provider to schedule a trip. For additional assistance with identifying a provider, folks can call the Transportation Resource Line (TRL) which is the phone version of this website that is staffed Monday-Friday from 9:00am-4:00pm. Spanish and English help is available immediately, as well as other language assistance needs via third party.

Please contact Salwa Raphael at SRaphael@hopelink.org or 425-466-3442 for any errors or omissions in these notes.

Cities were encouraged to add the Find A Ride link to their city transportation pages to help inform riders.

- Can you choose an origin city?
 - Yes
- Can you schedule use of a service on the website?
 - No, the site can help you find the information about services but does not have scheduling capabilities at this time.
- What is the promotion of this resource like for community members who do not have internet access?
 - Largely through the Transportation Resources Line. This promotion is limited due to the pandemic. Anyone interested in outreach or promotional materials can contact Sara Sisco at SSisco@hopelink.org.
 - Heather Koellen and Amy Biggs specifically requested physical TRL brochures.

For questions/comments about the Find A Ride page or to request TRL brochures please contact Sara Sisco at SSisco@hopelink.org.

Vanpool Presentation (Julie Paone, King County Metro)

Vanpool started in 1979 and is the largest public program in country. Customers are folks who work throughout various industries and the program partners with employers to promote service for employees. Service can be used for both long and short distances. Pre-COVID there were 1,600+ vans in the region ranging from 5 passenger to 15+.

Vanpool is a consistent group of commuters heading to similar destinations. The group decides the route, logistics, and schedule. There are 2 drivers and a bookkeeper. Driver keeps van at their house and then meets other riders at centralized location. The cost is similar to monthly transit pass and can be paid via ORCA business passport program, online, or by check. This monthly fare includes van, gas, insurance, 24-hour roadside assistance, and toll exemptions.

Vanshare is similar but for first/last mile connections. Vanshare requires a link to public transportation and has a 20-mile trip limit.

Some Metro commuter van advantages for employees include saving time, less stress, travel in HOV lanes, shared driving roles, saving money, catching up on personal time, and personal van use.

Some Metro commuter van employer benefits include increasing employee retention, reducing demand for parking, happier employees, and reducing the carbon footprint.

The Vanpool program has adapted in response to COVID-19. The program is following public health guidelines, requires the use of masks, regular sanitization of high touch areas, and providing no-contact maintenance services. Some other flexible changes to the program include temporarily reducing the groups to 2+ people, online form to get started with the program, bike racks, as well as the ability to split the van use with another group.

To get started with Vanpool by creating a new group, visit: www.kingcounty.gov/metrovans.

One common barrier is not knowing who lives near you. The website has a connection dashboard, which supports riders in searching for pre-existing groups/trips they can join. Residents find a match at RideShareonline.com, ride matching tool that uses origin and destination to find matches.

Current Vanpools in Snoqualmie Valley: North Bend - McDonalds and Nintendo, Snoqualmie -Technical Glass and Spacelabs

- Is it possible for one way use of van pool?
 - Yes, if the van is established then riders can ride part time. The key is having the van established. We need a group of people, to make it affordable, doesn't all have to be from one company. Julie will help with the employer end coordination.

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2021 Project Updates:

1. Comprehensive Plan Updates:

Bree and Salwa provided an overview of the coalition's amendments to city Comprehensive Plans so far, which was identified in the 5 Year Transportation plan. Below is the timeline and status of providing edits to the Transportation Elements of each Snoqualmie Valley city's Comprehensive Plan:

- Duvall – amendments on docket and need to submit specific language in March. Specific language edits will be identified via email as well as the taskforce.
- Carnation – on their docket to review and recommended to accept, no further action needed at this time
- Monroe – due in July, nothing submitted yet
- Snoqualmie – due in October, nothing submitted yet
- North Bend – due in October, nothing submitted yet
- Fall City/King County – due in December, nothing submitted yet

In completing edits for the City of Carnation's Comprehensive Plan, the task force identified one overarching goal to encourage all Snoqualmie Valley cities to adopt to work towards the same goals:

"The city will partner with other cities and stakeholders on similar transportation policies and goals to ensure transit and transit infrastructure is accessible, affordable, convenient, dependable, and safe for its residents, businesses, and tourists."

Additionally, the coalition will continue to convene task force meetings on the opposite month of regular coalition meetings to focus on accomplishing coalition projects such as these Comprehensive Plan updates. These meetings occur on a bi-monthly basis on the 2nd Friday from 10:30am-12:00pm. If you'd like more information or to join these task force meetings, please contact Salwa Raphael at SRaphael@hopelink.org.

2. Coordinated Awareness/Marketing Campaign:

The coalition was approached last Fall by the Snoqualmie tribe for a potential funding opportunity. As a result, the coalition agreed the best use of this funding would be for a coordinated marketing campaign utilizing professional consultants. The purpose of this project would be to promote transportation options throughout Snoqualmie Valley with the goal to increase ridership across the board.

This funding is still up in the air so partners were asked if this still felt like an important project to take on, potentially with minimal resources, or if we should wait for additional resource opportunities. Overall, the coalition agreed that this was still an important project to take on, regardless of the resources available. It was particularly noted that ridership is necessary in maintaining/increasing ridership to secure additional services and funding in the future.

Partners were then asked to provide some suggestions on this project, particularly given a potential reduction in the original scope. Some suggested leverage existing resources such as Disability Rights WA's efforts to collect rider stories ([Click here to view website](#)). The coalition could connect riders to this initiative to help share their stories.

It was also suggested to collaborate with the cities and leveraging their websites. For example, the coalition could assist in each city establishing/updating a transportation page and ensuring consistency across cities. It was suggested to work with the city webmasters on this effort.

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Others encouraged paper outreach such as flyers or utilizing newsletters/mailed opportunities that go with utility bills. One partner shared that they explored city mailers in the past, but it was determined to be too expensive. It is to be determined if Valley cities might be able to absorb the cost of a one-time mailed effort. For example, the City of Duvall mentioned they may be able to absorb this cost once per year, but further discussions would need to take place. Multiple partners agreed that leveraging utility bills would be the best way to reach the most people.

Partners were asked where residents currently go for information and “old fashioned” physical promotions were encouraged. This might include flyers at community boards, senior centers, newsletters, utility bills, meal delivery/lunch programs, etc. No need to reinvent the wheel!

3. Metro Wishlist update:

This is not an official Metro opportunity yet, but Metro approached Amy Biggs requesting costs for different types of services. Amy is hoping to use this opportunity to make some service suggestions based on the needs of each city. Amy shared in chat a list of what could make the valley more connected via public transit:

- “Service from residents’ homes (within a proscribed area to be defined later) to the closest rural city for services - demand response/reservation-type – M-F from 6 AM until 8 PM, and Sat/Sun from 7 AM until 8 PM
- Service to neighboring cities – fixed route or circulators – frequency of 60 minutes or less – M-F from 5 AM until 9 PM, and Sat/Sun from 7 AM until 8 PM
- Service from rural city centers to nearest urban hub/employment centers – fixed route – frequency of 60 minutes or less - M-F from 5 AM until 9 PM, and Sat/Sun from 7 AM until 8PM”

Other suggestions from partners included increasing service for the Duvall-Monroe Shuttle, more weekend service, basic access, and reassessing how we measure efficacy of rural transportation. It was noted by multiple partners that the current way of measure success doesn’t work for rural areas which is why Snoqualmie Valley is always “losing” in terms of levels of service. The coalition expressed interest in the chance to run a system the way they want using a new metric to determine efficacy. It was also noted that we need to think about how to legitimize the routes by encouraging commuter use.

The original cost request is due to Metro in a few weeks so the coalition would need to come to consensus on developing a letter that outlines the requested baseline of service or our “Metro Wishlist”. Amy agreed to develop a first draft and per city involvement/interest to solicit feedback from Dylan Gamble, Jesse Reynolds, Lara Thomas, Mary Madole, Salwa Raphael, and Bree Boyce.

Action Items:

- Amy Biggs to develop first draft version of Metro Wishlist and then seek feedback from Dylan Gamble, Jesse Reynolds, Lara Thomas, Mary Madole, Salwa Raphael, and Bree Boyce.
- Salwa to work with City webmasters to update their transportation pages on their websites
- Sara to send TRL brochures to Amy Biggs and Heather Koellen
- Salwa to work with coalition in submitting official language for City of Duvall’s Comprehensive Plan

Next Meeting:

April 9th, 10:30-12:00, via Zoom

Snoqualmie Valley Mobility Coalition Staff Support:

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