

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Discussion and Update – 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:**

On April 18, 2016, King County Metro (KC Metro) released its Draft Long Range Plan (Draft Plan) for public review and comment. The Draft Plan reflects comments received from the City of Shoreline staff in August 2015 during development of KC Metro’s initial transit service concepts as well as the comments received when KC Metro and Shoreline staff jointly presented the Draft Preliminary Concept Network to the Shoreline City Council for review and confirmation of the adequacy of the service provided to Shoreline residents at the November 30, 2015 Shoreline City Council meeting.

Tonight, staff from KC Metro and the City of Shoreline will give a joint presentation on the Draft Plan and proposed transit improvements for the City of Shoreline. Staff will also present a draft City Council letter of support for the Draft Plan for Council review and endorsement (Attachment A).

**RESOURCE/FINANCIAL IMPACT:**

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

**RECOMMENDATION**

No action is required with this agenda item. Staff recommends that the City submit a comment letter on the Draft Long Range Plan to KC Metro that confirms Council’s support for the proposed transit improvements, emphasizes the City’s interest in partnering with KC Metro on the proposed capital investments to provide transit speed and reliability as well as adequate multi-modal access to Shoreline’s transit facilities, and advocates for implementation of the planned improvements by 2025.

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

## **INTRODUCTION**

On April 18, 2016, KC Metro released its Draft Long Range Plan (Draft Plan) for public review and comment. The Draft Plan, called *Metro Connects*, can be viewed at the following link: <http://www.kcmetrovision.org/plan/metro-connects-draft-plan/>.

The Public comment period ends on May 20, 2016. Staff recommends that the City submit a comment letter on the Draft Plan to KC Metro that confirms Council's support for the proposed transit improvements and advocates for implementation of the planned improvements by 2025.

## **BACKGROUND**

The KC Metro Draft Plan reflects comments received from the City of Shoreline staff in August 2015 during development of its initial transit service concepts and comments received from Shoreline staff and the Shoreline City Council on its Draft Preliminary Concept Transit Network in November 2015.

KC Metro and Shoreline staff jointly presented the Draft Preliminary Concept Network to the Shoreline City Council for review and confirmation of the adequacy of the service provided to Shoreline residents at the November 30, 2015 Shoreline City Council meeting. The Shoreline City Council generally confirmed the adequacy of the service provided and emphasized the need for strong transit service in the City including effective connections to the future 145<sup>th</sup> Street and 185<sup>th</sup> Street light rail stations.

The November 30, 2015 staff report and additional background information on KC Metro Long Range planning activities can be found at the following link: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2016/staffreport041116-8c.pdf>.

The City of Shoreline provided a comment letter to KC Metro on August 10, 2015 requesting an emphasis on all-day frequent bus service throughout the City and identified specific destinations and transit hubs to prioritize service in Shoreline. This emphasis was also shared with KC Metro at the November 30, 2015 City Council meeting.

## **DISCUSSION**

Attachment B to this staff report provides an overview of the service provided to Shoreline in the KC Metro Draft Plan. Please see Attachments C through E for additional maps related to Draft Plan, including the City of Shoreline's proposed service map (Attachment C), a map identifying the differences in service proposed and accepted (Attachment D), and a Transit Service Changes table (Attachment E).

Shoreline staff have reviewed the Draft Plan and found it to generally provide the level of service to the key Shoreline destinations requested, including the 145<sup>th</sup> Street and 185<sup>th</sup> Street light rail stations. Route requests that were not accepted include a local service route through the Innis Arden neighborhood and a Frequent Service route on Northeast Perkins Way. At this time, staff is not requesting KC Metro include a transit

route through Innis Arden as was originally requested in November 2015. Staff would like to have additional outreach to the Innis Arden community prior to pursuing bus service through this neighborhood. As well, after further staff evaluation and discussion with KC Metro, it was also decided to withdraw a request for transit service along Perkins Way.

The Draft Plan does show Frequent and/or Express Service on the 145<sup>th</sup> Street corridor between SR 522 and 3<sup>rd</sup> Avenue NW by 2040 but does not show this service between 3<sup>rd</sup> Avenue NW and Meridian by 2025. Staff is requesting that all service proposed for Shoreline is implemented by 2025.

### **Other Key Elements of the Draft Plan**

In addition to service route improvements, the Draft Plan includes a number of other operational and capital improvements that will improve transit operation, integration with other modes of travel and the transit rider's experience. Of special interest to the City of Shoreline is a proposed increase in capital investments that will improve transit speed and reliability and investments that provide better multi-modal access to KC Metro and other transit facilities. An overview of these proposed investments is included below.

#### Capital Investments to Promote Transit Speed and Reliability

As KC Metro developed the Draft Plan, they learned through their online survey, visioning events and open houses that street improvements to improve speed and reliability and new roadways for transit were the number one and two top-rated transit improvements, respectively. Based on this information, KC Metro is placing a new emphasis on partnering with local jurisdictions and other agencies to make capital improvements that improve transit speed and reliability where they operate service.

The Draft Plan identifies two approaches can be taken to address bus delays and improve transit speed and reliability: The first approach is to reduce the length and frequency of delays. For example, an intersection equipped with transit signal priority can shorten the duration of a red light for a bus, and boarding passengers through all doors can shorten the time a bus spends at a stop. The second approach is to make the length and frequency of delays more predictable. For example, a dedicated bus lane can greatly reduce the impacts of traffic congestion, and bus zones that are consolidated and strategically located based on boarding data can make loading at stops more even.

In addition to these tools, the Draft Plan envisions the implementation of larger projects of regional importance, such as bridge or highway crossings that offer large benefits for transit. In this regard the Draft Plan includes preliminary planning for three types of projects: cross-city connections (e.g. improving the transit crossing of I-5 at NE 145<sup>th</sup> Street), major bottlenecks or capacity projects (e.g. improving transit access to Northgate), and improved access to the regional network (e.g. building a bus lane at the Kent-Des Moines Interchange).

The Draft Plan proposes to create more than 600 miles of roadway and transit priority improvements to make transit run faster and more reliably. KC Metro plans to increase investments to improve transit speed and reliability to 25 percent of Metro's capital budget—a major increase compared to the amount in today's budget.

### Capital Investments to Promote Multi-modal Access

The Draft Plan also includes a number of actions to promote safe and secure access to transit by all modes, including walking, biking and driving. Steps include improving the collection of data about access, working with partners to better manage existing parking resources and identify access improvement priorities and funding, and encouraging transit-oriented developments that make it easy for residents to reach transit. The Draft Plan recommends transit access investments that improve options for riders to get to bus stops and light rail stations including partnering to build more than 100 miles of bicycle and pedestrian paths, and improving access to transit at 250 or more locations.

The allocation of proposed \$17 billion in capital investments (2018–2040) include:

- Roadway and transit priority improvements - 13%
- Passenger facility improvements - 11%
- Bicycle and pedestrian improvements - 4%
- Park-and-ride expansion - 4%
- Major regional corridor projects - 2%
- New operating facility investments - 13%
- Expanded fleet - 6%
- Facilities, maintenance and technology (new) - 8%

The remaining 39% of the proposed \$17 billion in capital investment is allocated to maintain the existing system.

The City of Shoreline is interested in partnering with KC Metro on the proposed capital investments presented above in order to provide transit speed and reliability as well as adequate multi-modal access to Shoreline’s transit facilities.

### **KC Metro’s Interim and Long Term Vision**

The Draft Plan outlines not only a vision for 2040, but also a vision and service network for 2025 – roughly when all known and funded Sound Transit projects will be complete. This interim time frame provides the starting point for discussion about how Metro would move toward fulfilling the long-range plan’s 2040 vision. By 2025, the interim Draft Plan calls for Metro to:

- Implement Service Guideline-identified investments. The current Service Guidelines have identified hundreds of thousands of hours of need across King County to better serve the transit demand in a socially equitable and geographically fair way. Increasing Metro’s service to meet these needs is an opportunity to begin implementing service network and service levels.
- Restructure around Link light rail expansion. By 2025, Link will be extended north to Lynnwood with stops a stop at NE 145<sup>th</sup> Street. Link will also extend east to Overlake Transit Center in Redmond and south to Highline College in Des Moines. Each of these changes to the light rail system will provide an opportunity to review the entire transit network and begin to build the Draft Plan service network and service levels.
- Build new RapidRide lines in coordination with the City of Seattle and other partners. An expanded RapidRide network is the centerpiece of the Draft Plan frequent network, which features enhanced levels of service and will integrate with our region’s high-capacity transit network to connect our urban centers. The

Draft Plan proposes the creation of 18 RapidRide lines across King County by 2025.

- Expand the capacity of Metro's transit system. To meet the growing demand for transit in the region, Metro needs expanded capacity for buses, this includes not only the actual vehicles, but also the infrastructure to support those vehicles. In the near term, Metro anticipates buying additional transit fleet, looking at expanding bus base capacity, and hiring operators and other personnel to support an expanded transit system.
- Facilitate more and better access to the transit system. In conjunction with other transit agencies and cities, Metro would continue efforts to improve options for transit riders to get to bus stops and light rail stations. Options would include parking improvements that allow us to use existing resources more efficiently, manage demand and increase supply. We would also continue to work with local jurisdictions to improve bicycle and pedestrian facilities to make it easier to access transit.

In recognition of the immediate needs of Shoreline residents for additional service coverage and the benefits of having strong access to the 145<sup>th</sup> Street and 185<sup>th</sup> Street light rail stations, the City is interested in Metro's completion of all the proposed operation and capital improvements within the time frame of the interim plan (2025) and strongly encourages KC Metro to complete all proposed improvements in coordination with the opening of the two light rail stations in 2023.

### **STAKEHOLDER OUTREACH**

King County held five open houses on the Draft Plan and is currently conducting an online survey to gather input on the Plan. The five open houses were held on the following dates and in the following locations:

<b>Date</b>	<b>Location</b>	<b>Address</b>
April 19	Ballard (Seattle)	Ballard High School, 1418 NW 65 <sup>th</sup> Street
April 26	West Seattle	West Seattle High School, 3000 California Avenue SW
April 27	Redmond	Old Redmond Schoolhouse Community Center, 16600 NE 80 <sup>th</sup> Street
April 28	Downtown Seattle	Union Station, 401 S Jackson Street
April 28	Federal Way	Todd Beamer High School, 35999 16 <sup>th</sup> Avenue S

The online survey, which can be found at <http://www.kcmetrovision.org//metro-long-range-plan-survey>, can be accessed through May 20, 2016.

The City of Shoreline posted a notification of the Draft Plan open house dates and a link to the online survey in the Shoreline Area News and Alert Shoreline electronic news bulletin. The City is also providing a link to the Draft Plan on the City's website.

### **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**

No action is required with this agenda item. Staff recommends that the City submit a comment letter on the Draft Long Range Plan to KC Metro that confirms Council's support for the proposed transit improvements, emphasizes the City's interest in partnering with KC Metro on the proposed capital investments to provide transit speed and reliability as well as adequate multi-modal access to Shoreline's transit facilities, and advocates for implementation of the planned improvements by 2025.

### **ATTACHMENTS**

- Attachment A: Draft City of Shoreline letter to King County Metro
- Attachment B: KC Metro Draft Long Range Plan 2040 Service for Shoreline
- Attachment C: City of Shoreline Proposed 2040 Service
- Attachment D: Shoreline/King County 2040 Service Comparison
- Attachment E: Shoreline/King County Comparison Supplement

## Attachment A

May 9, 2016

# *DRAFT*

The Honorable Dow Constantine  
King County Executive  
401 5<sup>th</sup> Avenue, Suite 800  
Seattle, WA 98104

Dear Executive Constantine:

On behalf of the Shoreline City Council, I want to express the City of Shoreline's support for King County Metro's Draft Long Range Plan and its alignment with the Sound Transit 3 Draft Plan. The City of Shoreline appreciates working with King County Metro and its partners on developing the Draft Plan.

The City supports the goals of coordinating planned Metro service improvements with City Comprehensive Plans to ensure that transit supports the City's planned development, access investments at stations and transit hubs are increased, and a greater focus on linking transit with Transit Oriented Development (TOD) is provided, including utilizing King County properties for TOD projects.

The City is pleased that the Draft Plan emphasizes frequent bus service throughout the City that serves key local and regional destinations important to our residents. The City is especially appreciative of the proposed multiple service connections from Shoreline neighborhoods and key destinations to the City's upcoming two light rail stations.

The City is also very pleased with the proposed Express bus service on N 145<sup>th</sup> Street and SR 522 and the recognition of Sound Transit's proposed bus rapid transit (BRT) on this route. We see improving the speed and reliability of service on 145<sup>th</sup> Street and SR 522 as a critical investment for residents living along north Lake Washington that want to access the 145<sup>th</sup> Street light rail station and our regional light rail system.

In recognition of having strong access to the 145<sup>th</sup> Street and 185<sup>th</sup> Street light rail stations in Shoreline, the City requests that King County Metro's Final Long Range Plan directly link completion of operational and capital improvements prior to service beginning at the light rail stations in 2023.

The City applauds the Draft Plan's proposed capital improvement programs that support transit speed and reliability as well as multi-modal access to transit facilities. The City is interested in partnering with King County Metro to make needed capital facility improvements that build ridership and support local TOD.

## Attachment A

Thank you again for the time and effort that King County Metro has put in to developing an effective long range transit plan. We look forward to working with Metro closely over the next six years to implement the Plan's vision.

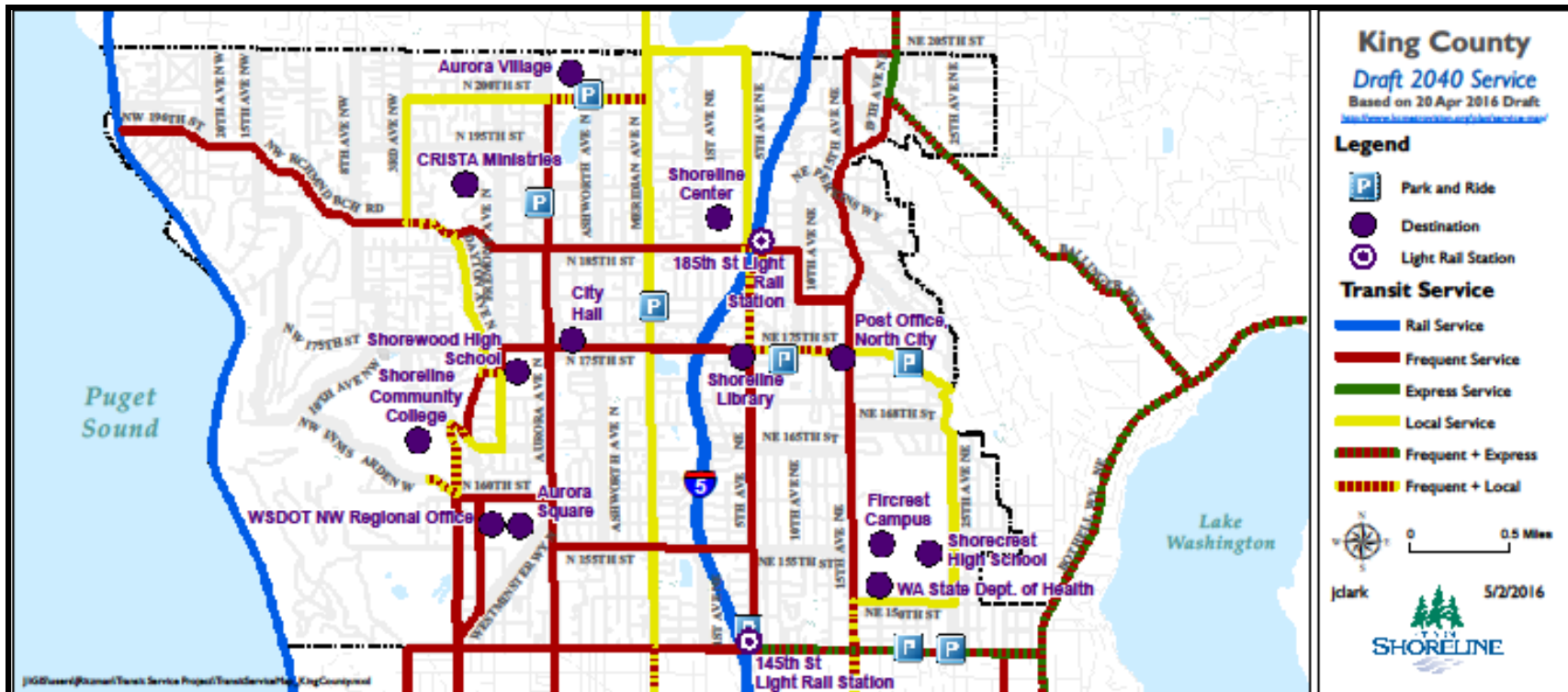
Sincerely,

Christopher Roberts  
Mayor

Cc: Shoreline City Council  
Debbie Tarry, City Manager  
Randy Witt, Public Works Director  
Nytasha Sowers, Transportation Services Manager  
Scott MacColl, Intergovernmental Relations Program Manager



## Attachment B King County Metro's Draft Long Range Plan Map for Shoreline



**Map Legend and Service Type Explanation**

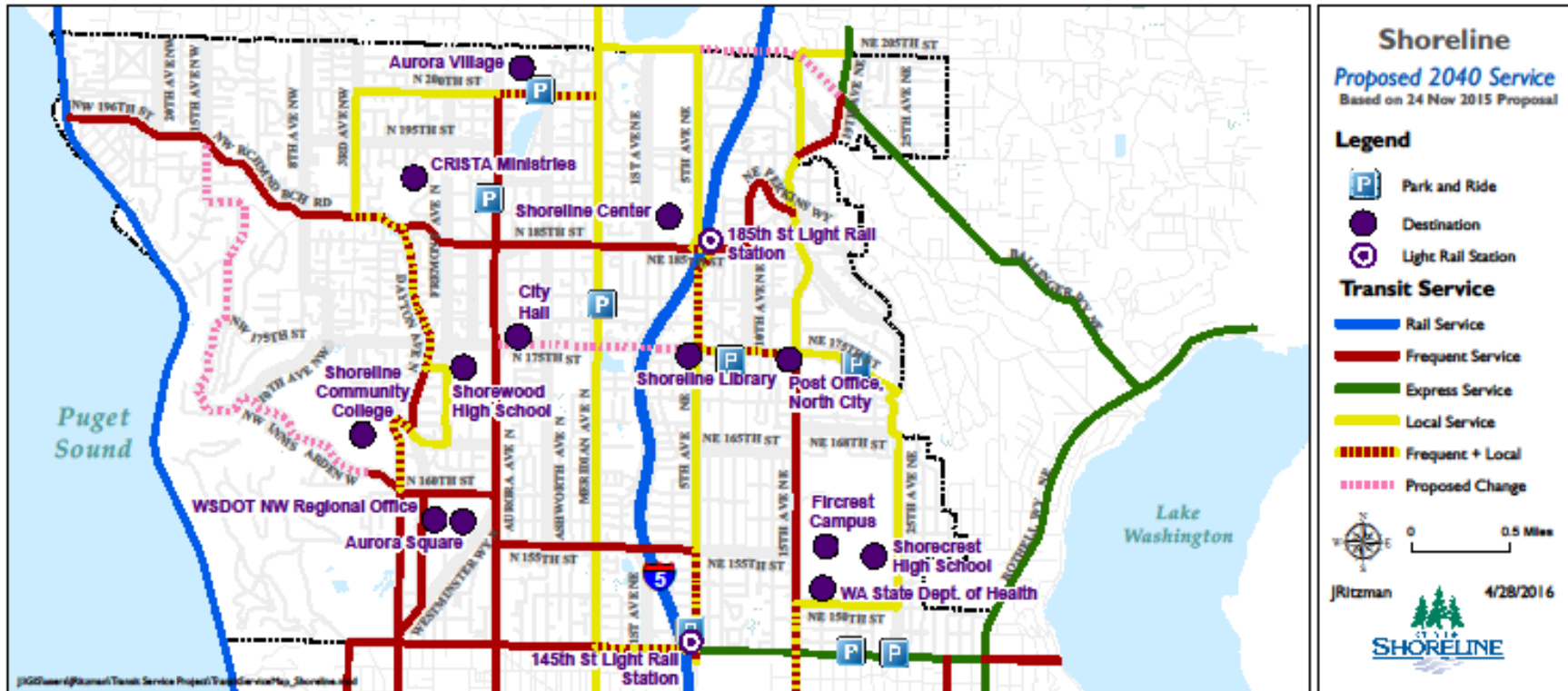
Service Type	Definition	Buses would arrive every...	Where best used	Proposed hours operating per day
<b>Frequent</b> (Red)	Show up and go service with investments for speed and reliability, starts early and runs late in the day.	5 to 15 minutes	Long, dense corridors with many destinations	20
<b>Express</b> (Green)	Limited-stop service between regional centers, all-day, both ways. Includes peak-period service.	15 – 30 minutes 10 – 15 minutes frequent express	Between centers, high travel speeds	15
<b>Local and Flexible</b> (Yellow)	Includes fixed-route bus as well as alternatives such as vanpools, DART, community shuttles, real-time ridesharing and more	30 minutes	Lower density or hard-to-serve areas	18

## KC Metro Long Range Plan Service to Key Shoreline Destinations and Transit Hubs

Proposed Service	Shoreline Requested Service Improvements*	Comment
✓	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	The Plan shows multiple Local and Frequent Service routes to the 145 <sup>th</sup> and 185 <sup>th</sup> light rail stations from the major neighborhoods and commercial areas of Shoreline
?	Increased bus frequency, new routes and/or direct service between the Shoreline Park & Ride and the 185 <sup>th</sup> light rail station	The Draft Plan does not currently show service between the Shoreline Park and Ride (192 <sup>nd</sup> and Aurora) and the 185 <sup>th</sup> light rail station. Shoreline staff is currently discussing this request with KC Metro staff.
✓	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	A number of Frequent and Local routes connect the 145 <sup>th</sup> Street and 185 <sup>th</sup> Street light rail stations to Shoreline park and ride lots and other Shoreline neighborhoods and commercial areas.
✓	Provides routing options to reduce travel times between Shoreline Community College, North Seattle Community College, Edmonds Community College and Northgate.	The Plan provides multiple Frequent routes to connect Shoreline Community College with Northgate as well a route to connect Shoreline Community college to North Seattle Community College
?	Coordinate efforts between Community Transit and Metro Transit to provide bus service between Shoreline Community College and Edmonds Community College.	Connections between Shoreline Community College and Edmonds Community College are under discussion with Community Transit and KC Metro Transit staff.
✓	Provide transit service between the two Shoreline high schools (Shorewood High School and Shorecrest High School) - provided with a transfer	Service is provided between the two high schools via a Local transfer at 175 <sup>th</sup> . Shoreline staff is requested timing of these two routes to minimize waiting times between transfers.
✓	Between the Shoreline high schools and Shoreline Community College.	Service is provided between the two high schools via a local transfer on 175 <sup>th</sup> Street. Shoreline staff has requested that the schedule of these two routes be coordinated in order to minimize waiting times between transfers.
✓	Ensure that north-south routes that intersect east-west routes do so at similar times in order to reduce delays associated with transfers.	This request has been noted by KC Metro.
✓	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.	The Draft Plan includes a Frequent route from the 185 <sup>th</sup> Light Rail station to the University of Washington.
✓	Emphasize the need for express bus service from Shoreline to the University of Washington during the peak period.	The draft Plan provides multiple Frequent routes to the University of Washington.

\* Shoreline's requested service improvements were included in an August 10, 2015 comment letter to King County Metro. A check in the Proposed Service box above identifies where requested service was provided a question mark identifies a request that is still under discussion with KC Metro staff.

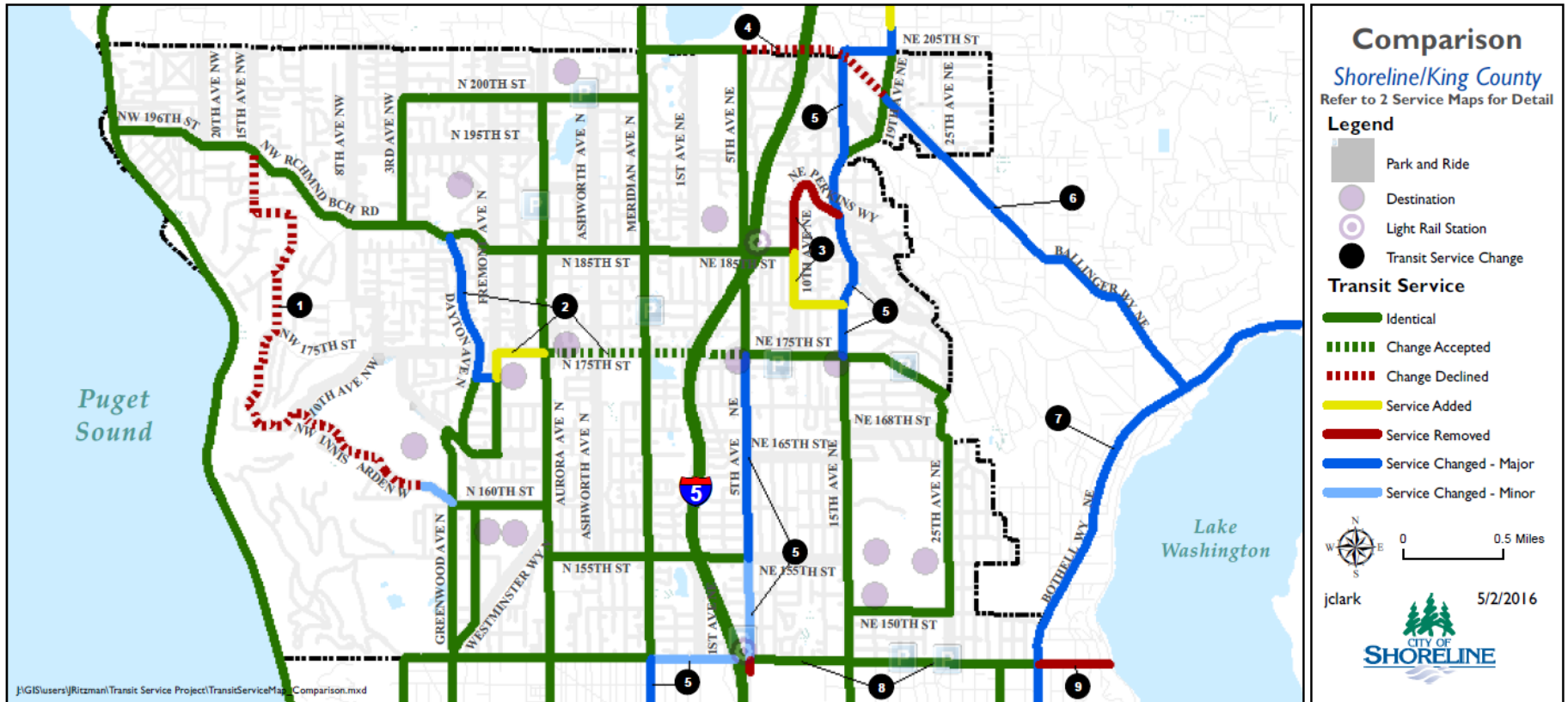
## Attachment C City of Shoreline Proposed 2040 Service



**Map Legend and Service Type Explanation**

Service Type	Definition	Buses would arrive every...	Where best used	Proposed hours operating per day
<b>Frequent</b> (Red)	Show up and go service with investments for speed and reliability, starts early and runs late in the day.	5 to 15 minutes	Long, dense corridors with many destinations	20
<b>Express</b> (Green)	Limited-stop service between regional centers, all-day, both ways. Includes peak-period service.	15 – 30 minutes 10 – 15 minutes frequent express	Between centers, high travel speeds	15
<b>Local and Flexible</b> (Yellow)	Includes fixed-route bus as well as alternatives such as vanpools, DART, community shuttles, real-time ridesharing and more	30 minutes	Lower density or hard-to-serve areas	18

## Attachment D Shoreline/King County Comparison



## Attachment E

### Shoreline/King County Comparison Supplement

Change ID	Change Type	Locations	Changed Route(s)	Other Relevant Route(s)	Change Description
1	Change Declined	Innis Arden	?	?	Shoreline map shows <u>Proposed Change</u> (new) service through Innis Arden. It is unknown which route this would have been as King County did not include service here at all in their draft.
2	Downgrade, Addition, Upgrade, Change Accepted	Richmond Highlands, Meridian Park	1215 (Frequent, Shoreline CC - Kenmore P-R)	3006 (Local, Shoreline CC - Mountlake Terrace P-R)	Shoreline map shows <u>Frequent</u> and <u>Local</u> service along Dayton Ave N between N 172nd St and N Richmond Beach Road and <u>Proposed Change</u> (new) service on N/NE 175th St between Aurora Ave N and 5th Ave NE. King County appears instead to have rerouted the <u>Frequent</u> route (1215) east on N 172nd St, then north along Fremont Ave N, then east along N/NE 175th St to 5th Ave NE, following the route of Shoreline's <u>Proposed Change</u> . This leaves only a <u>Local</u> route (3006) along Dayton Ave N between N 172nd St and N Richmond Beach Road.
3	Addition, Removal	North City	1215 (Frequent, Shoreline CC - Kenmore P-R)	None	Shoreline map shows <u>Frequent</u> service along 10th Ave NE north of NE 185th St and then east on NE Perkins Way to 15th Ave NE. King County appears instead to have rerouted the <u>Frequent</u> route (1215) south on 10th Ave NE and then east along NE 180th St to 15th Ave NE (after which it travels north to where it would have been if it had taken Perkins). This proposed rerouting is agreeable to the City of Shoreline as it connects North 185th Street and 15th Avenue Northeast - which was the primary intention of Shoreline's requestd service.
4	Change Declined	Ballinger, Echo Lake	?	?	Shoreline map shows <u>Proposed Change</u> (new) service along N 205th St and Ballinger Way NE. It is unknown which route this would have been as King County did not include service here at all in their draft.
5	Upgrade	*** Multiple points *** Ballinger, North City, Ridgecrest, Parkwood	1998 (Frequent, Mountlake Terrace P-R - Northgate P-R)	1215 (Frequent, Shoreline CC - Kenmore P-R)	Shoreline map shows <u>Local</u> service ( <u>Frequent</u> and <u>Local</u> in places of overlap with other routes) along NE 205th St west of 19th Ave NE, south along 15th Ave NE, west along NE 175th St, south along 5th Ave NE, west along N/NE 145th St, and south along Meridian Ave N. King County appears instead to have upgraded the <u>Local</u> route to a <u>Frequent</u> route (1998) while keeping the same path.
6	Upgrade	Ballinger, Lake Forest Park	1215 (Frequent, Shoreline CC - Kenmore P-R)	2518 (Express, Edmonds - Redmond)	Shoreline map shows <u>Express</u> service along Ballinger Way NE east of 19th Ave NE to Bothell Way NE. King County appears to have added a <u>Frequent</u> route (1215) along this same path as well.
7	Upgrade	Briarcrest, Lake Forest Park	1009 (Frequent (RapidRide), UW Seattle - UW Bothell), 1215 (Frequent, Shoreline CC - Kenmore P-R)	2515 (Express, Seattle - UW Bothell), 2518 (Express, Edmonds - Redmond)	Shoreline map shows <u>Express</u> service along Bothell Way NE. King County appears to have added a <u>Frequent</u> route (RapidRide: 1009) along this same path and also another <u>Frequent</u> route (1215) along the part north of Ballinger Way NE. The Draft Plan also shows a Sound Transit 3 Draft Plan BRT overlay.
8	Upgrade	Ridgecrest, Briarcrest	1019 (Frequent, Shoreline CC - UW Seattle)	None	Proposed Service is the same as proposed and also shows a Sound Transit 3 Draft Plan BRT overlay.
9	Removal	Briarcrest	?	?	Shoreline map shows <u>Frequent bus</u> service on NE 145th St west of SR 522/ Bothel Way East to 40th Ave NE. This was a City of Shoreline mapping error and should not have been included in the City of Shoreline's orginal map. KC Metro does not show bus service for this segment of roadway - which is agreeable to the City of Shoreline.