

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussion of Sound Transit Long-Range Plan Comments
DEPARTMENT:	Public Works
PRESENTED BY:	Mark Relph, Public Works Director Kirk McKinley, Transportation Services Manager Alicia McIntire, Senior Transportation Planner
ACTION:	<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 has released the Draft Supplemental Environmental Impact Statement (SEIS) on the Regional Transit Long-Range Plan (LRP) Update. The LRP outlines Sound Transit's vision for high-capacity transit (HCT) in the urban areas of Snohomish, King and Pierce Counties. The plan includes corridors for light rail, commuter rail, streetcar and regional express bus/bus rapid transit. The plan focuses on the functional elements of the system - how HCT and supporting services will continue to help meet the transportation needs created by future population and employment growth in the region.

The projects, programs and services identified in the LRP will be used to develop future ballot measures for voter approval, such as ST3. The Sound Transit Board is considering placing a ballot measure before voters as early as 2016. The ability to ask for additional funding from voters will require approval from the state legislature, as Sound Transit has currently maximized their allowed authority.

Staff has reviewed the Draft SEIS and prepared a preliminary comment letter (Attachment A). Staff prepared this letter using the direction provided in the City's scoping comment letter, policy direction in the Transportation Master Plan and Comprehensive Plan, as well as other issues that have arisen during our light rail planning efforts.

RESOURCE/FINANCIAL IMPACT:

There is no financial impact associated with submittal of comments in response to the Draft SEIS. Construction of future capital improvements by Sound Transit beyond those included in the Sound Move and ST2 voter approved ballot measures would require additional voter approval.

RECOMMENDATION

Staff recommends Council provide direction on the content of the City's Draft SEIS comment letter so that it can be finalized and submitted to Sound Transit prior to the close of the comment period on July 28, 2014.

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

BACKGROUND

Sound Transit has released the Draft Supplemental Environmental Impact Statement (Draft SEIS) on the Regional Transit Long-Range Plan (LRP) Update. The LRP outlines Sound Transit's vision for high-capacity transit (HCT) in the urban areas of Snohomish, King and Pierce Counties. The plan includes corridors for light rail, commuter rail, streetcar and regional express bus/bus rapid transit. The plan focuses on the functional elements of the system - how HCT and supporting services will continue to help meet the transportation needs created by future population and employment growth in the region.

The projects, programs and services identified in the LRP will be used to develop future ballot measures for voter approval, such as ST3. The Sound Transit Board is considering placing a ballot measure before voters as early as 2016. The ability to ask for additional funding from voters will require approval from the state legislature, as Sound Transit has currently maximized their allowed authority.

Environmental scoping for the plan update was held from October 25 - November 25, 2013. At that time, the City submitted a scoping comment letter to Sound Transit identifying capital and service investments for Sound Transit to include in the LRP (Attachment B). The Draft SEIS was released on June 13, 2014. During the 45 day public review period for the Draft SEIS, Sound Transit has scheduled six open houses/public hearings. Comments on the Draft SEIS may be submitted in writing, via email and at the public hearings. Staff has reviewed the Draft SEIS and prepared a preliminary comment letter. Staff prepared this letter using the direction provided in the City's scoping comment letter, policy direction in the Transportation Master Plan and Comprehensive Plan, as well as other issues that have arisen during our light rail planning efforts.

DISCUSSION

The Draft SEIS analyzes several potential projects, programs and policies within Sound Transit's service area. The Draft SEIS presents a plan-level environmental review of two LRP Update alternatives: the Current Plan Alternative (the No Action Alternative) and the Potential Plan Modifications Alternative (the Action Alternative). Each alternative considers broad actions throughout the region - transit modes, corridors, types of supporting facilities, programs, and policies. Upon completion of the environmental review process, the Sound Transit Board will decide whether and how to revise the LRP.

Sound Transit identified several screening criteria to use when evaluating potential modifications to the LRP. They include:

- Does it meet the statutory definition of HCT or necessary supporting facility or service?
- To what extent does it provide public transportation services to regional growth centers and help facilitate an integrated system of transit services?
- To what extent is it consistent with earlier decisions or actions made as part of *Sound Move* or ST2 and does it avoid duplication of Sound Transit service?

- Is it within the Sound Transit district or represent a reasonable next step for extending HCT service or connecting to the regional HCT system?
- Is it defined in enough detail to be analyzed?

Attachment C to this staff report identifies the specific projects, programs and policies contained in both alternatives which directly apply to the City of Shoreline, as well many of those that apply system wide. All letters and numbers on the maps correspond to identified corridors in either the Current Plan or the Potential Plan Modifications. A list of these corridors can be found at:

http://www.soundtransit.org/Documents/pdf/projects/LRPupdate/LRPUpdate_DraftSEIS_02_Executive%20Summary.pdf.

The projects, programs and policies are briefly described without supporting details, since the LRP is meant to provide a high-level overview of potential future investments. The LRP is also financially unconstrained and project level costs are not evaluated as part of the Draft SEIS. Additional project details will be identified as part of the development of future system plans/ballot measures, which are financially constrained. It is expected that if the Potential Plan Modifications are approved, they would add to the Current Plan, thereby retaining all elements of the Current Plan. Completed projects, such as Central Link, will not be deleted from the LRP.

Both the Current Plan and the Potential Plan Modifications identify projects along specific corridors, often by mode (light rail, BRT, express bus), as well as system-wide improvements, which are often policies or programs implemented by Sound Transit. Both alternatives also assume that stations, operations and maintenance facilities, access improvements, and other supporting transit facilities may be implemented along any of the transit corridors. These are referred to as “representative projects” since they represent the types of projects that could be built along any existing or future corridor. Representative projects may or may not be site specific.

The types of representative projects are as follows, listed below by mode:

- Light rail – Service expansion, transit stations and park-and-ride facilities, pedestrian and bicycle access and safety, and operations and maintenance facilities
- Commuter rail – Service expansion, new track, transit stations and park-and-ride facilities, pedestrian and bicycle access and safety, and operations and maintenance facilities
- Regional express bus/bus rapid transit – Service expansion or revised bus routes, transit stations and park-and-ride facilities, HOV direct access, transit priority improvements, rider amenities, grade or barrier separation, and operations and maintenance facilities

In its scoping comment letter, the City identified several projects, programs and policies for Sound Transit to include in the LRP update. The following table lists each one as well as its status in the Draft SEIS. In many cases, there is overlap between the two plan alternatives, overlap along corridors and among modes in a given location.

	PROJECT/PROGRAM/POLICY SUGGESTED BY CITY OF SHORELINE	STATUS
1	Multimodal improvements to 145 th Street	Included as a representative project in the Potential Plan Modifications: "Improve NE 145 th Street, including multimodal/ bus priority treatments (e.g. BAT Lanes)"
2	Identification of the appropriate type of HCT service for SR 522 (light rail or BRT); provide BRT service until light rail can be constructed and service implemented	Included in the Potential Plan Modifications as a new light rail corridor from North Kirkland or UW Bothell to Northgate (Corridor #10) and Ballard to Bothell via Northgate (Corridor #11) (existing LRP identifies it as HCT only)
3	Completion of the business access and transit lanes on SR 522 from NE 145 th Street (and possibly further south) to Bothell	Completion of BAT lanes included in Current Plan
4	Bus service connections from SR 522 to the NE 145 th Street light rail station	Bus service connections between SR 522 and 145 th St station identified as a new corridor in the Potential Plan Modifications (Corridor #29)
5	Parking garages in SR 522 corridor cities	New parking or expansion of existing facilities are identified as representative projects in the Current Plan
6	BRT improvements on SR 522	BRT improvements on SR 522 are included in the Current Plan as a representative project
7	Include a Sounder station in the Richmond Beach area	Station at Richmond Beach is included in the Current Plan as a representative project
8	Add an additional Sounder station(s) in Seattle	Stations in Ballard, Broad Street and other locations in Seattle are included in the Current Plan as representative projects
9	Reevaluate the need for Sounder North Service due to landslides and future light rail service to Everett	Not being considered as it is inconsistent with earlier decisions/actions made as part of <i>Sound Move</i>
10	Provide capital and service investments on SR 99 to support/improve BRT service	BRT service on SR 99 from Seattle to Everett is included in the Current Plan; BRT service on this corridor currently provided by King County Metro Transit and Community Transit; the Potential Plan Modifications include "Support BRT programs of other agencies, with goal of Institute for Transportation and Development Policy Bronze BRT standard" as a representative project
11	Improve State Route 104/ State Route 99 interchange	Widening SR 99 at SR 104 is included in the Current Plan as a representative project
12	Provide light rail service from Ballard to Shoreline Community College	Included in the Potential Plan Modifications as both a new light rail corridor from downtown Seattle to Magnolia/Ballard to SCC (Corridor #1) and HCT corridor from downtown Seattle to Ballard to Edmonds via SCC (mode not specified – light rail or BRT) (Corridor #20)
13	Improve east-west transit service in Shoreline	Improved east-west service in Shoreline connecting SR 99 BRT, I-5 LRT and SR 522 HCT is identified as a representative project for bus service in the Potential Plan Modifications; no specific routes identified
14	Provide pedestrian improvements on State Route 104	Pedestrian access and circulation information /wayfinding is included as a representative project in the Current Plan
15	Fund Transit Oriented Development catalyst projects	Financially support construction of transit-oriented development is included as a representative project in the Potential Plan Modifications
16	Paid parking to fund bus service	Increase costs for Park & Ride use is included as a representative project in the Current Plan; does not specifically note the use of funding for bus service

Light rail from Ballard to Everett Station via Aurora Village, Lynnwood is identified as a new corridor (Corridor #3) and was not included in Shoreline's letter. Staff believes this project should be included in the LRP update.

With the exception of reevaluation of Sounder North service, all of the City of Shoreline's scoping comments are addressed in some manner, either by the Current Plan or the Potential Plan modifications. There are a few issues that staff believes merit clarification:

1. The Draft SEIS assumes that additional regional express bus/BRT service, including service on 145th Street (corridor #29) will operate on existing roadways where buses currently operate. Therefore, improvements to these corridors would have little to no potential to generate environmental impacts. The updated LRP needs to acknowledge the potential for widening of 145th Street. Because the cross-section is unknown at this time and will be determined as part of the City's Route Development Plan (RDP), staff suggests that this project be amended to state that improvements will be consistent with the City's RDP. Sound Transit is a participating agency in the City's RDP process and will help to develop the recommended alternative for the corridor. See staff report at <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2014/staffreport042814-9b.pdf> for an overview of the City's planned RDP process.
2. Corridor improvements on 145th Street should extend from Aurora Avenue N (SR 99) to Bothell Way NE (SR 522) and include the interchange. The specific types of improvements will be identified as part of the City of Shoreline's Route Development Plan but at a minimum would address transit speed and reliability and pedestrian and bicycle access along the corridor and across the interchange to the light rail station. This would apply to representative Projects #1 and #13 in the table above.
3. The City should support light rail on SR 522 but emphasize BRT improvements and service in interim. Other corridor cities identified light rail as the preferred HCT mode on SR 522.

After the close of the scoping comment period, Sound Transit staff began developing alternatives to include in the Potential Plan Modifications. These alternatives were presented to a staff working group in late February and subsequently shared with Council via the City Manager's report. At that time, staff received a councilmember request to include the following additional projects in the draft LRP:

- A streetcar from Richmond Beach to the light rail station at NE 185th Street, North City and Lake Forest Park as a representative projects
- A streetcar from Shoreline Community College to the NE 145th Street light rail station, Lake City Way and Bothell
- A separated bicycle/pedestrian bridge north of 145th Street.

Per Council direction, these projects can be incorporated into the City's comment letter. Staff recommends that a separated bicycle/pedestrian bridge in the vicinity of 145th Street be addressed in the context of the City's RDP, as nonmotorized crossing of I-5 will be evaluated as part of this process (in coordination with the City's station area

planning efforts) and that Sound Transit should accept a role and respond to this need. The City may also wish to have Project #13 (identified in the table above) modified to be non-specific about mode in order to address the potential for streetcar service between the community college and Bothell. Because streetcar services were typically identified in the Potential Plan Modifications Alternative as options to connect areas to regional transit hubs, Sound Transit may not include the two suggested streetcar services in the plan, although they may be included as bus services.

Attachment A is a draft letter to Sound Transit providing comments regarding the Draft SEIS for the Long Range Plan update. Staff is seeking Council direction regarding this letter so that it can be finalized and submitted to Sound Transit prior to the close of the comment period on July 28, 2014.

STAKEHOLDER OUTREACH

Sound Transit has been responsible for public outreach associated with the Long Range Plan update. Environmental scoping for the plan update was held from October 25-November 25, 2013. The Draft SEIS was released on June 13, 2014. During the 45 day public review period for the Draft SEIS, Sound Transit has scheduled six open houses/public hearings. Comments on the Draft SEIS may be submitted in writing, via email and at the public hearings.

COUNCIL GOAL(S) ADDRESSED

This issue addresses Council Goal 2: "Improve Shoreline's utility, transportation, and environmental infrastructure". This also supports Council Goal 3: "Prepare for two Shoreline light rail stations" by helping to identify multimodal options to deliver riders to the light rail stations as an alternative to single occupancy vehicles.

RESOURCE/FINANCIAL IMPACT

There is no financial impact associated with submittal of comments in response to the Draft SEIS. Construction of future capital improvements by Sound Transit beyond those included in the Sound Move and ST2 voter approved ballot measures would require additional voter approval.

RECOMMENDATION

Staff recommends Council provide direction on the content of the City's Draft SEIS comment letter so that it can be finalized and submitted to Sound Transit prior to the close of the comment period on July 28, 2014.

ATTACHMENTS

- Attachment A: Draft comment letter in response to Sound Transit Draft SEIS for the Long Range Plan update
- Attachment B: Projects, programs and policies evaluated in the Sound Transit Draft SEIS for the Long Range Plan update (City of Shoreline and system wide only)

Attachment C: City of Shoreline scoping comment letter for Sound Transit Draft SEIS
for the Long Range Plan update

July 21, 2014

Sound Transit
Attn: Ms. Karin Ertl
401 S. Jackson St
Seattle, WA 98104

Dear Ms. Ertl:

The City of Shoreline would like to take this opportunity to provide Sound Transit with our comments in response to the Draft Supplemental Environmental Impact Statement for Sound Transit's Long Range Plan update. The City is excited about the Lynnwood Link light rail extension and the regional connections it will provide Shoreline residents and is interested in seeing additional improvements to the region's high capacity transit system in the future. The projects and programs that will be included in the updated Long Range Plan will build upon the substantial investments Sound Transit has already made or is planning to complete in the region in the next decade. With that in mind, the City of Shoreline offers the following comments.

The City of Shoreline appreciates that Sound Transit incorporated almost all of our scoping comments and suggested projects, policies, programs and systemwide services as either new corridors or representative projects in the Potential Plan Modifications or that they will be retained through the Current Plan. Shoreline was also pleased to see an additional corridor (Corridor #3) included as part of the Potential Plan Modifications. The City of Shoreline supports retaining the projects, systemwide policies, programs and services identified in the Current Plan. The City also supports including the following projects and policies that would expand or enhance service in the City of Shoreline identified in the Potential Plan Modifications, with some requests for revisions.

POTENTIAL PLAN MODIFICATIONS - Projects	
MODE	PROJECT
Light Rail	Downtown Seattle to Magnolia/Ballard to Shoreline Community College (Corridor #1)
Light Rail	Ballard to Everett Station via Aurora Village, Lynnwood (Corridor #3)
Light Rail	North Kirkland or UW Bothell to Northgate via SR 522 (Corridor #10)
Light Rail	Ballard to Bothell via Northgate (Corridor #11)
HCT Service (Light Rail or BRT)	Downtown Seattle to Edmonds via Ballard, Shoreline Community College (Corridor #20)

Regional Express Bus	145 th Street from I-5 serving SR 522 (Corridor #29)
Bus	Improved east-west service in Shoreline connecting SR 99 BRT, I-5 LRT and SR 522 HCT (representative project)
Bus	Improve NE 145 th Street, including multimodal/bus priority treatments (e.g. BAT Lanes) (representative project)
POTENTIAL PLAN MODIFICATIONS - Systemwide Policies, Programs and Services	
PROGRAM ELEMENT	NAME
BRT	Support BRT programs of other agencies, with goal of ITDP Bronze BRT standard
Transit Oriented Development	Support implementation of the Growing Transit Communities partnership
Transit Oriented Development	Financially support construction of transit-oriented development

Shoreline requests the following revisions to the Potential Plan Modifications:

1. The Draft SEIS assumes that additional regional express bus/BRT service, including service on 145th Street (Corridor #29) will operate on existing roadways, similar to current bus service and thus, improvements to these corridors would have little to no potential to generate environmental impacts. The City of Shoreline is in the process of creating a Route Development Plan (RDP) for this corridor. The RDP will identify future cross-sections for the roadway that will be needed to improve safety and operations for all modes of travel. Although the cross-section is unknown at this time, it is a given that some degree of widening will be needed, if only to upgrade the existing substandard sidewalks. Sound Transit is a participating agency in the City's RDP process and will help to develop the recommended alternative for the corridor. The updated LRP needs to acknowledge the potential for widening of 145th Street and assess the environmental impacts at the plan level. (Please note: The City of Shoreline anticipates performing environmental review of the project during the design phase of improvements for this corridor.) Because the cross-section is unknown at this time and will be determined as part of the City's Route Development Plan (RDP), the description for Corridor #29 should be amended to state that improvements will be consistent with the City of Shoreline's RDP for 145th Street.
2. Corridor improvements on 145th Street should extend from Aurora Avenue N (SR 99) to Bothell Way NE (SR 522) and include the I-5 interchange. These should include transit speed and reliability enhancements as well as improvements to pedestrian and bicycle access along the corridor and across the interchange to the light rail station. The specific types of improvements will be

identified as part of the City of Shoreline's RDP and the LRP projects should be amended to state that improvements will be consistent with the City of Shoreline's RDP for 145th Street. This would apply to the following representative projects: "Improve NE 145th Street, including multimodal/ bus priority treatments (e.g. BAT Lanes)" and "Improved east-west service in Shoreline, connecting SR 99 BRT, I-5 LRT, and SR 522 HCT".

3. The City of Shoreline supports light rail as the preferred HCT mode on SR 522 but would like to see BRT improvements and service on this roadway until such time as light rail service begins.

To be included, per Council direction

The City of Shoreline would also like to see the following additional projects included in the updated LRP:

- *A streetcar from Richmond Beach to the light rail station at NE 185th Street, North City and Lake Forest Park as a representative projects*
- *A streetcar from Shoreline Community College to the NE 145th Street light rail station, Lake City Way and Bothell (The City may also request that this be included as an example of a representative project that is not mode specific and improves east-west service in Shoreline connecting SR 99 BRT, I-5 LRT and SR 522 HCT)*
- *A separated bicycle/pedestrian bridge in the vicinity of 145th Street, consistent with the City of Shoreline's Route Development Plan. Nonmotorized crossing of I-5 will be evaluated as part of the City's RDP process (in coordination with the City's light rail station area land use planning efforts) and Sound Transit should accept a role and respond to this need, as this will be vital in delivering riders to the 145th Street light rail station.*

Thank you for your consideration of our comments. We look forward to working with Sound Transit on completion of the Long Range Plan update. If you have any questions or need additional information, feel free to contact Alicia McIntire, Senior Transportation Planner at 206.801.2483 or amcintire@shorelinewa.gov.

Sincerely,

Shari Winstead
Mayor

CURRENT PLAN ALTERNATIVE			
MODE	PROJECT	STATUS	NOTES
Light Rail	Northgate to Lynnwood	ST2	Includes stations at NE 145 th Street and NE 185 th Street
Sounder	North Line	Sound Move	
Regional Express Bus	Route 510/512	Sound Move	All-day service in Shoreline at NE 145 th St and I-5 except during peak periods in primary peak direction; service likely to be truncated at Lynnwood Transit Center once light rail service begins along the Lynnwood Link Extension
BRT or Regional Express Bus	SR 99 – Seattle to Everett	LRP Plan Corridor	BRT service on this corridor currently provided by King County Metro Transit and Community Transit
HCT Service (Light Rail or BRT)	Northgate to Bothell via SR 522	LRP Plan Corridor	Potential Plan Modifications specify this mode as light rail
Light Rail	Station at NE 155 th Street		This is considered a Representative Project
Sounder	Station in Shoreline/ Richmond Beach		This is considered a Representative Project
Sounder	Add Express Service		This is considered a Representative Project
Sounder	Increase service frequency		This is considered a Representative Project
Sounder	All-day, two-way service		This is considered a Representative Project
Bus	Improvements at Aurora Village		This is considered a Representative Project
Infrastructure Improvement - Bus	Widen SR 99 at SR 104 to provide bus lanes		This is considered a Representative Project
Infrastructure Improvement - Bus	SR 522 BAT Lanes; NE 145 th St to Bothell/I-405		This is considered a Representative Project
Infrastructure Improvement - Bus	SR 99 BAT Lanes: Aurora Village to Seattle CBD		This is considered a Representative Project
Infrastructure Improvement - Bus	Improve I-5/145 th Street interchange		This is considered a Representative Project
Regional Express Bus	Revise/enhance ST Express Route 522 (e.g., to full BRT, to serve NE 185th in Bothell, to serve Roosevelt Link)		This is considered a Representative Project; Potential Plan Modifications specify this mode as light rail
Multiple Modes – Parking	NE 145 th St/SR 522		This is considered a Representative Project
Multiple Modes – Parking	NE 145 th /I-5		This is considered a Representative Project; parking at this location is included as part of the Lynnwood Link Extension
Multiple Modes – Parking	Shoreline Park and Ride Lot Expansion		This is considered a Representative Project
Multiple Modes – Parking	I-5/NE 185 th St		This is considered a Representative Project; parking at this location is included as part of the Lynnwood Link Extension

Representative projects: Types of projects that could be built along any existing or future corridor. Representative projects may or may not be site specific. Types of representative projects, by mode, may include:

- Light rail – Service expansion, transit stations and park-and-ride facilities, pedestrian and bicycle access and safety, and operations and maintenance facilities
- Commuter rail – Service expansion, new track, transit stations and park-and-ride facilities, pedestrian and bicycle access and safety, and operations and maintenance facilities
- Regional express bus/bus rapid transit – Service expansion or revised bus routes, transit stations and park-and-ride facilities, HOV direct access, transit priority improvements, rider amenities, grade or barrier separation, and operations and maintenance facilities

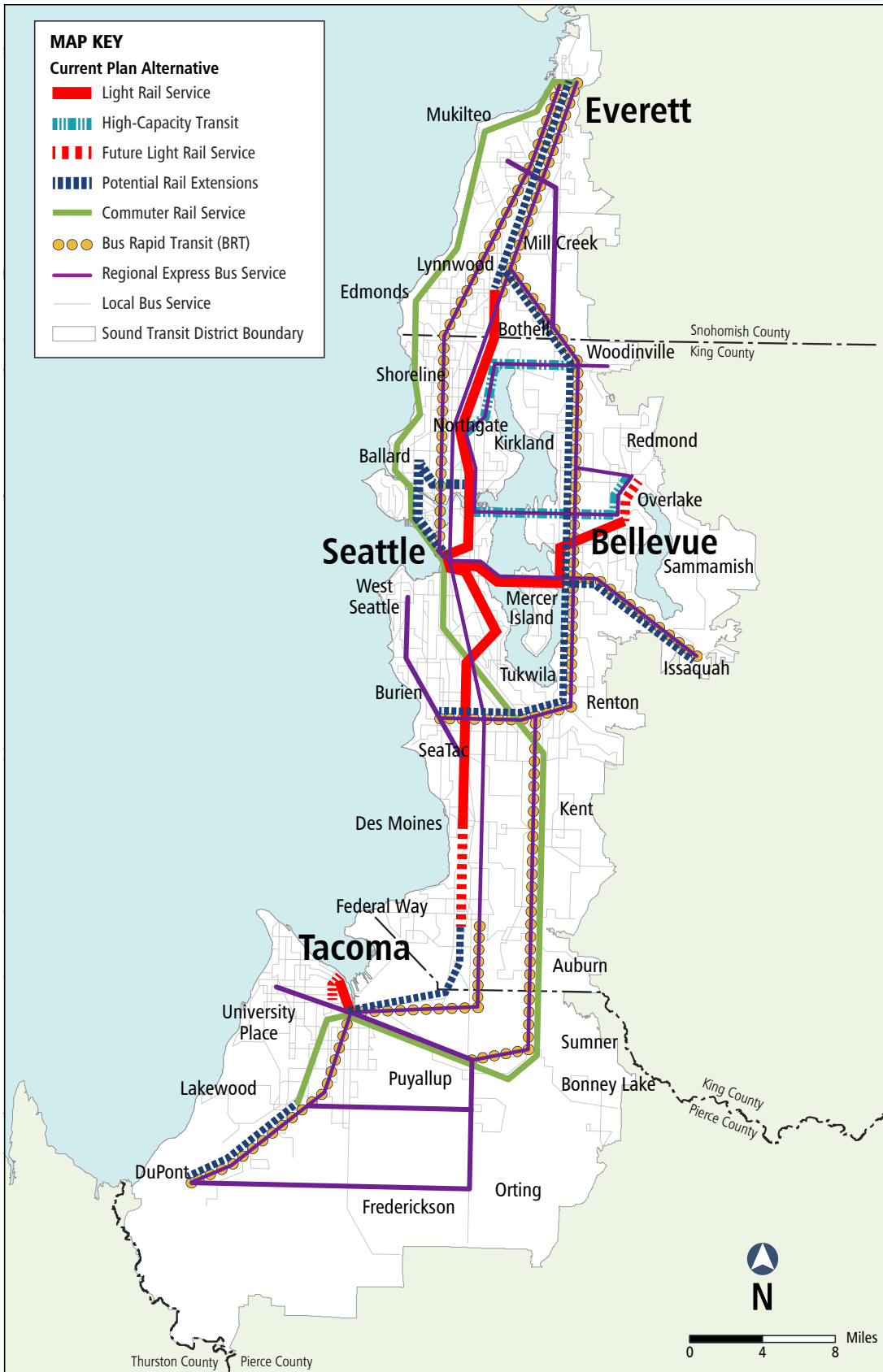
ATTACHMENT B

CURRENT PLAN ALTERNATIVE - Systemwide Policies, Programs and Services		
PROGRAM ELEMENT	NAME	NOTE/OPERATIONAL STATUS
Access (Non-Motorized; Connections with Other Transit; Parking)	Sound Transit System Access Policy	Current Policies – In Operation
Sustainability	Sound Transit Sustainability Initiative	Current Policies – In Operation
Transit Oriented Development	Sound Transit Transit-Oriented Development Policy	Current Policies – In Operation
Research and Technology	Off-board payments	Current Policies – In Operation
Connections with Other Services and Facilities	Support high-capacity feeder services	LRP Policy/Program
Connections with Other Services and Facilities	Better integrate transit transfer areas and operations	LRP Policy/Program
Transit Oriented Development	Support transit-oriented development	LRP Policy/Program
Connections with Other Services and Facilities	Improve passenger facilities	LRP Policy/Program
Transit Oriented Development	Support transit-oriented development through station design and placement	LRP Policy/Program
Connections with Other Services and Facilities	Support multi-modal connections	LRP Policy/Program
Connections with Other Services and Facilities	Provide improved system access	LRP Policy/Program
Planning, TSM, TDM, Other	Help fund TDM/market development programs	LRP Policy/Program
Research and Technology	Provide real-time information displays	LRP Policy/Program
Research and Technology	Technology advancements and upgrades	LRP Policy/Program
Parking	Increase costs for Park & Ride use	Systemwide Representative Project
Parking	Provide increased Park & Ride capacity	Systemwide Representative Project
Parking	Stop building new Park & Ride capacity	Systemwide Representative Project
Parking	Provide parking mitigation to cities with stations	Systemwide Representative Project
Connections with Other Services and Facilities	Improve feeder services	Systemwide Representative Project
Connections with Other Services and Facilities	Complete a transit access study on SR 522 (improve access to transit)	Systemwide Representative Project
Connections with Other Services and Facilities	Support transit speed and reliability projects	Systemwide Representative Project
Connections with Other Services and Facilities	Pedestrian access and circulation information/wayfinding	Systemwide Representative Project
Connections with Other Services and Facilities	Provide increased bus layover capacity at stations and hubs	Systemwide Representative Project
Connections with Other Services and Facilities	Improve connections between HCT and regional centers	Systemwide Representative Project
Connections with Other Services and Facilities	Provide improved bicycle storage, including bike share	Systemwide Representative Project
Connections with Other Services and Facilities	Improve non-motorized access to stations	Systemwide Representative Project
Planning, TSM, TDM, Other	Transit Flow & Safety	Systemwide Representative Project
Planning, TSM, TDM, Other	Computer Systems/Enhancements	Systemwide Representative Project
Planning, TSM, TDM, Other	System Access Study	Systemwide Representative Project
Planning, TSM, TDM, Other	Evaluate and implement effective technologies	Systemwide Representative Project
Planning, TSM, TDM, Other	Partner with WSDOT on demand management	Systemwide Representative Project
Planning, TSM, TDM, Other	Support transit-oriented development through density incentives	Systemwide Representative Project
Sustainability	Emphasize sustainability for buildings and operations	Systemwide Representative Project
Sustainability	Renewable energy in buildings/ stations	Systemwide Representative Project

ATTACHMENT B

POTENTIAL PLAN MODIFICATIONS			
MODE	PROJECT	STATUS	NOTES
Light Rail	Downtown Seattle to Magnolia/Ballard to Shoreline Community College	New Corridor (1)	
Light Rail	Ballard to Everett Station via Aurora Village, Lynnwood	New Corridor (3)	
Light Rail	North Kirkland or UW Bothell to Northgate via SR 522	New Corridor (10)	
Light Rail	Ballard to Bothell via Northgate	New Corridor (11)	
HCT Service (Light Rail or BRT)	Downtown Seattle to Edmonds via Ballard, Shoreline Community College	New Corridor (20)	
Regional Express Bus	145 th Street from I-5 serving SR 522	New Corridor (29)	
Bus	Improved east-west service in Shoreline connecting SR 99 BRT, I-5 LRT and SR 522 HCT		This is considered a Representative Project; no specific routes identified
Bus	Improve NE 145 th Street, including multimodal/bus priority treatments (e.g. BAT Lanes)		This is considered a Representative Project

POTENTIAL PLAN MODIFICATIONS - Systemwide Policies, Programs and Services		
PROGRAM ELEMENT	NAME	NOTE/OPERATIONAL STATUS
BRT	Support BRT programs of other agencies, with goal of ITDP Bronze BRT standard	Systemwide Representative Project
Transit Oriented Development	Support implementation of the Growing Transit Communities partnership	Systemwide Representative Project
Transit Oriented Development	Financially support construction of transit-oriented development	Systemwide Representative Project



Source: Sound Transit 2014

Figure S-1 Current Plan Alternative



Source: Sound Transit 2014

Figure S-2 Current Plan Alternative—corridors analyzed in this Draft SEIS



Source: Sound Transit 2014

Figure S-3 Potential Plan Modifications Alternative—light rail, commuter rail, and high-capacity transit



Figure S-4 Potential Plan Modifications Alternative—regional express bus and bus rapid transit



SHORELINE
CITY COUNCIL

Keith A. McGlashan
Mayor

Chris Eggen
Deputy Mayor

Will Hall

Doris McConnell

Chris Roberts

Jesse Salomon

Shari Winstead

November 25, 2013

Sound Transit
Attn: James Irish, LRP Scoping
401 S. Jackson Street
Seattle, WA 98104

Dear Mr. Irish:

The City of Shoreline would like to take this opportunity to provide Sound Transit with our scoping comments for the Sound Transit Long Range Plan update. The City is excited about the Lynnwood Link light rail extension and the regional connections it will provide Shoreline residents and interested in seeing additional improvements to the region's high capacity transit system in the future.

The projects and programs that will be included in the updated Long Range Plan will build upon the substantial investments Sound Transit has already made or is planning to complete in the region in the next decade. This includes the Lynnwood Link light rail extension, which will provide light rail service in Shoreline. With that in mind, the City of Shoreline would like Sound Transit to address the following capital and service investments as part of the Long Range Plan update. These investments should be included as part of the next funding package presented to voters.

145th Street improvements

The light rail station at NE 145th Street (SR 523) and Interstate 5 will serve as a regional station, drawing residents not only from the City of Shoreline but also cities located along the SR 522 corridor including north Seattle, Lake Forest Park, Kenmore and Bothell. NE 145th Street is already congested during peak periods and additional traffic traveling to and from the light rail station will worsen this condition. The City of Shoreline is very interested in seeing multi-modal improvements to the corridor and is considering annexation of the roadway from the City of Seattle and King County. The City has budgeted funding for a Route Development Plan for this corridor and has already begun discussions with the City of Seattle, King County, Sound Transit and the Washington State Department of Transportation about the types of improvements that are needed. Significant components include improved transit connections between SR 522 and the light rail station and improvements to the interchange at Interstate 5 that will help traffic and transit flow throughout the corridor.

Planning for improvements to SR 523 will be a large, multi-jurisdictional effort, with participation by Sound Transit, the Washington State Department of Transportation, the Cities of Seattle, Shoreline and Lake Forest Park and King County Metro. It is anticipated that improvements to the corridor will serve a regional purpose by connecting the SR 522

corridor cities to light rail via bus, bicycle, walking or vehicle. The City of Shoreline would like to see improvements to NE 145th Street included as part of the Long Range Plan in order to facilitate this regional improvement. The specific types of improvements would be identified as part of the City of Shoreline's Route Development Plan but at a minimum would address transit speed and reliability and pedestrian and bicycle access.

In addition to connections to and from SR 522 to the east, pedestrian and bicycle access to the NE 145th Street light rail station from the west side of Interstate 5 also needs improvements. The traffic speeds and volumes at the interchange serve as a significant impediment to nonmotorized access to the future light rail station. The long range plan should identify a facility(ies) that will improve pedestrian and bicycle access to the station from the west side of Interstate 5, such as a separated bicycle and pedestrian bridge.

State Route 522 corridor

As stated above, it is expected that residents from many SR 522 corridor cities will utilize the NE 145th Street light rail station. High capacity transit (HCT) service along the corridor that serves the light rail station at NE 145th Street will be essential in encouraging light rail users to access the station via bus. The existing Long Range Plan identifies SR 522 as an HCT Corridor and the update should identify the appropriate type of HCT service for it, such as light rail or bus rapid transit service (BRT). It is likely that light rail service on this corridor would be a very long term project and BRT service should serve in the interim until such time as light rail can be constructed and service implemented.

In addition to the NE 145th Street improvements described above, roadway improvements that facilitate HCT service on SR 522 are needed. The Long Range Plan should identify how Sound Transit will work with jurisdictions along the SR 522 corridor to develop the following roadway and service improvements:

- Completion of the business access and transit lanes from NE 145th Street (and possibly further south) to Bothell
- Bus service connections from SR 522 to the NE 145th Street light rail station
- Parking garages in corridor cities
- BRT or other high capacity transit service on SR 522. The fundamental components generally associated with BRT service should be provided along this route including mandatory off board fare collection at all stops, raised platforms and low floor buses for level boarding and wide stop spacing with underlying local bus service. Sound Transit should work with other area transit providers to develop a standard for BRT in the region. Any improvements to facilitate BRT service on the corridor should be designed to accommodate light rail infrastructure if it will be placed in the same location.

Commuter rail

The current long range plan includes commuter rail service from downtown Seattle to Everett. This service was approved as part of the Sound Move ballot measure and has been in place for several years. The original Sound Move plan included a provisional station at Richmond Beach in Shoreline and, due to budget constraints, this station has not been constructed. Continuation of this service should be reevaluated, particularly in relation to the commencement of light rail service to Everett. The Long Range Plan update should reevaluate both commuter rail service and capital improvements to include the following:

- Inclusion of a station in the Richmond Beach area of Shoreline. This station could be located at the Point Wells site located just north of the City of Shoreline in Snohomish County. Snohomish County has identified Point Wells as an Urban Center is currently reviewing permit applications for development at this site. A commuter rail station has been discussed as a potential element of this development.
- Currently, commuter rail in the north corridor has only one stop in Seattle and it is in the south end of downtown. The original Sound Move plan included a provisional station in Ballard and a station at Broad Street was considered during development of the ST2 ballot package. Addition of a new station(s) in Seattle should be evaluated as part of the update.
- Commuter rail service in the north corridor has faced some difficulties regarding ridership, funding and service reliability due to landslides along the corridor. If this service is to be continued and/or stops added, capital improvements to help prevent future landslides should be implemented. If this service is discontinued, alternative service to Mukilteo and Edmonds that utilizes and possibly expands upon Sound Transit's existing investments should be provided. This could include extension of high capacity transit service from the Interstate 5 "spine" or SR 99 to these two jurisdictions.

State Route 99/Aurora Avenue N

The current long range plan identifies SR 99 as BRT/Regional Express bus corridor from downtown Seattle to Everett. Community Transit provides BRT and local bus service on this corridor from Shoreline to Everett and King County Metro Transit is scheduled to begin BRT service from downtown Seattle to the Aurora Village Transit Center in Shoreline in February 2014. King County Metro Transit's service will include more frequent stop spacing than what is generally associated with BRT service. They also will not provide underlying local bus service. Capital improvements have been limited and do not include features such as mandatory off board fare collection at all stops, implementation/construction of continuous all-day BAT lanes and raised platforms for level boarding. The Long Range Plan should evaluate these types of capital and service investments to support/provide improved BRT service in this corridor.

State Route 104/ State Route 99 interchange

When King County Metro's BRT service on SR 99 begins, it will intersect with Community Transit's BRT service at the Aurora Village Transit Center in Shoreline, near the King/Snohomish County line. Shoreline anticipates completing BAT lanes on SR 99 in the city in 2015. Once this project is completed, BAT lanes will be present on the north and south sides of the SR 99/SR 104 interchange. The lack of BAT lanes across this interchange creates a transit choke point. Reconstruction of this interchange to provide BAT lanes should be included as a project in the Long Range Plan.

Light rail service from Ballard to Shoreline Community College

Sound Transit and the City of Seattle are currently in the process of evaluating options for light rail service from downtown Seattle to Ballard. The Long Range Plan should expand upon this work, identifying the appropriate light rail corridor to connect Shoreline Community College to Ballard and plan for capital and service improvements along this corridor.

Improved east-west transit service in Shoreline

With the commencement of light rail service along Interstate 5 and BRT service on SR 99, as well as planned HCT improvements on SR 522, the City of Shoreline will have three HCT corridors. In order to develop a frequent transit network that further connects Shoreline residents to the regional transit system, improved east-west transit service is needed. Sound Transit's Long Range Plan should identify these east-west corridors in Shoreline and the appropriate type of HCT service for them and plan for capital and service improvements along them.

Pedestrian improvements on State Route 104

Community Transit is likely to provide feeder bus service to the future light rail station at NE 185th Street and it is anticipated that they will utilize State Route 104 and 5th Avenue NE as a primary route to the station. Currently, the pedestrian environment is substandard, with no sidewalks available for transit riders. With the expected increase in bus and pedestrian activity in this area, sidewalks and other pedestrian amenities for transit users should be identified in the Long Range Plan.

Funding of Transit Oriented Development catalyst projects

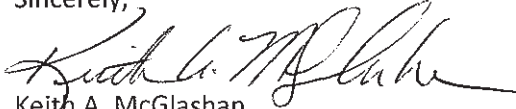
Sound Transit currently focuses on providing regional transit service, with the development of Transit Oriented Development (TOD) projects occurring when surplus property is available. At many of the light rail stations, TOD projects have not yet been developed. As part of the Long Range Plan update, Sound Transit should examine options for development of TOD catalyst projects around new and existing light rail stations. These projects would be funded as part of the ST3 ballot measure.

Paid parking to fund bus service

Sound Transit has begun its first experiment with paid parking and the agency's System Access Policy identifies paid parking as a tool to increase ridership, support transit and facility operations and support transit access improvements. During the timeframe addressed in the Long Range Plan, paid parking may become the norm in the Puget Sound Region and planning for this change should begin now. The long range plan should examine options to apply parking fees to fund additional bus service accessing the station.

Thank you for your consideration of our scoping comments. We look forward to working with Sound Transit on the Long Range Plan update. If you have any questions or need additional information, feel free to contact Alicia McIntire, Senior Transportation Planner at 206.801.2483 or amcintire@shorelinewa.gov.

Sincerely,



Keith A. McGlashan
Mayor

cc: Shoreline City Council
Debbie Tarry, Interim City Manager
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