



Mobility Board recommendation for the North Link Connections Mobility Project

Terry White, General Manager
King County Metro Transit
201 S. Jackson St.
Seattle, WA 98104

Re: Support for North Link Connections Mobility Project network proposal

Dear Mr. White,

The North Link Connections Mobility Project Mobility Board is composed of twelve community members who live, work, and travel in north Seattle and north King County. We are (linguistically and culturally diverse group of) immigrants, students, elders, parents, and community organizers; we have diverse lived experiences and identities which all affect our individual understandings and experiences using transit. From the beginning and throughout the process, our perspectives and community expertise were essential to the development of the proposed transit network changes, both through our direct feedback and by informing Metro staff's engagement and dialogue with the community. As a board we had five in-person workshops and three virtual meetings due to the COVID pandemic, and we were each individually engaged numerous times throughout the process.

This letter is meant to express the Mobility Board's support for the proposed transit network changes captured in the North Link Connections service change proposal, along with our disappointment that Seattle and King County are continuing to underfund transit.

At the start of the engagement process and the Mobility Board's involvement in the network development, our main priorities were to increase the quantity and quality of east to west connections within Seattle, to ensure existing and emerging job centers like South Lake Union and First Hill were well-served by transit, and to make the transit network as easy to understand as possible, which includes language access and wayfinding. A large part of our work with the other parts of the North Link Connections team was learning more about transit planning and understanding the trade offs and decisions involved in putting the "lines on the map".

There were several ideas over the course of the project that we enthusiastically supported, only to have them excluded from the final proposal due to budget constraints. For example, one of the network drafts included a rerouting of Route 62 to better serve Green Lake and Wallingford, but this was

not included due to a lack of funds for paving. Similarly, there was a proposed Route 61 that would have provided a one-seat connection from Lake City to Greenwood, fulfilling our stated priority of improving east to west connections. This idea was very exciting to many members of the Board and the communities we represent, but it was again removed due to budget constraints.

While there were several disappointments like these, on the whole the Board is proud of our contributions to the network proposal and we support its adoption. Crosstown connections, service to hospitals and job centers, and ease of transfers are addressed in this proposal, even if not to the extent we would have liked. Furthermore, we would like to emphasize that language accessibility, which was an essential part of the engagement and development process, should be prioritized in the implementation of the proposal, with navigation and wayfinding prioritized to ensure the transfer environment is as friendly as it can be.

Finally, we believe that transit will be a critical part of an equitable and environmentally conscious COVID recovery. For this and future proposals to succeed, both Seattle and King County must commit to funding frequent, reliable, and accessible transit as an essential public service.



Thank you very much for your consideration.

Sincerely,

Mohamed Akmoosh, North Link Connections Mobility Board member

Preston Sahabu, North Link Connections Mobility Board member

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The North Link Connections Mobility Board