Snoqualmie Valley Mobility Coalition Meeting Notes
April 14th, 2023, 10:30 AM – 12:00 PM via Zoom

Attendees: Laura Loe (Hopelink), Teresa Ngo (Hopelink), Julio Perez (Hopelink), Staci Sahoo (Hopelink), Carol Ladwig (Snoqualmie Valley Transportation), Jennifer Knaplund (Duvall Councilmember), Diana Austin (Department of Social and Health Services), Meredith Sampson (King County Metro Service Planning), Robert Blumenfeld (Disability Empowerment Center), Asela Chavez (City of Duvall), Ed Engel (Snohomish County Transportation Coalition), Adair Hawkins (Carnation Councilmember) Amy Biggs (Snoqualmie Valley Transportation) <David Goodman (City of Snoqualmie), Jesse Reynolds (King County Department of Local Services), Rozalia Novikova (Hopelink), Ryan Packer (The Urbanist), Rebecca Mendelsohn (King County Council D3 – Sarah Perry’s Office), Jonathan Kessler (City of Snoqualmie), Aaron Morrow (Community Advocate), Brock Howell (Snohomish County Transportation Coalition), Ed Engle (Snohomish County Transportation Coalition).

Staff support: Bree Boyce, Heather Clark, Tracie Jones

Welcome and Announcements

Partner Updates:
Adair Hawkins (City of Carnation) Working towards getting funding for a new roundabout on SR 203, right outside the city, to mitigate traffic.

Diana Austin (DSHS Coordinator) New regional coordinator interested in learning more about the needs within Snoqualmie Valley.

Amy Biggs (SVT), Reduce SVT services due to driver shortage.
- Sign-up to receive rider alerts via email - https://svtbus.org/alerts/.

David Goodman (City of Snoqualmie) Newest City of Snoqualmie City Planner.

Jesse Reynolds (King County Local Services) will present at the next SVMC Coalition meeting, June 12, 2023. Jesse will discuss Snoqualmie Valley/NE King County Subarea Plan
Email - JesReynolds@KingCounty.gov
Public Input Webpage – www.publicinput.com/SnoValleyNEKC

Washing State Legislative Session Update Presentations - Ryan Packer, Senior Editor, The Urbanist. (Ryan@TheUrbanist.org)

Housing is a big push to address affordability. What will make it and what won’t make it in legislation? Legislators are currently nailing out details in the final budget. HB 1110 addresses housing, specifically middle housing. This bill has been moving through the legislature for the last couple of years. In most cities near Seattle, you should be allowed to have four units instead of just one house/lot. The legislature has been steering away from controlling city zoning. Housing supply shortage is an issue reverberating out, which affects areas outside Seattle, including Snoqualmie Valley. The new bill is not being accepted well by smaller city leaders. Valid concerns, including infrastructure. Other concerns involve neighborhood character. There was a Concessions with smaller populations. As the
bill stands now, our unit housing is allowable. Under 75,000 population/city, duplexes are allowable. Almost certain to pass.

**HB 1110 – Missing Middle Housing** – Increasing middle housing in areas traditionally dedicated to single-family detached housing. **PASSED! Next Move** – Passed the Senate 35 to 14, following amendments. Next step will be review of the Senate’s amendments by the House. **Notes** – Senate amendments, as covered in last week’s WALEG Wednesday round up, create three tiers of cities — under 25,000 residents in a contiguous GMA get duplexes, in cities 25,000-75,000 all residential zones get duplexes and fourplexes near transit, and over 75,000 get fourplexes and six-plexes near transit. **More Coverage** – Read earlier amendments to get out of committee and PSRC’s analysis of the number of potential homes original versions bill would create.

Jennifer Knaplund (City of Duvall) Is there a duplex floor for those cities with populations under 75,000 residents? Does this mean the minimum density is a duplex? Could my neighbor tear down his house and build a duplex with not enough parking? We are small and rural, and do not have plans to increase road infrastructure. It’s not just a smokescreen about the character of the neighborhood. It’s about traffic congestion.

Ryan Packard (The Urbanist) there are legitimate issues. There are reasons you wouldn’t want a certain development in a specific area. What legislators would say is that it is not free for all. Under 25,000 residents have different considerations.

Jennifer Knaplund (City of Duvall) I think our Snoqualmie Valley cities under 25,000 may still be exempt from SB1110. I believe our cities are NON-contiguous with a larger UGA city - so we would not be included in the provision for the under 25,000 residents tier? At least in how I read the bill - but I could be misunderstanding something: Here are the excerpts that I think apply?

Unless zoning permits higher densities or intensities applies, a fully planning city with population of 25,000+, but less than 75,000, must include authorization of:

- two units per lot;
- four units per lot if at least one unit is affordable housing;
- four units per lot within one-quarter mile walking distance of a major transit stop.

Unless zoning permitting higher densities or intensities applies, a fully planning city with a population less than 25,000, within a contiguous urban growth area with the largest city in a county with a population of more than 275,000, must include authorization for the development of at least two units per lot.

Amy Biggs (SVT) Quasi transportation issue. SB 5560 – all older drivers would be required to pass a test to continue driving. This can be a barrier for seniors who would be required to take a course and a test.

The transportation committee is considering Senate Bill 5560 which addresses requirements for older drivers to have their licenses issued or renewed. “Older drivers” are defined as those “over 70”.

If passed as written, SB 5560 will require all drivers over the age of 70, to pass an “older driver knowledge and skills refresher course that emphasizes the unique issues faced by older drivers" before their driver’s license can be issued or renewed.

There are two levels in the proposed Bill, SB 5560:

Sec 1, Paragraph 3(a) - requiring all drivers over 70 to take this driver “refresher” course.

Sec 1, Paragraph 3(b) – imposing additional restrictions on “high risk older drivers".
Amy Biggs (SVT) I have concerns about bills not taking consideration for rural areas. What if Senior do not pass, but don’t have other options? It seems ageist.

Ryan Packard (The Urbanist) Younger drivers need to take a full test (younger than 25). Older drivers – it’s less prescriptive. It is a safety issue where older drivers are out living their ability to drive, but there aren’t a lot of alternatives. This won’t pass this year, but the topic will stay.

Amy Biggs (SVT) I will send information about the Senate Bill to Tracie to share out.

Ryan Packard (The Urbanist) HB 1337 – Accessory Dwelling Units – 2 additional units will be allowed. This will allow more options for housing. You can have 3 dwelling units on one lot.

HB 1337 passed the Senate on a bipartisan vote of 39-7 (all 7 nays were Rs). Next steps are concurrence with the House, and then the Governor’s desk. The bill was amended on the floor with the parking provisions noted below. Here’s what the passed version does:

- prohibits owner occupancy requirements (a.k.a. renter bans).
- legalizes two ADUs per lot in any configuration of attached/detached.
- caps impact fees at 50% of those charged on houses.
- legalizes an ADU on any lot size that’s legal for a house.
- lifts parking mandates < 1/2-mile of 15-min. transit stop; otherwise capped at 1 per ADU on lots < 6,000 sf.
- legalizes ADU size up to at least 1,000 sq. ft.
- legalizes ADU height up to 24 feet (or the max. height for houses if < 24 feet).
- prohibits design standards or other restrictions that are more stringent than what applies to the main house.
- legalizes ADUs to abutting property lines on alleys.
- legalizes ADUs in existing structures that violate current rules for setbacks or lot coverage.
- prohibits requirements for public right of way improvements.
- legalizes the sale of ADUs as condominiums.

SB 5466 – Promoting Transit Oriented Development – Permitting increased density in specified areas around high frequency transit. Next Move – Passed Housing (March 28) and Capital Budget (March 31) with amendments by Agriculture and Natural Resources. Notes – More coverage below about the striker amendments required to progress in the House. More Coverage – The Urbanist did a big breakdown of the bill from January and also has done a coverage of transit-oriented development (TOD) in the past. Sightline Institute also has some good info on earlier versions of this TOD bill.

Tracie Jones (SVMC), What about Complete Streets, including the Move Ahead Washington Transportation Mandate? Will that be impactful in the Valley?

Ryan Packard (The Urbanist) Yes, this has the potential to impact pedestrian projects, It’s early for this concept.

Aaron Morrow (Community Advocate) Interested in land use policy. Anything in land use policy? Ryan Packard (The Urbanist) housing discussion is all about land use. Aaron Morrow (Community Advocate) housing, transportation, anything Ryan Packard (The Urbanist) HB 1181 incorporates climate planning into the growth management plans. Require them to include fire buffers in Comp Plans 2029, moving forward.

HB 1181 - GMA Climate Change provisions – Incorporating climate change provisions in municipal and county comprehensive planning.
Notes – Senate amendments include wildfire provisions, and requirements to include property owned by public entities and utilities. More Coverage – Meetup with Futurewise notes.

Transit Oriented Development: Senate Bill 5466 guaranteeing denser transit-oriented development (TOD) near rapid transit would sail through the State Legislature after it cleared the State Senate and moved over to House. But amendments prompted by hesitant House Democrats gutted the bill, greatly pared back its scope and added a 20% affordable housing mandate on new buildings that appears to be a poison pill for encouraging housing. Lawmakers should strip that, or the bill could end up being counterproductive.

Amendments to House Bill 1110, which would remove prohibitions on fourplexes in the state’s largest cities, have been less drastic. The missing middle housing bill continues to work its way through the senate and passing it would be a huge step forward for addressing the state’s housing crisis.

Aaron Morrow (Community Advocate), Link for the Growth Management Act?
Washington State Department of Commerce Growth Management.
UGA Growth Boundary Map for King County: Algona Urban Growth Area (wa.gov)
Growth Management – Planning by Selected Counties and Cities: Chapter 36.70A RCW: GROWTH MANAGEMENT

Adair Hawkins (City of Carnation) Any information about state highways and how we are using them? Does it make sense to have highways going through smaller jurisdictions? Our city is near a state highway and walkability etc. is very difficult.

Ryan Packard (The Urbanist) Right now, the Senate and House are reconciling their budgets. If funding is attached to this bill, it would be from WSDOT.

I-90 – SR 18 Interchange Improvements | WSDOT (wa.gov)

SB 5200 – The Capital Budget
Companion Bill – HB 1147 (Now completely lapped by the Senate bill)
Next Move – The capital budget passed the Senate 44 to 0 on March 24. The bill moved to the house, where it was read, skipped all the committees, and continues to sit on the calendar for second reading. More Coverage – The extensive list of proposals for the Capital Budget can be looked at in the Proposed Substitute Senate Bill (PSSB) 5200. We covered the budget process in the Week 11 WAleg Roundup and more in-depth numbers in the Week 12 WAleg Roundup.

SB 5187 – The Operating Budget
Companion Bill – HB 1140 (Now completely lapped by the Senate bill)
Next Move – The operating budget passed the Senate 40 to 9 on March 29 before passing the House 57 to 40 on April 3. The bill now heads to conference to pound out any differences between the House and Senate versions. Should that pass, it will go to the Governor’s desk for signature. More Coverage – We covered the budget process in the Week 11 WAleg Roundup and more in-depth numbers in the Week 12 WAleg Roundup.

Brock Howell (SnoTrac) Because of grant funding, (WSDOT), there is a lot of funding available for projects. Question – highlights from the transportation budget?
Ryan Packard (The Urbanist), SR18 expansion is a priority. Things to watch are the grant programs, bike/pedestrian, safe routes to school, sidewalks.

Tracie Jones (Hopelink) Any bills that you were disappointed about? Ones that died on the floor?
Ryan Packard (The Urbanist), opportunity for landowners to split lots. Traffic safety bills were not advanced. Lower BAC for DUI. Missed opportunities.
Find a Ride Presentation – Laura Loe, Program Manager, Find a Ride. (LLoe@Hopelink.org)

Find a Ride
  o Multimodal trip planner and referral system.
  o King, Snohomish, and Pierce Counties.
  o Inform the general public about transportation options including specialized transit
    • Centralized
    • Inclusive planning
    • Used lived experiences.
    • Community conversations.
    • Embedded inclusive planning practices focusing on seniors, people with disabilities, lived experiences, and community conversations.
  o Specialized Transportation Life Cycle (informs our work)
    • Not service providers. Focused on steps leading up to that.
  o Timeline: current phase is user acceptance testing and moving into usability and accessibility audits.
    • We want your feedback – I invite you to sit down with me and give me feedback.
    • Soft launch this summer with full launch in the Fall
    • Iterative process
    • Ongoing maintenance
    • Currently setting a strong foundation
  o Multi-year roadmap:
    • Service discovery
    • Rider profiles
    • Intake, eligibility determination
    • Integration with AccessMap
    • Trip brokering
    • Payment and billing
    • One call support
    • Build net independence piece
  o Latest and greatest:
    • Keeping Find a Ride branded name
    • Eligibility filters
    • User acceptance and testing
  o Laura displayed map view and explaining the current rider profile
    • Is the language we use workable? Looking for feedback.
  o Next steps:
    • Continue to garner feedback.
    • Engage with advisory committee.
    • Software vendor finalization.
    • User testing.
    • Community engagement.
    • Bet testing July 2023.
    • Close out phase 1 by June 2023.
Community Van Presentation – Teresa Ngo, Program Manager, Volunteer Transportation.
(TNgo@Hopelink.org)

The Community Van (CV) is funded through King County Metro.

Overview
- Goal is to fill mobility gaps in the valley.
- Transportation available 24/7.
- Most frequent limitation is volunteer driver availability.
- Two-rider minimum, plus driver.
- No income, age, ability restrictions.

Key takeaways
- Users may borrow the vans for $2.75, (or less) per rider.
- Gas, insurance, and maintenance are covered.
- Take trips up to two hours away from pick-up locations.
- Two-rider minimums.
- Six passenger van, with wheelchair accessibility; 12 passenger vans also available.
- A van will be coming to Carnation, soon,

Suggested Users and Uses:
- Non-profit organizations
- Local small businesses
- Community members
- Families and friends
- Request rides from community of drivers
- Volunteer to drive for Community Van
- Day trips (tulips, hiking, etc.)
- Airport drop-off
- Moving furniture

Costs:
- Trips are free for the driver.
- Riders pay one Meto fare per round trip.
- Full fare - $2.75
- Seniors: $1.00
- Youth under 18 years of age ride free.

Payment options
- ORCA monthly passes.
- Transit Go.
- Human service bus ticket.
- Community Van does not accept cash payments.

Driver requirements
- Metro will complete a driver history report.
- Individuals must be 21+ years old.
- 5-year driving history.
- Clean driving record.

How to apply?
- Complete an online application.
- Complete 45-60 minutes in-person training.
- Video training course, online.

Rider requests
- Send trip requests through online form.
- Include: Name, timeframe, phone number, and pick up/drop off locations.
- Youth, completed parent permission form is required before trip.
- CommunityVan@hopelink.org / 425-943-6721
Partner Discussions

Amy Biggs (SVT) CV is a great resource especially for rural areas.

Jennifer Knaplund (Duvall Council Member) I agree CV is a great idea. Human services agencies could use CV, and train someone to be a train as a driver. Should we send out information through the City of Duvall? Is it already available? I would be happy to share it on our social services distribution list.

Teresa Ngo (Hopelink) Would be a great opportunity. We can send information out.

David Goodman (City of Snoqualmie) How is the Find a Ride pilot program being evaluated? And, how is driver recruitment with CV?

Laura Loe (Hopelink) We’re working with advisory committee, technical advisors, and there are several reporting tools.

Teresa Ngo (Hopelink) Unfortunately, we do not have enough drivers. Currently, we’re working with organizations, and that has been helpful. They do have restrictions, often working full-time. Slow moving but catching up.

Tracie Jones (SVMC) Who would someone contact at Metro about starting a CV program?

Teresa Ngo (Hopelink) Additionally, contact Metro for more information on requesting future service areas - County Metro @CommunityVan@kingcounty.org.

Laura Loe (Hopelink) Please reach out to do some 1:1 user testing with me!

Next Coalition Meeting:
June 12th, 2023, @ 10:30 AM - 12:00 PM, via Zoom.

For more information about SVMC, contact Tracie Jones at TJones@hopelink.org, visit our website here, or sign up for our distribution list here.