

**CITY COUNCIL AGENDA ITEM**

CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Discussion and Update – The King County Metro Long-Range Plan
<b>DEPARTMENT:</b>	Public Works
<b>PRESENTED BY:</b>	Randy Witt, Public Works Director Nytasha Sowers, Transportation Services Manager
<b>ACTION:</b>	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

**PROBLEM/ISSUE STATEMENT:**

King County Metro Transit (KC Metro) is updating its long range plan for transit service. In 2013, King County Metro's Strategic Plan for Public Transportation 2011-2021 was amended to include a new strategy for development of a Transit Long Range Plan. The amendment directed KC Metro to establish and maintain a Transit Long Range Plan that:

- (1) reflects regional transit service and capital plans identified through Sound Transit's adopted long-range plan and incorporates transit service needs; identified through adopted local comprehensive and other transportation plans;
- (2) uses, as a starting point, today's transit network and needs as defined by the King County Metro Service Guidelines; and
- (3) remains consistent with the policies and values of its Strategic Plan for Public Transportation.

Metro's long-range plan will present a shared vision for a future public transportation system that gets people where they want to go and helps our region thrive. The plan will describe an integrated network of transportation options, the facilities and technology needed to support those services, and the financial requirements for building the system. Growth is occurring in King County and throughout the four-county central Puget Sound region. Forecasts project that there will be 28 percent more people and 40 percent more jobs in the region by 2040. Metro's annual service is expected to grow by 2.3 million annual service hours, from 3.5 million hours today to 5.8 million hours by 2040.

Metro will develop its plan in close coordination with Sound Transit and other transportation agencies. Sound Transit is also developing its long range plan, or Sound Transit 3 (ST3), for transit service for its tri-county service area which includes King County. Sound Transit and King County Metro are coordinating the development of their long range plans to ensure integrated regional service.

**RESOURCE/FINANCIAL IMPACT:**

There is no financial impact associated with tonight's discussion.

## **RECOMMENDATION**

This item is for discussion purposes only; no action is required. Staff is requesting feedback from the City Council on the adequacy of the transit service proposed for the City of Shoreline in King County Metro's Draft Preliminary Concept transit service network.

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

## **BACKGROUND**

King County Metro (KC Metro) officially launched the development of its Long Range Plan in January 2015. Since then KC Metro has been meeting regularly with a Technical Advisory Committee (TAC) and a Citizen Advisory Group (CAG) to confirm the County's existing and future transit needs, evaluate alternative service concepts and develop a preferred concept that will effectively address the County's transit needs over the next 25 years.

In July 2015, KC Metro staff presented three service concepts that emphasized different styles of service – Frequent, Express and Local - that will serve as the building blocks for developing a future transit service network. The service concepts presented varied primarily by the frequency of service provided, geographic coverage, travel speed and transit stop spacing. Table 1 below provides an overview of these three types of service. KC Metro staff explained that a Draft Preliminary Concept transit network for the county would include a combination all three types of service. KC Metro asked its advisory groups to review the three concepts and provide their service type preferences and the important locations to be served by the proposed service.

**Table 1. King County Metro's Service Plan Concepts**

<b>Service Type</b>	<b>Headway</b>	<b>Best Location for Use</b>	<b>Design Characteristics</b>	<b>Purpose/ Result</b>
Frequent	Every 10 – 15 min; 20 hr/day	Long dense corridors, serves multiple trip types	<ul style="list-style-type: none"><li>• Mile route spacing</li><li>• Grid orientation</li></ul>	Improve general accessibility and ridership
Express	Every 15 – 30 min; 15 hr/day	Between centers of high transit demand	<ul style="list-style-type: none"><li>• Longer distances</li><li>• Limited stops</li><li>• Direct all-day connections</li><li>• Higher speed corridors</li></ul>	<ul style="list-style-type: none"><li>• Improve point to point accessibility</li><li>• and ridership for high demand centers</li></ul>
Local	Every 30 to 60 min; 18 hr/day	Lower density or hard to serve neighborhoods	<ul style="list-style-type: none"><li>• ½ mile route spacing</li><li>• Direct connections</li></ul>	Improve proximity to transit

Shoreline reviewed the three transit service concepts and wrote a letter to KC Metro in August 2015 (Attachment A) expressing its interest in improving the speed and reliability of the transit service provided to Shoreline and increasing the amount of frequent, all-day service provided. The letter identified key destinations and transit hubs to be serviced in KC Metro's Long Range Plan.

In October 2015, KC Metro presented a Draft Preliminary Concept transit network to its advisory committees for review and refinement. KC Metro staff explained that the

Preliminary Concept is a blend of the Frequent, Express and Local service concepts and reflects the priorities they heard from their stakeholder outreach.

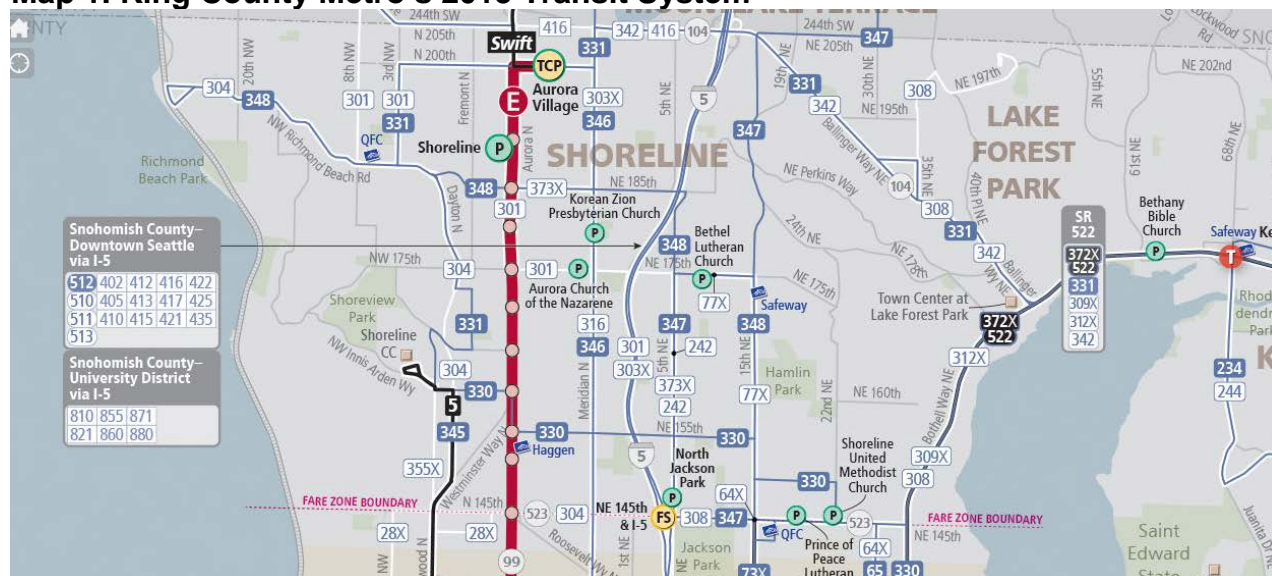
KC Metro has requested feedback on the Draft Preliminary Concept by December 11, 2015. Prior to this date it is holding a regional TAC workshop on November 30<sup>th</sup> and a joint TAC/CAG meeting on December 3<sup>rd</sup> for additional review and discussion of the Draft Preliminary Concept. KC Metro's Long Range Plan is expected to be finalized next year (see Attachment B and C for the Community Outreach Timeline and Long Range Plan Project Timeline respectively).

## DISCUSSION

Using KC Metro's transit service concept terminology of Express, Frequent and Local service routes, KC Metro's current service in Shoreline can be characterized as primarily a mix of Express and Local service. The majority of transit routes operate in Shoreline with 15 to 30 minute headways during peak periods and 30 to 60 minutes headways off peak periods.

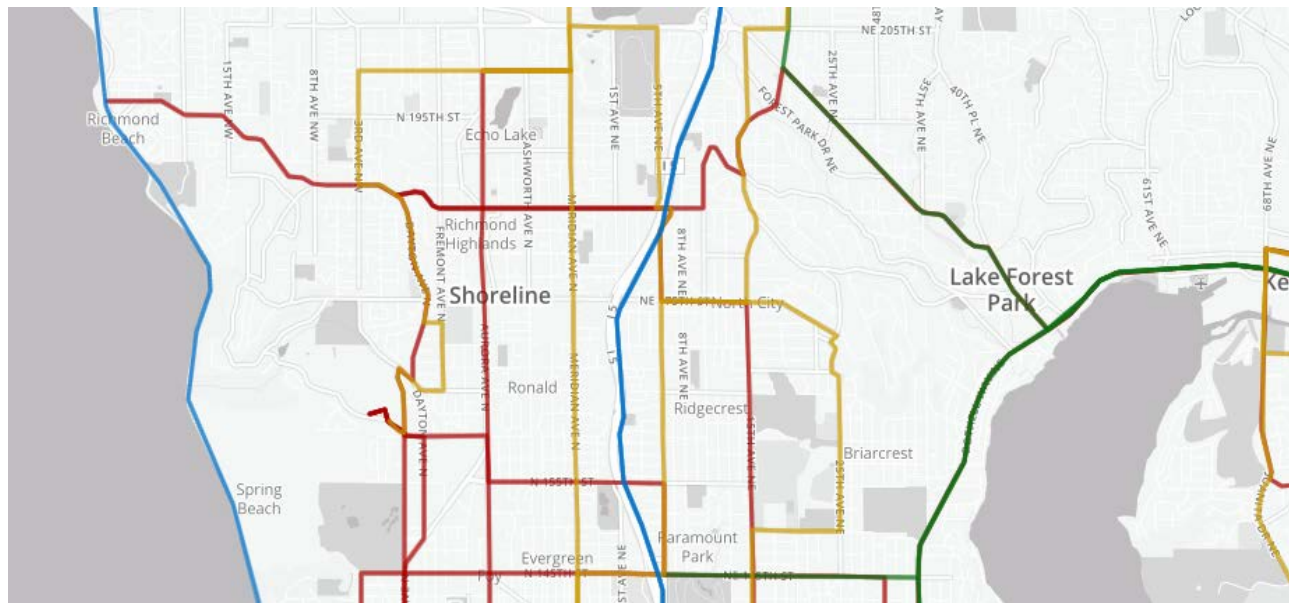
The majority of weekday bus trips that serve Shoreline have a regional destination (70%); with Seattle destinations taking the largest share of these trips. Weekday ridership on the routes to and from downtown Seattle represents almost half of the total weekday ridership in Shoreline. Most of that ridership occurs during the AM and PM peak period. Metro Transit Route 5 and Bus Rapid Line E have the only all-day, everyday service KC Metro currently provides to downtown Seattle. Map 1 below presents the current KC Metro transit routes serving Shoreline.

**Map 1. King County Metro's 2015 Transit System**



As shown in Map 2 below, KC Metro's proposed Draft Preliminary Concept appears to emphasize Frequent and Local service concepts in Shoreline. Blue lines on Map 2 represent Sound Transit commuter rail or light rail service. Red lines on Map 2 represent Frequent service, green lines represent Express service and yellow lines represent Local service.

## Map 2. King County's Preliminary Concept for Shoreline Transit Service



Shoreline staff have done a preliminary review of the Draft Preliminary Concept and found the following:

- It provides both north/south and east/west Local and Frequent service routes to access the 145<sup>th</sup> and 185<sup>th</sup> light rail stations.
- It provides only one Express Service route and but several additional Frequent service routes to Shoreline.
- In addition to connecting to downtown Seattle, it provides increased connections to other key regional destinations such the University of Washington and Shoreline Community college – including several additional Frequent service routes.
- It provides connections to the key destinations and transit hubs requested in Shoreline's August 18, 2015 letter to KC Metro
- It continues to provide connections to inter-community destinations such as city libraries, high schools, and commercial areas such as Aurora Square – including a .new east-west Frequent service route connecting Richmond Beach to North City.
- The SR 522 (Bothell Way) to SR 523 (145<sup>th</sup> Corridor) route, which is currently identified as an ST 3 candidate project as a High Capacity Corridor, is designated as an Express service route. A Frequent service designation is more consistent with a Sound Transit High Capacity Transit designation.

Staff are in the process of conducting a more in depth analysis of the Draft Preliminary Concept to determine how the proposed level of service and geographic coverage presented addresses the projected future needs of the city.

### **STAKEHOLDER OUTREACH**

In July 2015 both Sound Transit and King County Metro hosted on line surveys requesting feedback on their long range plans. To support this effort, the City of Shoreline sent out an alert to Shoreline citizens and a link to the survey urging citizens to participate. Shoreline will continue to work closely with KC Metro on development of the Long Range Plan and will notify Shoreline citizenry of upcoming specific opportunities to provide input as information becomes available.

### **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.

### **RECOMMENDATION**

This item is for discussion purposes only; no action is required. Staff is requesting feedback from the City Council on the adequacy of transit service provided to the City of Shoreline from King County Metro's Draft Preliminary Concept transit service network.

### **ATTACHMENTS**

Attachment A: City of Shoreline letter to King County Metro  
Attachment B: Community Outreach Timeline  
Attachment C: King County Metro's Long Range Plan Project Time line



## Memorandum

**DATE:** August 10, 2015

**TO:** Stephen Hunt  
King County Metro

**FROM:** Nytasha Sowers  
City of Shoreline, Transportation Planning Manager

**RE:** Comments on King County Metro's Long Range Public Transportation Plan

**CC:** Randy Witt, P.E.  
City of Shoreline, Public Works Director

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Thank you for the opportunity to review and comment on the King County Metro's Long Range Planning activities. Shoreline appreciates having staff participate on the Technical Advisory Committee (TAC) for this effort and would like to reiterate the following comments regarding modeling assumptions, our service network preference, and key destinations to be served.

1. Confirmation that the City of Shoreline's Zoning and Development Code regulation updates are being considered in the Ridership Model.

We understand the Long Range Public Transportation Plan (LRPTP) model being used is based on Sound Transit's ridership model for Puget Sound. As we discussed at an early TAC meeting, Shoreline would like to confirm that this model is taking into consideration the two station area planning efforts the City of Shoreline has undertaken resulting in modifications to the City's Zoning and Development Code regulations. The Zoning and Development Code regulations have been adopted for the 185th Street Station Subarea with discussion of these issues for the 145th Street Station Subarea expected to resume in early 2016 and an anticipated completion date that same year.

The anticipated average annual growth forecasted for the 185<sup>th</sup> Street Station Subarea is approximately 1.5 percent to 2.5 percent. However, growth would not be expected to occur at an even pace annually and presumably may be higher than the 1.5 to 2.5 percent average some years

and lower other years. See Table 2-3 of 185<sup>th</sup> Street Station Subarea Planned Action FEIS for more details on 20 year growth projections for Preferred Alternative (whole) and (phased – adopted) at <http://shorelinewa.gov/home/showdocument?id=18951>.

Annual growth rates for the 145<sup>th</sup> Street Station Subarea have been estimated to be comparable – please see page 3-82 of 145<sup>th</sup> DEIS link provided <http://www.shorelinewa.gov/home/showdocument?id=19305>. Maps of the adopted zoning code changes for 185<sup>th</sup> station area and proposed changes for the 145<sup>th</sup> station area can be found on the City of Shoreline’s website <http://shorelinewa.gov/home/showdocument?id=19945> and <http://shorelinewa.gov/government/departments/planning-community-development/planning-projects/light-rail-station-area-planning/145th-street-station-subarea-planning> respectively.

## 2. Shoreline’s interest in a Frequent Service Emphasis Network

At our last Technical Advisory Team Meeting in July, King County Metro asked the City to discuss the types and locations of transit service the City would like to see in the future in our community. As we indicated at this meeting, Shoreline’s preference is for the proposed Frequent Service Emphasis Network. Consistent with this approach, Shoreline is very interested in improving the speed and reliability of the transit service provided to our community and would like to increase the amount of frequent, all-day service provided in order to address the growing needs of our community.

The following are the key destinations and transit hubs we would like to have frequently served:

- Direct 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.
- Increased bus frequency, new routes and/or direct service between the Shoreline Park & Ride and the 185<sup>th</sup> light rail station
- Redirect commuter routes that travel to downtown Seattle via I-5 to Shoreline light rail stations. Reallocate those hours to feeder routes that will bring commuters from park & ride lots or other areas of Shoreline to these stations
- Explore routing options to reduce travel times between Shoreline Community College, North Seattle Community College, Edmonds Community College and Northgate.
- Coordinate efforts between Community Transit and Metro Transit to provide bus service between Shoreline Community College and Edmonds Community College.
- Provide transit service between the two Shoreline high schools (Shorewood High School and Shorecrest High School) and between the Shoreline high schools and Shoreline Community College.
- Ensure that north-south routes that intersect east-west routes do so at similar times in order to reduce delays associated with transfers.
- Expand Route 373, running from the Aurora Village Transit Center to the University of Washington, from a peak-only service to an all-day service, in accordance with Metro’s existing Strategic Plan. – If bus service currently at the Aurora Village Transit Center is relocated to the 185<sup>th</sup> light rail station please ensure feeder service to the light rail stations provides connections to UW.



- Emphasize the need for express bus service from Shoreline to the University of Washington during the peak period.

The requested improvements listed above and others of relevance to Metro's planning efforts are reflected in the City of Shoreline's Transportation Master Plan, Transit Plan chapter, which can be found at the following web address:

<http://www.shorelinewa.gov/government/departments/public-works/transportation-services/transportation-master-plan>.

We very much appreciate the hard work that King County Metro staff and their consultant team are undertaking to make this long range planning process transparent, inclusive and effective. Thank you for your consideration and continued support.

King County Metro' s Long Range Transit Plan Community Outreach Timeline		
PHASE		ACTIVITY
<b>Phase 1</b> (Jan – May 2015)	<b>Discovery</b>	Cities, community groups, businesses, transit riders and travelers of all types provide input to Metro about their goals and needs for public transportation through 2040.
<b>Phase 2</b> (June December 2015)	<b>Alternatives</b>	<p>Metro shares alternative recommendations on service, capital investments and technology for the public to respond to and set priorities.</p> <ul style="list-style-type: none"> <li>• Agencies and local jurisdictions convene an advisory committee and integrate comprehensive planning.</li> <li>• Key stakeholders and community representatives convene the CAG and establish a feedback loop for their neighbors, organizations, and communities to provide input.</li> <li>• General public learns about the LRTP and engages through open houses, fairs and festivals and online forums and surveys.</li> </ul>
<b>Phase 3</b> (January – May 2016)	<b>Preliminary Plan</b>	<p>A draft plan is presented to the public with opportunities to give feedback online and in-person</p> <ul style="list-style-type: none"> <li>• Agencies and local jurisdictions brief their leadership and standing committees about preliminary results.</li> <li>• Key stakeholders and community representatives provide recommendations on preliminary findings based on public comments.</li> <li>• General public submits public comments on the draft LRTP online, at fairs and festivals, at CAG meetings or open houses.</li> </ul>
<b>Phase 4</b> (June to October 2016)	<b>Final Plan</b>	<ul style="list-style-type: none"> <li>• Agencies and local jurisdictions review and comment on final LRTP draft.</li> <li>• Key stakeholders and community representatives provide input through the finalization of the LRTP draft and report back to their organizations, neighbors, and communities.</li> <li>• General public provides public comments online and at open houses through the finalization of the draft plan as well as at a public comment period when the plan is introduced to Council.</li> <li>• King County Council considers the final Long Range Public Transportation Plan through the legislative adoption process</li> </ul>

## King County Metro's Long Range Plan Project Time line

