Council Meeting Date: June 21, 2010 **Agenda Item: 7(b)**

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Transportation Master Plan Update – Transit and Light Rail
DEPARTMENT:	Public Works
PRESENTED BY:	Mark Relph, Public Works Director Kirk McKinley, Transportation Services Manager Alicia McIntire, Senior Transportation Planner

PROBLEM/ISSUE STATEMENT:

The purpose of this staff report is to discuss policy issues associated with transit and light rail. The outcome of this discussion will provide direction to staff for the Transportation Master Plan update.

Staff has one additional discussion topic scheduled with Council before a draft TMP is assembled and presented later in 2011; that topic is Concurrency and Funding.

BACKGROUND

Attachment A provides a summary of the purpose and scope of the Transportation Master Plan (TMP) and includes policies for which Council will be asked to address over the next few months as the City updates the TMP. The main topics of the TMP to be addressed are:

- Bicycle and pedestrian transportation
- Transit
- Stormwater management
- Traffic modeling, capacity and operations
- Neighborhood traffic action plans
- Funding
- Regional integration
- Maintenance

ISSUES:

In March, staff presented Council with a status report regarding the City's Transportation Master Plan (TMP) update. At that meeting, staff explained we would be returning to Council for a series of policy discussions that would guide development of the Transportation Master Plan update. This is the second of those discussions.

Transit is considered an important factor to help address neighborhood quality of life issues in Shoreline. Public transit is one way for the City to address several issues

including traffic congestion, mobility options, climate change and sense of community. As a suburban community, Shoreline does not have concentrated base of employment or major population centers that serve as an origin or destination for transit. The one major transit destination in the City is Shoreline Community College.

The majority of transit trip destinations for Shoreline residents are downtown Seattle and the University of Washington. However, access to destinations within the City, such as the libraries, Shoreline Center, parks, schools, City Hall are also important to residents and these locations are served with varying levels of transit service.

The City is served by three transit agencies: Metro Transit, Community Transit, and Sound Transit. Metro Transit provides transit service primarily in King County. Community Transit primarily serves Snohomish Country, with several routes terminating or passing through Shoreline at the Aurora Village Transit Center. Due to their service jurisdictions, transit users along the Aurora Avenue Corridor who cross the county line need to make a transfer between Metro Transit and Community Transit. Metro Transit has several park and ride lots in Shoreline, including the Aurora Village Transit Center and the Shoreline Park and Ride at N 192nd Street. Metro Transit provides paratransit service to Shoreline residents through their ACCESS program. Community Transit provides paratransit to some limited areas of Shoreline through their Dial-A-Ride Transportation (DART) program.

Sound Transit is the regional transit agency for the Puget Sound region and provides express bus, commuter rail and light rail service. Sound Transit provides limited, all-day express bus service in Shoreline with service to Seattle, Lynnwood, and Everett. These two express bus routes stop at the I-5/NE145th freeway station, except during the peak period in the peak direction (i.e. buses do not stop southbound during the morning peak period and they do not stop northbound during the evening peak period). Sound Transit's Sounder commuter rail between Seattle and Everett operates along Shoreline's coast but currently does not have any stations within the City limits. Light rail service in the region began in 2009 and is limited to service from downtown Seattle to Sea-Tac Airport.

As of June 2010, 27 bus routes operate in the City of Shoreline. Four additional Metro routes skirt the City's southeastern border along Lake City Way NE, three Metro routes operate along short portions of N/NE 145th Street at the City's southern boundary and one additional Metro route terminates at the Park and Ride facility at I-5 and NE 145th Street. Fourteen out of the 27 routes operate only during peak periods. The remaining routes are offered throughout the day, with all but one operating seven days a week. Additionally, Metro operates one custom route to Evergreen School at Meridian Avenue N and N 152nd Street. Metro Transit provides the majority of the service in the City, with 18 fixed routes operating in the Shoreline area. Each weekday, approximately 350 Community Transit and Sound Transit buses pass through Shoreline on I-5 but do not provide service at the NE 145th Street freeway station.

New transit services are also in place or planned for Shoreline. Community Transit began bus rapid transit (BRT) service on Aurora/SR 99 in Snohomish County in fall 2009. This service runs from the Aurora Village Transit Center in Shoreline to Everett. As part of Metro's Transit Now program approved by voters in November 2006. BRT

service is scheduled to begin in 2013 on Aurora from Shoreline to downtown Seattle, coincidental with completion of improvements to all three miles of Aurora. As part of the Sound Transit Proposition 1 package approved by voters in November 2008, light rail will be extended from University of Washington to Lynnwood. Service is scheduled to begin in Shoreline in 2023. Although this service is several years away, planning for the transportation network around the stations needs to begin now to ensure the success of the system within Shoreline.

Currently, the transit providers in our region are facing a budget crisis of unprecedented proportions. Most transit service is funded by sales tax revenues and with the current economic downturn, funding for service is extremely limited. The transit agencies are looking at combinations of service suspensions or reductions, fare increases and ways to increase efficiencies as a response to this crisis. Although the TMP is a long range document, these issues should be kept in mind as we proceed with the update. The transit providers' policies that dictate how to respond to this kind of circumstance should be addressed in the TMP, especially if we see areas where change is needed. For example, Metro Transit's current policy requires that when service must be reduced, the largest cuts to take place in the West subarea, where Shoreline is located. Shoreline may have routes that perform better than the south or east areas of the county but, worse than other routes in Seattle. As a result of this policy, those routes may be reduced or eliminated. The updated TMP will include language advocating for modification of this policy.

Attachment B outlines the specific issues staff would like to discuss with Council regarding transit and light rail, including:

- Metro Transit Service Allocation and Reduction Policies
- Improving Cross-County Service
- Fares
- Bus Rapid Transit Service
- Light Rail
- Improving and Expanding Transit Service in Shoreline

The recommendations included in the Transportation Master Plan will eventually result in amendments to City programs, policies or codes, such as the development code or engineering development guide.

RECOMMENDATION

There is no recommendation at this time. This report is for discussion purposes only.

Approved By: City Manager ____ City Attorney ____

ATTACHMENTS

Attachment A: Purpose, scope and the Inputs and Outcomes of the TMP
Attachment B: Transit and light rail discussion topics

ATTACHMENT A
TRANSPORTATION MASTER PLAN UPDATE

General Purpose and Scope of the TMP

The Transportation Master Plan (TMP) contains policies and projects that support the future land uses in the City's Comprehensive Plan. These policies affect choices for travel modes, such as car, bus, bicycle and on foot. By knowing how Shoreline will grow in the future, the City can plan for how the transportation system will need to change to accommodate that growth. The projects listed in the TMP help ensure that adequate transportation facilities are in place to support growth, which is known as concurrency.

The current TMP includes an inventory of the existing transportation systems and traffic forecasts for the year 2022. The updated plan will use revised growth targets to plan through 2030.

The TMP addresses several interrelated topics. They include:

- Bicycle and pedestrian transportation – Walking and bicycle travel are important elements of the City's transportation network. Residents who are unable to drive or choose to travel without a car need to have safe, well-maintained facilities that connect them from their homes to destinations.
- Transit – Like walking and bicycling, transit provides another alternative to travel by car. Transit must be frequent, affordable, accessible and travel to desired destinations in order for it to be a successful and appealing form of transportation. Shoreline has a high demand for commuter transit service, as well as all-day transit service. As light rail service begins in Shoreline in the next ten years, transit service throughout the City will change as some buses are directed to feed the light rail stations. The City's bicycle and pedestrian network must be highly integrated with the transit routes serving the City.
- Stormwater management – Streets and sidewalks create large areas of impervious surfaces and the associated stormwater runoff must be collected and treated appropriately. Shoreline has a large conventional stormwater system that collects and treats runoff from the entire City, including private property and streets. This system is predominantly located underneath the street network. As new technologies emerge and stormwater management regulations change, the City's right-of-way can be used in different ways to treat stormwater.
- Traffic modeling, capacity and operations – The City and the surrounding area are projected to grow and major changes to the region's traffic network are planned, such as tolling of state highways and expansion of light rail. As a result of these changes, traffic within and through Shoreline will change. Some areas of the City are likely to experience increased traffic congestion and delays. By utilizing traffic modeling software, the City can anticipate where these problems are likely to occur and plan for solutions to correct them.

- Neighborhood traffic action plans – Over the past few years, the City has been working with residents to identify traffic concerns and develop recommended solutions for each of Shoreline's neighborhoods. The recommendations are used to guide short and long term improvements in the neighborhood.
- Funding – The City has many transportation improvement needs and funding all of these needs is a significant challenge. Resources are limited and the City must prioritize projects. The City has been successful in receiving grants for many of our large capital projects, such as Aurora and the Interurban Trail, and will continue to pursue grant funding in the future. Other funding options to construct transportation improvements are also available, although currently not employed by the City.
- Regional integration – Transportation in Shoreline is heavily influenced by surrounding jurisdictions and transit providers. I-5 and three state highways, as well as regional arterials, are within Shoreline, resulting in significant pass through traffic. The City's transit service is provided by outside agencies that also serve many other jurisdictions. These factors, as well as our location adjacent to the county line, emphasize the need for us to coordinate regionally as we plan transportation improvements and participate in regional transportation decisions.
- Maintenance – All transportation facilities require maintenance. Age, degree of use, original construction methods and materials all contribute to the maintenance needs of a given facility. Due to combinations of all of these factors, Shoreline has various maintenance needs throughout the City. Newly constructed projects will also have long-term maintenance needs as well.

The relationship between these topics and how they affect the City's transportation system will result in plans, policies and procedures within the TMP. The TMP, in turn, will influence, guide and support the development of other City documents. The TMP will address prioritization, funding, maintenance and stormwater management for recommended projects and programs.

One of the significant transportation planning tools that will result from the TMP will be a Master Street Plan. The Master Street Plan will be a long range plan that identifies the cross-section and right-of-way needs for all of the City's arterials. By using the results of the traffic model, staff will know where improvements are needed to accommodate future traffic growth. Additionally, each arterial will be examined by staff to determine what other future improvements may be desired, such as sidewalks, bicycle facilities, landscaping or stormwater treatment. Through these processes, the City will identify the specific cross-section for each arterial, or in some cases, section of an arterial. The Master Street Plan will be used as a guide as the City plans for future right-of-way improvements. Additionally, by knowing the right-of-way needs for a given roadway, the City can ensure that the appropriate improvements are installed in the correct location when required for private developers. For non-arterial streets, the City will develop a menu of cross-sections that can be utilized when designing these streets.

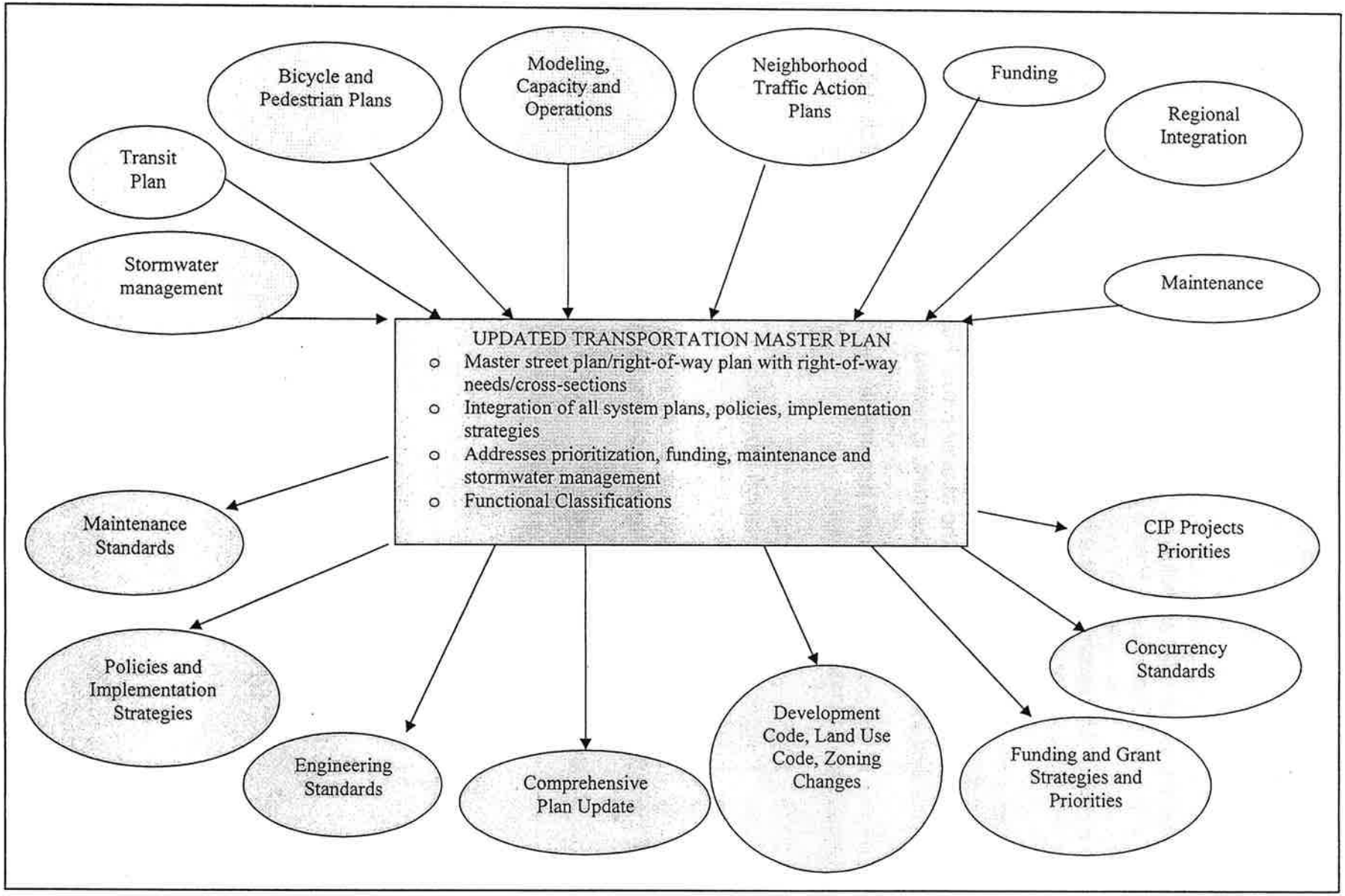
The updated TMP seeks to be a document that is highly integrated with other City system plans, long range plans and implementation strategies. The TMP will work in coordination with the City's Comprehensive Plan and the region's long range growth strategy by identifying future transportation needs based upon planned growth in the City and surrounding areas. Policies outlined in the adopted Sustainability Strategy will be reflected in the TMP as well. The City's Stormwater Master Plan and Parks, Recreation and Open Space Plan will be used to develop the TMP.

The existing TMP recommends a functional classification for all of the streets in the City. This recommendation was adopted with the Comprehensive Plan. Streets in the City are classified as Principal Arterials, Minor Arterials, Collector Arterials, Neighborhood Collectors or Local Streets. Each classification serves a different function, with differing traffic speeds, volumes, lanes, transit service, bicycle facilities and walkways. During the TMP update and creation of the Master Street Plan, staff will evaluate the existing classifications and recommend changes, if needed.

Examples of City policies, plans and documents that will be influenced by the Transportation Master Plan include:

- Maintenance standards;
- Policies and implementation strategies;
- Engineering standards;
- Comprehensive plan;
- Development code, land use code, zoning changes;
- Funding and grant strategies and priorities;
- Concurrency standards; and
- CIP projects and priorities.

The Inputs and Outcomes of the TMP



ATTACHMENT B
TRANSIT ISSUES

A. Metro Transit Service Allocation and Reduction Policies

The Metro Transit service area covers King County's urbanized area. Much of this area is suburban in nature outside of the City of Seattle. For the purpose of transit planning, the service area is divided into three subareas – west, east and south. Shoreline is located in the west subarea, along with the cities of Seattle and Lake Forest Park. The remaining cities in the service area are located in the east and south subareas, with comparable populations in each.

When planning for distribution of future service hours, Metro Transit has adopted a service allocation policy. This policy requires new service hours to be allocated according to the following formula: 40 percent of new hours are allocated to the south subarea, 40 percent of new hours are allocated to the east subarea and 20 percent of new hours are allocated to the west subarea. This policy was adopted as a means to correct a perceived imbalance in service, as representatives of the east and south subareas felt they were not receiving a fair share of transit service. The intent of the policy is that as service continues to grow, distribution in accordance with this formula will help correct this imbalance.

Similarly, Metro Transit has a service reduction policy that is implemented when the system must be decreased. This policy states that service is reduced in proportion to the amount of service in each subarea. Currently, approximately 62 percent of Metro Transit's service is in the west subarea, with 21 percent and 17 percent in the south and east subareas, respectively. Again, this is a policy designed to correct a perceived imbalance in service distribution.

Metro Transit measures route performance according to five performance measures. The overall performance of a route is judged by combining scores for each measure to create a summary score. Routes are compared within each subarea, taking into account time of day and similarities in operating conditions. The ratings are used to determine which routes are good candidates for expansion, those that may need to be changed to improve performance or routes to be eliminated. Because routes are only compared within their subarea, there is no comparison of routes across subareas. Therefore, routes that do not perform as well others in one subarea may be subject to elimination, even if that route performs better than routes in other subareas, as the service reduction policy is subarea based. This can result in poor transit planning, with decisions made in accordance with political boundaries, rather than efficiency of service, passengers served or consideration of the system as a whole. And because Shoreline is at the beginning or end of many of the routes that serve the City, ridership is lower and puts those routes at risk for elimination.

Staff Recommendations:

- Advocate for elimination of Metro Transit's current service allocation and reduction policies.
- Participate in Metro Transit's policy development processes, such as the Comprehensive Plan update and the Regional Transit Task Force meetings (currently underway) to address and influence this issue.

B. Improving Cross-County Transit Service

Transit service in the Puget Sound region has its basis in political boundaries. The transit providers serving Shoreline have service areas established by county boundaries. Metro Transit serves King County and Community Transit serves Snohomish County and Sound Transit

provides service within a voter approved taxing district in Snohomish, King and Pierce Counties. The service areas for Metro Transit and Sound Transit are divided into subareas comprised of multiple cities.

As a City that borders Snohomish County, Shoreline sits at the terminus point for many Community Transit and Metro Transit routes. Therefore, residents wishing to travel from Shoreline to neighboring jurisdictions in Snohomish County must transfer between systems at the Aurora Village Transit Center (AVTC). This results in delays in service, as the AVTC is located off Aurora Avenue North and riders must wait for transfers between systems. These delays act a deterrent to residents wishing to use transit to travel to the neighboring cities of Edmonds or Mountlake Terrace to the north. Minimization or elimination of these delays could encourage residents to use transit for trips to Snohomish County.

On February 25, 2008, the City Council adopted Resolution 273, which promotes a single, integrated continuous Bus Rapid Transit (BRT) system along the Aurora Avenue/State Route (SR) 99 corridor. The City's Comprehensive Plan also includes a policy encouraging cross-county bus service (Policy T24). Both transit providers are aware of Shoreline's desire to see BRT service on SR 99 from Everett to downtown Seattle and have stated their positions that it is not practical or desirable for either of them to provide this service. This BRT service is identified in Sound Transit's long range plan but, there are no scheduled plans to begin implementation of this service.

One of the significant obstacles to improving cross-county bus service by Metro and Community Transit is the location of the Aurora Village Transit Center. Both transit providers experience delays resulting from the need to enter and exit the transit center via N 200th Street and leave the Aurora Corridor. The ability to remain on Aurora would improve service for transit riders by eliminating delay and allowing for easier transfers. The consolidation of the Shoreline Park and Ride and the AVTC at N 192nd Street would accomplish these goals. Staff has been working with Metro Transit to revive interest in relocating the transit center and redeveloping the Shoreline Park and Ride as a Transit Oriented Development (TOD). Community Transit has stated support for this idea.

The relocation of the transit center function currently in operation at the AVTC to the Shoreline Park and Ride would result in an improvement in transit service in the City. The redevelopment of the park and ride as a TOD, with multi-family housing and commercial, office and/or educational uses, would make it a departure point, as well as a destination. Redirecting Metro Transit and Community Transit routes to the park and ride would result in transit time savings, improved/smoother transfers (especially between BRT systems) and overall improvements for transit riders. Routes might still serve a portion of the AVTC or serve the northern part of the City via different locations. The land vacated by the AVTC could be redeveloped in a manner consistent with the current development Aurora Village and the funds from the sale of that land could be directed toward development of the TOD.

Staff Recommendations:

- Actively pursue redevelopment at the Shoreline Park and Ride in conjunction with Metro, Community Transit and WSDOT (they currently own the land) by seeking out developers interested in constructing the TOD.
- Work with the transit providers to redirect routes to the park and ride in the interest of creating a transit center that serves many routes in the City and facilitates efficient transfers.

C. Bus Rapid Transit Service

State Route 99 (SR 99) runs north-south throughout the Puget Sound region. Bus rapid transit (BRT) service is currently in place or scheduled to begin on SR 99. BRT is a unique form of bus service designed to function in a manner similar to rail systems. Using a combination of low floor buses, multiple doors for boarding and deboarding, dedicated right-of-way, high frequency service, greater stop spacing and off-board fare collection, BRT can provide an efficient alternative to traditional bus service at a much lower cost than rail. Community Transit provides a 17 mile long BRT service from the City of Everett to the AVTC in Shoreline via SR 99. Metro Transit plans to run a 13 mile long BRT service from the AVTC to downtown via SR 99 beginning in 2013.

The termination of each provider's BRT service at the AVTC will force a transfer between systems. If the transit center remains in its current location, buses will need to maneuver through a congested, busy intersection, thus reducing the speed and efficiency for riders wishing to cross the county line. Sound Transit has identified a continuous BRT system from downtown Seattle to Everett as part of its long range plan, however, there is no schedule for implementation at this time. A single, continuous BRT system that crosses the county line, or a transfer that occurs on SR 99 would improve the efficiency of this system, making it more appealing for riders wishing to ride between Shoreline and Snohomish County.

Staff Recommendations:

- Work with Metro Transit to ensure BRT service, is implemented on Aurora in 2013, as scheduled, and operates as a convenient and appealing option for riders in Shoreline. Actions to implement this may include:
    - Advocate for off-board fare payment at all stops.
    - Advocate for a system that includes stops at all signalized intersections.
    - Coordinate with Metro Transit and the City of Seattle to encourage continuous business access-transit lanes along the entire length of the corridor.
    - Advocate for implementation of "shadow service" on Aurora Avenue N if BRT service increases the distance between stops to more than 1/3 mile. Shadow service would be regular bus service that travels the same route as BRT. It would have more closely spaced stops than BRT to serve those passed by BRT.
    - Ensure east-west transit routes serving Shoreline connect with the BRT corridor on Aurora Avenue N.
- Encourage Community Transit to expand Swift service farther south into Shoreline, with a potential terminus at the N 192nd Street Park and Ride.
- Work with Metro Transit, Community Transit and Sound Transit to provide "one-seat" rides along Aurora Avenue North, including BRT, without the need for a transfer at the Aurora Village Transit Center.

D. Fares

Metro Transit, Community Transit and Sound Transit all have tiered fare systems. Metro Transit and Sound Transit base their fare systems on how many zones or a distance a passenger travels. Metro Transit has a two-zone fare system. The City of Seattle is one zone and all areas outside of Seattle are in a second zone. Travel into Seattle from outside of the city limits is considered two-zone travel. Travel entirely within the City of Seattle or trips that begin and end within a zone line are considered one-zone travel. The fares for one- and two- zone travel during non-peak hours are the same and are less than peak hour fares. Fares for two-zone trips during peak hours (Monday to Friday, approximately 6-9 am and approximately 3-6 pm) are

greater than one-zone trips. Riders in Shoreline that travel into Seattle during peak periods must pay the greater, two-zone fare, regardless of the length of travel in Shoreline. This could be as little as a few blocks of travel. All other fares, such as youth, seniors and individuals with disabilities, are the same at all times, regardless of how many zones are traveled.

Sound Transit has a zone system for its Express Bus service. The Express Bus service area is divided into two zones in King County and the fare increases with the number of zones traveled. The fare also increases when a trip crosses a county line. Fares increase for all users – adult, youth and seniors and disabled passengers – when multiple zones are traveled. Similarly, fares increase for all riders of Sounder Commuter Rail and Link Light Rail based upon the distance traveled.

Community Transit's fare system is based upon the type of trip. Trips include local, commuter (Everett and south) and commuter (north and east). Adult, youth and senior and disabled fares all increase in accordance with the type of trip.

In January 2010, seven public transportation agencies, including the three agencies serving Shoreline, began full implementation of a regional smartcard system called ORCA. Meaning One Regional Card for All, the ORCA system replaced bus passes for the participating transit providers. It also allows riders to select an electronic purse to hold stored value that is deducted from the balance for each trip. The ORCA card tracks payments as a rider enters the bus and deducts the required fare. If a transfer is made, either within or between providers, credit for the first trip is stored in the memory of the card and any difference in the fare is deducted. For riders on Sounder Commuter Rail and Link Light Rail, riders "tap" their card at a reader prior to boarding the train and upon exiting as well. The proper fare is debited from the card electronically.

Cash payments are still permitted, however, riders that pay with cash cannot use that fare toward the balance of a transfer between transit providers. Only Metro Transit issues a transfer slip for cash payments that are valid on other Metro buses. Community Transit and Sound Transit require payment of a full fare for riders that pay cash and transfer within the individual providers' systems.

Shoreline sits between the Metro Transit zone boundary and the King/Snohomish County line. Shoreline riders wishing to travel south of the zone boundary during the peak periods must pay the two-zone fare, even if the trip is relatively short. Additionally, riders paying cash that wish to take transit into Snohomish County and need to transfer between Metro Transit and Community Transit must pay a full fare twice. With the elimination of transfers between transit providers for riders paying cash, those riders must pay a fare twice. Shoreline residents that pay cash and use Metro Transit to access Community Transit, generally a short trip, must pay a fare for each portion of the trip.

Staff Recommendations:

- Advocate for elimination of Metro Transit's current zone fare system, which penalizes Shoreline riders.
- Request that transit providers revisit the options for transfers between providers when riders pay with cash. New or infrequent riders that do not have an ORCA card may be discouraged from riding the bus if they have to pay multiple fares. Riders that are unable to afford ORCA cards or do not have the ability to load funds onto the card are penalized when they transfer from one provider to another.

E. Light Rail

Sound Transit provides light rail service in the Puget Sound region. In August 2003, Tacoma Link light rail service began, connecting downtown Tacoma to the commuter rail station at the Tacoma Dome and providing the first light rail service to this area. Central Link, a 16 mile long light rail line that runs from Downtown Seattle to Sea-Tac International Airport, began service in July 2009. Voters in the Sound Transit district approved expansion of the light rail system in 2008. This expansion will include extending the light rail line north through the City of Shoreline, with service scheduled to begin in 2023.

Two light rail stops are planned for Shoreline as part of the northward light rail expansion known as North Link. While Sound Transit has yet to make a final determination regarding the alignment of the light rail line, the preliminary plans identify a route that travels up the east side of Interstate 5, with stops at NE 145th Street and NE 185th Street. As Sound Transit begins its project development process, a final alignment for North Link will be decided. Shoreline will want to participate in this decision making process and plan accordingly for future development around the station areas.

The type of stations constructed, whether they are large parking garages or dense, transit oriented development or something else, will impact existing surrounding development, as well as traffic patterns on roadways serving the stations. Frequent, convenient bus service from different areas in the city to the light rail stations, as well as walkways and bicycle facilities, will be critical to minimizing traffic impacts and providing riders with options to reaching the stations.

Staff Recommendations:

- Work with Sound Transit, the Shoreline School District, the Washington State Department of Transportation, Metro Transit and Shoreline neighborhoods to develop the alignment and station area plans for the areas surrounding the future Link Light Rail stations. Ensure issues such as land use (existing and future), traffic, noise, ridership and travel time are considered as part of these plans.
- Determine the desired and needed traffic mitigation for the station areas based upon the planned future land use and anticipated future traffic demand in the area.
- Closely monitor and participate in Sound Transit's required mode study, alternatives analysis and coordinate with cities to the north and south of Shoreline regarding Sound Transit planning and design.
- Should a station be located at NE 145th Street, work with the City of Seattle, the Washington State Department of Transportation, Sound Transit and Metro Transit to improve NE 145th Street from Lake City Way NE to Greenwood Avenue N in order to provide better east-west bicycle, pedestrian and bus connections to the Aurora BRT line, the light rail station at NE 145th Street and the express bus/future BRT line on Lake City Way NE.
- Work with Metro Transit and Community Transit to develop a plan to orient bus service to feed light rail stations. This includes
    - Coordination with Metro Transit to ensure fast, frequent and reliable bus service to Northgate from Shoreline upon the beginning of light rail service at Northgate.
    - Redirecting commuter routes that travel to downtown Seattle via I-5 to light rail. Reallocate those hours to feeder routes that will bring commuters from Park and Ride lots or unserved areas of the City to light rail.
    - Creating feeder routes from all areas of the City to the Shoreline light rail stations throughout the entire day and on weekends, with additional frequency during the peak periods.

F. Improving and Expanding Transit Service in Shoreline

Because the City does not provide its own transit service, the most effective way to improve and expand service in Shoreline is to work with our transit providers through their planning processes. All of the transit providers have multiple jurisdictions to serve, with many competing objectives. Transit must serve commuters as well as riders that travel outside of the peak periods, jurisdictions throughout their service areas with a range of densities and land uses and navigate through a variety of traffic conditions. There are limited service hours available within each provider's system and it will be a challenge to achieve all of our objectives. Well defined objectives and needs for the City's residents will be critical when working with transit providers.

Shoreline is a suburban community, developed primarily with single family residential houses. Concentrations of commercial and multi-family development existing primarily along major roadways in the City, including Aurora Avenue N, Ballinger Way NE, 15th Avenue NE, NE 145th Street, Bothell Way NE and Richmond Beach Road NW. These are the areas most heavily served by transit. Transit is most successful in areas with land use densities that support transit and where destinations are located. As Shoreline advocates for additional transit service, the City must be prepared to allow land uses and densities that support transit in order to justify those needs and convince the transit agencies that Shoreline is the right area to invest transit service.

Staff Recommendations:

- Identify and implement City capital projects and improvements that are transit supportive, such as sidewalk and bicycle facilities.
- Identify areas for system expansions and enhancements within Shoreline. These include:
    - Expanding service on existing transit routes and into currently unserved or underserved areas of the City.
    - Improving east-west service across the City of Shoreline.
    - Increasing frequency of service and reducing travel times.
    - Ensure routes are coordinated to facilitate convenient transfers.
- Work to make transit a more convenient, appealing and viable option for all trips by ensuring that residents have access to transit stops, they feel safe and comfortable while waiting for and riding transit, educating residents about the availability and use of trip planning services available from all transit providers serving the City and ensuring paratransit service is available to Shoreline residents that are unable to use fixed route bus service.
- Work with Metro Transit and Sound Transit to implement additional high capacity transit service in Shoreline, such as additional BRT lines and siting of a commuter rail station at Richmond Beach.
- Work with Sound Transit to improve bus service at the NE 145th Street station along I-5 during the peak period.
- The City should encourage development that is supportive of transit. This can be accomplished through the City's land use policies, zoning and development regulations that increase densities in areas where transit is desired or require transit supportive investments by private developers. The City should continue land use policies and development standards that increase density along Aurora Avenue N.

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