

## **CITY COUNCIL AGENDA ITEM**

### **CITY OF SHORELINE, WASHINGTON**

<b>AGENDA TITLE:</b>	Discussion and Update – Sound Transit		
<b>DEPARTMENT:</b>	Public Works		
<b>PRESENTED BY:</b>	Mark Relph, Public Works Director Kirk McKinley, Transportation Services Manager Alicia McIntire, Senior Transportation Planner		
<b>ACTION:</b>	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input type="checkbox"/> Public Hearing	<input checked="" type="checkbox"/> Discussion	

#### **PROBLEM/ISSUE STATEMENT:**

Sound Transit is currently in the process of planning and design of the Lynnwood Link light rail extension north of Northgate. The light rail line will travel along I-5 and include two stops in Shoreline. Light rail represents a significant change to transit service in Shoreline. The City has been extensively engaged in Sound Transit's planning, environmental and public outreach processes to determine the alignment and station locations.

In October 2013, the Sound Transit Board identified the Preferred Alternative (PA) for the Lynnwood Link extension in Shoreline. The PA was developed based upon the findings in the Draft Environmental Impact Statement (DEIS), public comments and feedback from jurisdictions. The PA includes an alignment in Shoreline along the east side of I-5 with two stations in the City at NE 145<sup>th</sup> Street and NE 185<sup>th</sup> Street. Since identification of the PA, Sound Transit staff has been refining the project design, conducting additional environmental testing and working to identify additional impacts beyond those included in the DEIS as well as options for mitigation.

As a separate project, Sound Transit is in the process of updating their long range plan (LRP). Sound Transit's LRP is the vision for how their system should grow over many decades. The projects, programs and services identified in the LRP will be used to develop future ballot measures for voter approval, such as Sound Transit 3 (ST3). Sound Transit has asked the public to help update the LRP as part of preparing a supplemental environmental impact statement and the first step in this process was scoping. Shoreline submitted comments to Sound Transit during the scoping period, which ran from October 25 – November 25, 2013. In March 2014, Sound Transit staff provided the Board with an update on the progress of the project, including potential plan modifications. These included several capital and service improvements in Shoreline. The Supplemental Environmental Impact Statement (SEIS) for the update will be released this summer, with plan adoption expected by the end of the year. The City will have the opportunity to comment when the SEIS is released.

Sound Transit staff will be present at tonight's meeting to provide an update on the status of the Lynnwood Link Extension.

**RESOURCE/FINANCIAL IMPACT:**

There is no financial impact associated with tonight's discussion. There is no significant financial impact to the City associated with either process, as they are being managed and funded by Sound Transit. The City has been and will continue to participate throughout the Lynnwood Link EIS process by providing technical and policy direction. Staff reviewed Sound Transit's DEIS for Lynnwood Link and continues to participate in the development of the FEIS, including identification of appropriate mitigation for the station areas. This will require continued dedication of City staff resources. Upon completion of the Lynnwood Link EIS process and determination of the final alignment and station in 2015, the City, along with Sound Transit, will need to engage the community in site specific planning for the selected station locations. Similarly, staff is participating in Sound Transit's Interagency Coordination Group for the LRP update, including review of the SEIS, submittal of comments and review of the final plan.

**RECOMMENDATION**

There is no action associated with this agenda item. This report is for discussion purposes only.

Approved By:            City Manager ***DT***    City Attorney ***IS***

## **BACKGROUND AND DISCUSSION**

### **Lynnwood Link Extension**

Sound Transit is currently in the process of planning and design of the Lynnwood Link light rail extension north of Northgate. The light rail line will travel along I-5 and include two stops in Shoreline. Light rail represents a significant change to transit service in Shoreline. The City has been extensively engaged in Sound Transit's planning, environmental and public outreach processes to determine the alignment and station locations.

In October 2013, the Sound Transit Board identified the Preferred Alternative (PA) for the Lynnwood Link extension in Shoreline. The PA was developed based upon the findings in the Draft Environmental Impact Statement (DEIS), public comments and feedback from jurisdictions. The City submitted an extensive comment letter in response to the DEIS that detailed several issues for which mitigation would be required including transportation, parking, noise and vibration and ecosystem resources.

The PA includes an alignment in Shoreline along the east side of I-5 with two stations in the City at NE 145<sup>th</sup> Street and NE 185<sup>th</sup> Street (Attachment A). The alignment is at-grade with the freeway as much as possible but includes elevated segments. In the PA, the station at NE 145<sup>th</sup> Street is elevated and includes an adjacent parking garage. The northbound on-ramp to I-5 will be relocated to the north in order to provide for a more compact station design. The station at NE 185<sup>th</sup> Street is located at-grade on the east side of I-5. The parking garage will be located on the west side of I-5 in the WSDOT right-of-way. Pedestrian improvements to the bridge overcrossing were also included in the PA. Sound Transit staff will present a video simulation of the PA at tonight's meeting.

Since identification of the PA, Sound Transit staff has been refining the project design, conducting additional environmental testing and working to identify additional impacts beyond those included in the DEIS as well as options for mitigation. Sound Transit staff have developed three options for potential pedestrian improvements to the NE 185<sup>th</sup> Street bridge. They are also exploring opportunities for shared use parking with the Shoreline School District, including location of the parking garage on the existing Shoreline Stadium parking lot. Sound Transit field crews have been out in the community performing noise monitoring, vibration testing and monitoring, geotechnical drilling and civil and wetlands survey work to help further identify potential impacts. City staff meet regularly with Sound Transit staff to discuss options for mitigation, such as construction of a separated bicycle and pedestrian bridge over I-5 at NE 145<sup>th</sup> Street, impacts to Ridgecrest Park and the City's station area planning efforts.

The Final Environmental Impact Statement (FEIS) for the Lynnwood Link extension is scheduled to be published early 2015 and will respond to DEIS comments. The Sound Transit Board is scheduled to select the project to be built in early 2015, with a record of decision issued by FTA early to mid-2015. Final design and permitting will occur from 2015-2018 and construction will be underway from 2018-2023. Service is scheduled to begin in late 2023.

### Long Range Plan Update

As a separate project, Sound Transit is in the process of updating their long range plan (LRP). Sound Transit's LRP is the vision for how their system should grow over many decades. The projects, programs and services identified in the LRP will be used to develop future ballot measures for voter approval, such as Sound Transit 3 (ST3). Sound Transit has asked the public to help update the LRP as part of preparing a supplemental environmental impact statement, and the first step in this process was scoping. Shoreline submitted comments to Sound Transit during the scoping period, which ran from October 25 – November 25, 2013.

In March 2014, Sound Transit staff provided the Board with an update on the progress of the project, including potential plan modifications. These included several capital and service improvements in Shoreline. The modifications to the LRP could be added to the existing plan and that projects/corridors in the existing plan would be incorporated into the update. For example, Sounder service in the north corridor is included in the existing LRP and would be included as part of the update, which would allow the City to advocate for a station at Richmond Beach (the current LRP does not identify specific station locations; it is unlikely that the update will not identify them either). Sound Transit staff also confirmed that they would not be examining elimination of existing service that is already in place/approved by voters. One of the City's comments was for Sound Transit to reexamine the need for this service once light rail service to Everett is in place. Finally, Sound Transit will not be evaluating projects that are more accurately described as "local service" (vs. regional service). Attachment B is the draft Potential Plan Modifications Project List and two accompanying maps that were presented to the Board regarding the LRP.

Specific items that the City included in its comment letter that were identified as potential plan modifications are:

- Improvements to 145<sup>th</sup> Street (identified as a representative corridor improvement)
- Improved east-west service in Shoreline connecting SR 99 BRT, I-5 LRT and SR 522 HCT (identified as a representative bus refinement)
- ST regional express bus service on 145<sup>th</sup> from I-5 serving SR 522 (Project 29 on the map showing potential plan modifications for bus)
- HCT line from downtown Seattle to Edmonds via Ballard, Shoreline Community College (Project 20 on the map showing potential plan modifications for rail). The mode for this project is not specified however the City recommended light rail. Shoreline's comment did not include extension to Edmonds.
- Light rail from North Kirkland/or UW Bothell to Northgate via SR 522 (Project 10 on the map showing potential plan modifications for rail)

One item that the City did not identify in its comment letter that affects Shoreline is a light rail line from Ballard to Everett station via Aurora Village (Project 3 on the map showing potential plan modifications for rail). Representative projects also include "stations and supporting facilities and services for corridor level plan modifications". This may address the City's suggestion for the addition of parking garages in SR 522 corridor cities.

Several representative policies, programs and services may be included in the plan that address some of the City's suggestions, such as:

- Improve non-motorized access to stations (City recommendations: improved access to Shoreline light rail stations, pedestrian improvements on SR 104)
- Financially support construction of transit-oriented development (City recommendation: Funding of Transit Oriented Development Catalyst projects)
- Support BRT programs of other agencies, with goal of ITDP Bronze BRT standard (City recommendation: Improved BRT service on SR 99)

One item that the City included in its comment letter that is not identified as potential plan modifications at this time is paid parking to fund bus service.

The Supplemental Environmental Impact Statement (SEIS) for the update will be released this summer, with plan adoption expected by the end of the year. The City will have the opportunity to comment and suggest additional projects for inclusion in the plan when the SEIS is released, scheduled for this summer. The Board is scheduled to adopt an updated plan in December 2014.

## **STAKEHOLDER OUTREACH**

### **Lynnwood Link Extension**

Sound Transit has managed the public outreach for the Lynnwood Link EIS process. Three public meetings, as well as one agency meeting, were held in October 2011 for the EIS scoping process, including one at the Shoreline Conference Center, which was attended by about 100 people.

As part of the scoping process, Sound Transit requested comments from the public and agencies identifying the issues they should address in the EIS process. The City of Shoreline submitted a scoping comment letter identifying several issues the City wanted to see addressed in the EIS.

Throughout October 2011, the City went through a process to develop guiding principles to assist Council in identifying a preferred light rail alignment. Staff was present at the EIS scoping meeting in Shoreline as part of the public outreach associated with developing the guiding principles. These principles were approved by Council on October 24, 2011 and the I-5 alignment was identified as the City's preferred alignment on November 14, 2011. The Sound Transit Board identified I-5 as the light rail alignment in December that year.

As part of the screening process, Sound Transit staff held a series of "drop in" sessions in March 2012, including three in the City of Shoreline. These meetings provided the public with an opportunity to learn where the light rail route could be located along I-5, see where stations were being considered and ask questions of project staff. Sound Transit staff provided Council with an update on the DEIS process on April 2, 2012. Council sent a letter to Sound Transit in April 2012 identifying NE 145<sup>th</sup> Street and NE 185<sup>th</sup> Street as the preferred station locations.

In an effort to further promote awareness of the Lynnwood Link Extension, Sound Transit, along with City staff, was present at several summer 2012 events in Shoreline

including Swingin' Summer Eve, Celebrate Shoreline and a Farmers' Market. Sound Transit has given presentations to several neighborhood associations including Echo Lake, Meridian, North City, Briarcrest, Ridgecrest, Ballinger, Highland Terrace, Richmond Highlands and the Council of Neighborhoods and participated in the City's May 22, 2013 open house that kicked off station area planning efforts. Sound Transit staff also shared a booth with Shoreline staff at Swingin' Summer Eve on July 24, 2013. Sound Transit staff also presented the findings of the DEIS to Council on July 29, 2013. Staff presented additional information to Council on August 12, 2013.

Sound Transit hosted four open houses/public hearings on the Lynnwood Link PA, including one in Shoreline, on August 22, 2013. Staff from Sound Transit was available to answer questions and receive public input. Interested parties could also provide individual testimony directly to a court reporter. The Sound Transit Board selected the PA for the project on October 21, 2013. The FEIS for the Lynnwood Link extension is scheduled to be published early 2015 and will respond to DEIS comments. The Sound Transit Board is scheduled to select the project to be built in early 2015, with a record of decision issued by FTA early to mid-2015.

#### Long Range Plan Update

Sound Transit is the lead agency for the LRP update and is managing public outreach for the project. Beginning with scoping in October and November 2013, Sound Transit plans will continue to involve the public in updating the LRP as part of preparing a supplemental environmental impact statement (SEIS). This important process will identify public priorities for future services and destinations. The SEIS is scheduled for release this summer and the Board is scheduled to adopt an updated plan in December 2014.

### **COUNCIL GOAL(S) ADDRESSED**

These projects address Council Goal No. 2: Improve Shoreline's utility, transportation, and environmental infrastructure, and Council Goal No. 3: Prepare for Two Light Rail Stations.

### **RESOURCE/FINANCIAL IMPACT**

There is no financial impact associated with tonight's discussion. There is no significant financial impact to the City associated with either process, as they are being managed and funded by Sound Transit. The City has been and will continue to participate throughout the Lynnwood Link EIS process by providing technical and policy direction. Staff reviewed Sound Transit's DEIS for Lynnwood Link and continues to participate in the development of the FEIS, including identification of appropriate mitigation for the station areas. This will require continued dedication of City staff resources. Upon completion of the Lynnwood Link EIS process and determination of the final alignment and station in 2015, the City, along with Sound Transit, will need to engage the community in site specific planning for the selected station locations. Similarly, staff is participating in Sound Transit's Interagency Coordination Group for the LRP update, including review of the SEIS, submittal of comments and review of the final plan.

## **RECOMMENDATION**

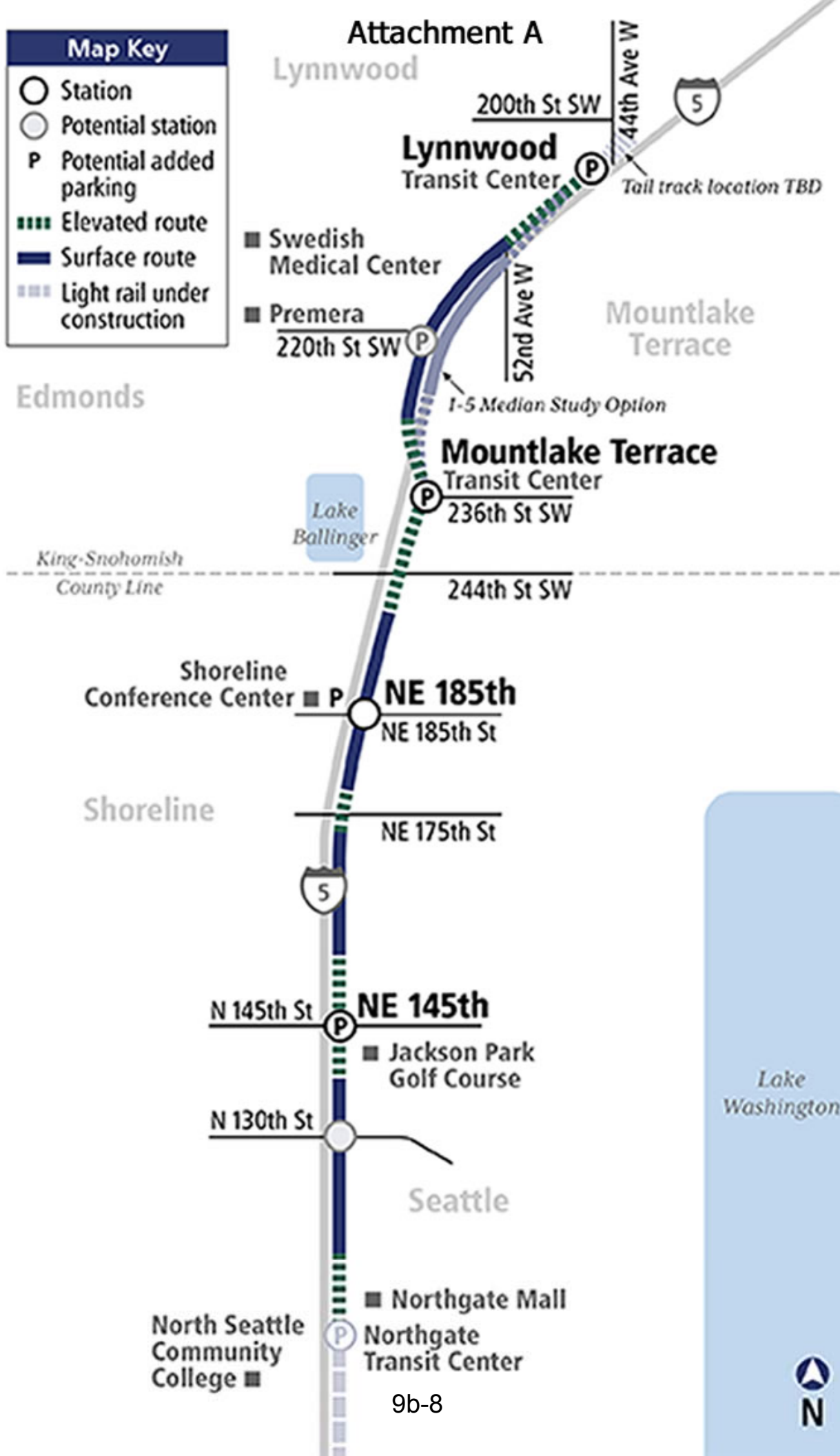
There is no action associated with this agenda item. This report is for discussion purposes only.

## **ATTACHMENTS**

Attachment A: Lynnwood Link Extension Preferred Alternative

Attachment B: Potential Plan Modifications Project List, Draft Potential Plan Modifications for Rail, Draft Potential Plan Modifications for Bus

Map Key	
	Station
	Potential station
	Potential added parking
	Elevated route
	Surface route
	Light rail under construction





# Sound Transit Long-Range Plan Update/SEIS

## Potential Plan Modifications – DRAFT

Following is a list of potential corridors for consideration to modify the current plan, and representative projects, policies, and services identified for purposes of modeling and impact analysis. Specific projects, locations, operating characteristics, and levels of service would be determined and evaluated at the project level. Accordingly, new or different projects not listed below, but that are similar to the types of representative projects listed, could be implemented at the project-level. Projects or programs that Sound Transit could advance in future system planning under the current Long-Range Plan are not included below as potential plan modifications. The order of listing below does not imply rank or preference.

Potential plan modifications are grouped as follows:

- I. Corridor Level (Shown on Maps)
- II. Representative Projects
- III. Representative Policies, Programs and Services

## I. Corridor Level (Shown on Maps)

## I. Potential Plan Modifications – Corridor Level (Shown on Maps)

### Link

#### Service

- 1 Link line north/south –downtown Seattle to Magnolia/Ballard to Shoreline Community College
- 2 Link line between Downtown Seattle, West Seattle, and Burien
- 3 Link line from Ballard to Everett Station via Aurora Village, Lynnwood
- 4 Link line extension from Everett to North Everett
- 5 Link line from Lakewood to Spanaway to Frederickson to South Hill to Puyallup
- 6 Link line from DuPont to Downtown Tacoma via Lakewood, Steilacoom, and Ruston
- 7 Link line from Puyallup/Sumner to Renton via SR 167
- 8 Link line east/west - from downtown Seattle along Madison Street or to Madrona
- 9 Link line from Tukwila to SODO via Duwamish industrial area
- 10 Link line from North Kirkland or UW Bothell to Northgate via SR 522
- 11 Link line from Ballard to Bothell via Northgate
- 12 Link line to Mill Creek, connecting to Eastside Rail Corridor
- 13 Extend Tacoma Link to Ruston Ferry Terminal
- 14 Link line on SR 7 from Tacoma to Parkland
- 15 Link line between Lynnwood and Everett that serves Southwest Everett Industrial Center (Paine Field, Boeing)

### Souder

#### Service

- 16 Souder line from Puyallup/Sumner to Orting
- 17 Souder line between Lakewood and Parkland
- 18 Souder line Tacoma to Frederickson

### High Capacity Transit (Mode Not Specified)

#### Service

- 19 HCT line from Tukwila Souder station to Sea-Tac Airport to Burien to Downtown Seattle via West Seattle
- 20 HCT line from Downtown Seattle to Edmonds via Ballard, Shoreline Community College
- 21 HCT line from West Seattle to Ballard via Central District, Queen Anne

## I. Potential Plan Modifications – Corridor Level (Shown on Maps), Continued

### Bus

#### **BRT Service**

- 22 BRT routes in Puyallup vicinity, notably along Meridian Avenue
- 23 BRT route along Madison Street in Seattle from Colman Dock to 23<sup>rd</sup> Street.

#### **ST Regional Express Bus Service**

- 24 ST Regional Express route between Issaquah and Overlake via Sammamish, Redmond
- 25 ST Regional Express route between Renton and Downtown Seattle
- 26 ST Regional Express route connecting UW Bothell to Sammamish via Redmond
- 27 ST Regional Express route from Titlow Beach to Downtown Tacoma
- 28 ST Regional Express route from Renton (Fairwood) to Eastgate via Factoria
- 29 ST Regional Express on 145th Street from I-5 serving SR 522
- 30 ST Regional Express route from North Kirkland to Downtown Seattle
- 31 ST Regional Express route Woodinville to Bellevue service
- 32 ST Regional Express route Woodinville to Everett service
- 33 ST Regional Express route Puyallup to Tacoma
- 34 ST Regional Express route Puyallup to Joint Base Lewis-McChord (JBLM) and  
Frederickson

#### **ST Regional Express/BRT**

- 35 Regional Express Bus/BRT service between Tacoma and Bellevue
- 36 Regional Express Bus/BRT service between Kent and Sea-Tac Airport
- 37 Regional Express/BRT between Puyallup and Rainier Valley

## II. Representative Projects

## II. Potential Plan Modifications – Representative Projects

### Streetcar Service

- Rapid streetcar from Roosevelt to Downtown Seattle via University District
- Rapid streetcar from North Ballard to Downtown Seattle via Fremont
- Extend streetcar from Westlake Center to King Street Station via 1st Avenue
- Streetcar along Phinney Ridge
- Streetcar from Lake City to Roosevelt
- Streetcar from Golden Gardens to Magnuson Park
- Streetcar from Ballard to University Village
- Streetcar from Alki to SW Trenton Street in Seattle
- Streetcar on Seattle Waterfront
- Streetcar from SODO to E Marginal Way
- Streetcar from W Dravus Street to W Mercer Street
- Streetcar from Alderwood Mall to Edmonds Community College via Lynnwood Transit Center
- Streetcar from Everett Waterfront to Lowell via Everett Station
- Streetcar from Paine Field to SR 527 via Airport Road/SR 96

### Corridor Improvements

- Improve NE 145th Street, including multimodal/bus priority treatments (e.g. BAT Lanes)
- Add bus priority treatments to east-west bus corridors in Snohomish County
- Arterial HOV/Transit Signal Priority (TSP) bus lane improvements on 128th
- SR 99 Signal/Queue Bypass, Airport Road to Everett
- NE 124th HOV, I-405 - SR 202
- Priority treatment - 156th St. Left Turn Queue Bypass, eastbound 8th to NB 156th
- Priority treatment - SR 202 HOV, SR 520 - Sahalee Way
- Priority treatment - 148th NE, Bel-Red Rd. - SR 520
- Priority treatment - 148th NE, Bel-Red Rd. to Bellevue Community College Perimeter Rd.
- SR 7 Arterial HOV, Roy Wye - SR 512
- Bus Ramp over Union Hill Road
- HOV/Bus Rapid Transit (BRT) Tunnel from SR 520 to Pacific St.
- HOV Access Ramp at 1st Ave. S Bridge

### Bus Refinements

- Improved east-west service in Shoreline, connecting SR 99 BRT, I-5 LRT, and SR 522 HCT
- Totem Lake to Redmond service
- Provide frequent, direct bus service to Overlake Transit Center

## II. Potential Plan Modifications – Representative Projects, Continued

### **Parking Additions or Enhancements**

- Colman Dock Multimodal Hub
- SR 99 and 118th St. Station Parking
- Beverly Rd. Station Parking
- Boeing Paine Field Station Parking
- 175th St. E at Canyon Rd. Station Parking
- Portland Ave. E at SR 512 Station Parking

### **Systemwide Elements**

- Vehicles, commuter rail cabs, coaches and locomotives.
- Additional Sounder maintenance facilities & storage yards for Plan Modifications
- Additional Link maintenance facilities & storage yards for Plan Modifications
- Additional Regional Express bus maintenance facilities & storage yards for Plan Modifications
- Stations and supporting facilities and services for corridor level Plan Modifications.

### III. Representative Policies, Programs and Services



### III. Potential Plan Modifications – Representative Policies, Programs and Services

#### **Non-Motorized Facilities and Access**

- Improve non-motorized access to stations
- Provide improved bicycle storage, including bike share

#### **Transit Oriented Development**

- Support transit-oriented development through density incentives
- Financially support construction of transit-oriented development

#### **Connections with Other Services and Facilities**

- Improve connections between HCT and regional centers
- Consider integration of future SWIFT BRT lines
- Support BRT programs of other agencies, with goal of ITDP Bronze BRT standard

#### **Sustainability and Demand Management**

- Support implementation of the Growing Transit Communities partnership
- Partner with WSDOT on demand management

# SOUND TRANSIT LONG-RANGE PLAN SEIS

## Potential Plan Modifications

### Link Light Rail, Sounder, and High Capacity Transit

DRAFT  
2/12/14

#### MAP KEY

##### Potential Plan Modifications

- Link Light Rail
- High Capacity Transit
- Sounder Commuter Rail
- Ⓢ Project Number

##### Current Plan\*

- Light Rail Service
- ||||| High Capacity Transit
- ||| Future Light Rail Service
- ||||| Potential Rail Extensions
- Commuter Rail Service
- Bus Rapid Transit (BRT)
- Regional Express Bus Service

\* Current Plan represents 2005 Adopted Long-Range Plan and ST2



**SOUND TRANSIT LONG-RANGE PLAN SEIS**  
**Potential Plan Modifications**  
**Bus Rapid Transit and Express Bus**

DRAFT  
2/24/14

**MAP KEY**

**Potential Plan Modifications**

- Bus Rapid Transit (BRT)
- Regional Express Bus
- Regional Express/BRT
- # Project Number

**Current Plan\***

- Light Rail Service
- High Capacity Transit
- Future Light Rail Service
- Potential Rail Extensions
- Commuter Rail Service
- Bus Rapid Transit (BRT)
- Regional Express Bus Service

\* Current Plan represents 2005 Adopted Long-Range Plan and ST2

