

CITY COUNCIL AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Discussion of Transit Service Integration Plan (TSIP) Workplan
DEPARTMENT: Public Works
PRESENTED BY: Mark Relph, Public Works Director
Kirk McKinley, Transportation Services Manager
Alicia McIntire, Senior Transportation Planner
ACTION: ☐ Ordinance ☐ Resolution ☐ Motion
 ☐ Public Hearing ☒ Discussion

PROBLEM/ISSUE STATEMENT:

In January 2013, staff presented a ten year timeline for the City's planning activities associated with light rail planning. One task identified as part of this workplan is development of a Transit Service Integration Plan (TSIP). This task was included in response to Council interest in identifying bus service to the future light rail stations. Because light rail service will represent a significant change to transit throughout Shoreline, staff suggested expanding this concept to evaluate future transit needs citywide. Through development of the TSIP, the City will identify policies addressing future transit needs throughout Shoreline once light rail service begins (2023) and as the city's population and employment bases grow. This process will identify service levels and areas the City wants to see served when future service changes are implemented. This will be a coordinated process with Metro, Community Transit and Sound Transit that looks at their current policies for service distribution and redistribution of service hours in conjunction with commencement of light rail service.

Based upon direction in the City's Transportation Master Plan and previous Council discussions, staff has developed a draft workplan to guide development of the TSIP and is requesting Council's review and approval of it in order to begin the process. The TSIP is scheduled for completion by the end of 2015.

RESOURCE/FINANCIAL IMPACT:

There is no financial impact associated with approval of the TSIP workplan. This project is programmed for staff in 2014-2015.

RECOMMENDATION

Staff recommends that Council approve the draft TSIP workplan so that staff may proceed with development of the TSIP.

Approved By: City Manager DT City Attorney JS

INTRODUCTION

In January 2013, staff presented a ten year timeline for the City's planning activities associated with light rail planning. One task identified as part of this workplan is development of a Transit Service Integration Plan (TSIP). This task was included in response to Council interest in identifying bus service to the future light rail stations. Because light rail service will represent a significant change to transit throughout Shoreline, staff suggested expanding this concept to evaluate future transit needs citywide. Through development of the TSIP, the City will identify policies addressing future transit needs throughout Shoreline once light rail service begins (2023) and as the city's population and employment bases grow. This process will identify service levels and areas the City wants to see served when future service changes are implemented. It will also broadly evaluate the future of existing parking facilities such as the Aurora Village Transit Center and the Shoreline Park and Ride, as the functionality of these sites may change, as well as impacts to bus rapid transit service on Aurora Avenue N. This will be a coordinated process with Metro, Community Transit and Sound Transit that looks at their current policies for service distribution and redistribution of service hours in conjunction with commencement of light rail service.

Based upon direction in the City's Transportation Master Plan and previous Council discussions, staff has developed a draft workplan to guide development of the TSIP and is requesting Council's review and approval of it in order to begin the process.

DISCUSSION

The draft TSIP workplan (Attachment A) includes the project goal, objectives and outcomes, project development tasks, plan outline and project milestones. The project goal is to develop a plan that addresses transit needs throughout Shoreline when light rail service begins (2023) and as the city's population and employment bases grow.

Once it begins, light rail service will be an essential component of a complete transit network in Shoreline. Combined with RapidRide service on Aurora Avenue N and future high capacity transit service on Bothell Way NE, the city will have three frequent service north-south corridors. Frequent, reliable east-west connections between these and other north-south corridors will help to complete the network. The purpose of developing the plan is to create a comprehensive transit vision for the entire city. In order to do so, several factors need to be examined including:

- **Changes to bus service:** Once Lynnwood Link is complete, light rail will provide service from Shoreline to Northgate, the University of Washington, Capitol Hill, downtown Seattle and Bellevue. Connections to the First Hill streetcar in Seattle will also be available. All of these destinations are currently served by peak only bus routes originating in several locations in Shoreline, including the Shoreline Park and Ride, the Aurora Village Transit Center, Richmond Beach and Ridgcrest. One aspect of the TSIP's development will be an understanding of how transit providers (predominantly Metro Transit) plan to reconfigure bus service in Shoreline, including peak only commuter bus service. It is conceivable that peak only bus service will be eliminated and those hours reprogrammed to

provide feeder service from Shoreline neighborhoods to the light rail stations. Riders will then transfer in order to reach their Seattle and eastside destinations. All day routes may also be configured to serve the light rail stations as well as other destinations. Because Shoreline serves as the transfer point between several Community Transit and Metro Transit routes, their interface will also need to be evaluated with respect to service changes.

- **Future parking needs:** Sound Transit's preferred alternative includes construction of a 500 stall parking garage at each station in Shoreline. Much of the current demand at the existing park and ride facilities throughout the city is associated with commuters. For example, four of the five routes serving the Shoreline Park and Ride are peak only routes; the only other route serving the Shoreline Park and Ride is Metro Transit's E Line. Should there be changes to bus service at these facilities, the parking needs would also change accordingly.
- **Future network and service:** Changes to bus service and the transit facilities served will be two components used to help identify a future transit network in Shoreline. Other elements include the identification of key transit corridors, origins and destinations throughout the city and in neighboring jurisdictions, future land use changes and planned improvements. Potential ridership and productivity will be factors that influence service investments by transit providers.
- **Infrastructure improvements:** Service that is fast and reliable can be a highly influential factor in determining whether someone chooses to take transit. For people who are dependent upon transit for their transportation needs, a system that is reliable is very important. Roadway improvements such as BAT lanes or queue jumps facilitate the faster movement of buses by providing priority for them along a corridor or at intersections. Technological improvements, including communications between buses and traffic signals that extend green phases for approaching buses, can also facilitate transit movement. In addition to speed and reliability, safe access for pedestrians, bicyclists and persons with disabilities is an important component in encouraging transit ridership. Sidewalks, bicycle lanes, lighting and shelters are examples of infrastructure improvements that can improve nonmotorized access to transit.

During past discussions, Council has suggested the development of a circulator bus or streetcar route through Shoreline. Staff recommends that research into the necessary components to make these types of service successful be included as part of this project. This will include discussions with transit providers to understand the costs associated with providing circulator service. The results of this research will help to shape the staff recommendation for the future Shoreline network. Typically these systems have been successful in high density areas with a mix of origins and destinations. This is a current challenge for Shoreline due to existing land use patterns and the costs associated with developing and operating this type of system.

Public involvement will also accompany development of the plan. Staff recommends establishment of a Transit Users Advisory Group to provide input, including identification of unmet needs. The City will perform additional outreach to residents as well as utilize

existing data from transit agency surveys and planning processes (such as the City's station area planning process). All three transit agencies that provide service in Shoreline (Metro Transit, Community Transit and Sound Transit) will participate in the plan's development as part of a technical team.

The TSIP is scheduled for completion by the end of 2015. Milestones associated with the project include:

- Review workplan and timeline with Council – April 2014
- Establish Transit Users Advisory Group – Fall 2014
- Plan development – Fall 2014 – Spring 2015
- Public involvement – Winter 2014
- Council updates – Winter 2014 and Spring 2015
- Draft plan released/open house/public comment – Fall 2015
- Plan adoption – Fall/Winter 2015

STAKEHOLDER OUTREACH

This is a presentation of the TSIP workplan only. Public outreach will be performed as part of plan development.

COUNCIL GOAL(S) ADDRESSED

This project addresses Council Goal 2, "Improve Shoreline's utility, transportation, and environmental infrastructure" and Council Goal 3, "Goal 3: Prepare for two Shoreline light rail stations".

RESOURCE/FINANCIAL IMPACT

There is no financial impact associated with approval of the TSIP workplan. This project is programmed for staff in 2014-2015.

RECOMMENDATION

Staff recommends that Council approve the draft TSIP workplan so that staff may proceed with development of the TSIP.

ATTACHMENTS

Attachment A: Draft Transit Service Integration Plan Workplan

ATTACHEMENT A

DRAFT

TRANSIT SERVICE INTEGRATION PLAN WORKPLAN

Schedule: Begin in 2014, Completion by end of 2015

Goal: Develop a plan that addresses transit needs throughout Shoreline when light rail service begins (2023) and as the city's population and employment base grow.

Objectives and Outcomes:

- Provide a framework to ensure transit providers serving the city are coordinating with each other in order to create an integrated transit network that serves all of Shoreline and connects Shoreline to neighboring cities and the region.
- Identify Shoreline's key transit corridors to create a complete, frequent transit network. The plan will identify levels of service and areas the City wants to see served when future transit service changes are implemented.
- Evaluate the demand for parking citywide, including the location and size of park and ride facilities. Identify existing park and ride facilities that have the potential for redevelopment if they are no longer needed.
- Identify transit facilities and infrastructure needed to support the city's transit network and service and improve transit level of service, speed and reliability. Identify those infrastructure improvements and capital improvement projects that will be City funded.
- Evaluate future land use changes that may be necessary to provide transit supportive densities at nodes and along corridors.
- Develop a plan that includes input from Metro, Community Transit and Sound Transit as well as Shoreline residents.
- Anticipate future service demands, by mode, based upon existing and planned land use patterns and anticipated growth
- Identify opportunities to improve accessibility to transit
- Identify funding sources for transit improvements and eligible projects
- Utilize results to guide Sound Transit station area planning and design

Community group: Create a new transit users advisory group to aid in development of the plan

Staff group: Kirk McKinley, Transportation Services Manager; Alicia McIntire, Senior Transportation Planner; Kendra Dedinsky, Associate Traffic Engineer; Community Transit staff; Metro Transit staff; Sound Transit staff; and Planning and Community Development staff

Project Development Tasks:

1. Review workplan and timeline with Council – discuss Council Goals and expectations
2. Evaluate existing transit network, its relationship to other transportation facilities and practices, programs and transit agency plans
3. Outline expectations for future service
 - a. Planned improvements
 - b. Transit demand
 - c. Future network/key corridors – evaluation of different networks, meeting points, transit centers
 - d. Confirm Metro Transit/Community Transit interface
 - e. Facilities, including joint use (such as parking garages)
 - f. Infrastructure/right-of-way improvements
 - g. Land use vision
 - h. Transit levels of service (frequency)
 - i. Connections outside Shoreline
 - j. Incentive programs and tools to improve ridership
4. Identify needed capital improvements
 - a. Right-of-way (queue jumps, BAT lanes, Transit Signal Priority)
 - b. Facilities (park and rides, shelters, real time signs, ORCA card readers, layover space)
 - c. City of Shoreline Capital Improvement Program (sidewalks, bicycle facilities, etc)
5. Research existing and emerging technologies – influences to transit service and network
 - a. Personal technology used by riders (web based, smart phones)
 - b. Technology options for transit providers (real time signs, One Bus Away monitors)
6. Develop a Public Involvement Plan/Initiate and Encourage Public Involvement
 - a. Surveys – City Website, at City Hall
 - b. Transit Users Advisory Group
 - c. Data from other sources (Metro, Community Transit, Sound Transit, station area planning process)
 - d. Public Meetings
 - e. Other
7. Establish Transit Users Advisory Group to assist with development of the plan
8. Prepare environmental documentation (if needed) and public review
9. Final presentation/Planning Commission review/adoption by City Council

Plan Outline

A. Shoreline's Transit System

- Existing Shoreline Transit System
 - Service Providers
 - Local Transit
 - Regional High Capacity Transit
 - Facilities and Infrastructure
- Shoreline's Transit Market
 - Shoreline's Residential and Employment Densities
 - Origins and Destinations – within and outside Shoreline (includes major transit transfer points outside Shoreline)
 - Daily Boardings
 - Route Performance
- Existing Planning Documents
 - Shoreline Comprehensive Plan and Development Code
 - Shoreline Transportation Master Plan
 - Shoreline Sustainability Plan
 - Shoreline's Transit Vision, Goals and Policies
 - Other Agency Transportation and Transit Plans
 - Ø Transportation 2040
 - Ø Sound Transit Long Range Plan
 - Ø King County Transit Strategic Plan, Service Guidelines and Long Range Plan (under development)
 - Ø Community Transit Six-Year Transit Development Plan and Long Range Plan

B. Shoreline's Future Needs

- Interim changes – light rail service to Northgate
- Land use vision – Projected Population and Employment Growth
- Planned Investments
- Origins and Destinations – within and outside Shoreline
- Transit demand and Anticipated Ridership
 - Light rail
 - Bus Rapid Transit
 - Local service
 - Cross-County transit service
- Future network/key corridors/key connections/nodes
- Transit levels of service (frequency)
 - Frequent transit network
 - Examine the need and requirements for circulator service in Shoreline
 - Examine the need and requirements for streetcar service in Shoreline
- New and Redeveloped Transit Facility Locations
 - Light rail stations
 - Relocation and/or redevelopment of Aurora Village Transit Center/Shoreline Park and Ride
 - Joint use of facilities

- Infrastructure and capital improvements
 - Potential right-of-way improvements – queue jumps, BAT lanes, Transit Signal Priority
 - Facilities (park and rides, shelters, real time signs, ORCA card readers)
 - Transportation projects to accommodate future traffic demand
 - System access – bicycle, pedestrian, crosswalks, curb bulbs, park and rides
 - Identify funding sources for transit improvements and eligible projects
 - Cost estimates
 - Phasing
- Incentive programs and tools to improve ridership
- Emerging technologies – influences to transit service and network
 - Personal technology used by riders (web based, smart phones)
 - Technology options for transit providers (real time signs, One Bus Away monitors)

Project Milestones

- Review workplan and timeline with Council – Q2 2014
- Establish Transit Users Advisory Group – Q3 2014
- Plan development – Q3 2014 – Q2 2015
- Public involvement – Q1 2015
- Council updates – Q1 2015 and Q2 2015
- Draft plan released/open house/public comment – Q3 2015
- Plan adoption – Q4 2015