

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF WORKSHOP DINNER MEETING

Monday, July 23, 2018
5:45 p.m.

Conference Room 303 - Shoreline City Hall
17500 Midvale Avenue North

PRESENT: Mayor Hall, Deputy Mayor Salomon, Councilmembers McGlashan, Scully, McConnell, Chang and Roberts

ABSENT: None

STAFF: Debbie Tarry, City Manager; John Norris, Assistant City Manager; Randy Witt, Public Works Director; Nytasha Sowers, Transportation Planning Manager; and Jessica Simulcik Smith, City Clerk

GUESTS: Community Transit Staff: Emmett Heath, Chief Executive Officer; June DeVoll, Manager of Strategic Planning and Grants

At 5:45 p.m., Mayor Hall called the meeting to order and thanked Mr. Heath and Ms. DeVoll for attending. Ms. Tarry noted this is Council's first meeting with Community Transit and she looks forward to continuing to build a good relationship as the two agencies will be working together to plan for servicing the light rail stations.

Councilmember McConnell and Salomon arrived at 5:49 p.m.

Mr. Heath spoke about Community Transit's role, initiatives, and long range vision. He said Community Transit's vision is to provide quality of life through mobility by offering appealing choices for people to get to where they need to be. Community Transit has been serving the region for 42 years, has 800 employees, and now has the 50th largest fleet in the United States, carrying over 10 million people last year. He talked about the different services they offer, including fixed routes, paratransit, vanpool, and express services. He said the agency has a \$200M budget and a good amount of reserve funds available to survive a future economic downturn.

Mr. Heath noted that 50% of all Snohomish County residents live within a 5 minute walk from Community Transit service. He said 97,000 commuters are traveling southbound during morning peak traffic and 40% of them are on a bus, and 25% in a vehicle. He emphasized that even if a commuter chooses not to use Community Transit service, their commute times are still improved by others using the service.

Mr. Heath reviewed Community Transit's planning documents and cycle, and stated they are focused on finding out who is moving here, where they will live, and where they will need to travel. He then reviewed the Transit Emphasis Corridors Map that illustrates future network

needs. He talked about technology being used in buses to make ridership easier, noting GPS capabilities to make stop announcements, count who gets on and off a bus, and to show where a bus is located. This data is being shared with 3rd party applications to provide real-time and scheduled arrival information. He informed Council that the ORCA card system is 10 years old, nearing the end of its useful life, and will be replaced with the next generation of user cards. He also noted that transit signal priority is still a work in progress and requires a lot of coordination with many agencies.

Ms. DeVoll talked about Community Transit's Bus Rapid Transit (BRT) "Swift". She noted the Blue Line from Everett to Aurora Village was the first line added in 2009. There are 15 branded hybrid Swift buses running 7 days a week that have designs that contribute to speed and reliability, for example on-board bike racks and passive restraints for wheelchairs, which help towards meeting the 10 second dwell time goal. Stations are one mile apart, are the same size, and have the same look and feel. She reviewed station features are: shelter and wind protection, seating and leaning rails, off-board fare collection with ticket kiosks at each end of the station, a 10" curb platform, mats that show passengers exactly where the bus will stop and open, and real time signage and audio when buses approach.

Ms. DeVoll shared that their Long Range Transit Plan calls for a network of Swift BRT corridors. The Green Line from Boeing/Paine Field to Canyon Park P&R is underway; the Orange Line is planned for 2024; and the Red Line is planned for 2027. Community Transit is also looking to expand the Blue Line from Aurora Village to the 185th Light Rail Station and will be working with the City of Shoreline on where the bus stations will be located.

Councilmember Roberts asked if the Blue Line will continue to stop at Aurora Village once the Line is extended to the 185th Light Rail Station. Ms. DeVoll answered no.

Mayor Hall asked if there are plans to expand the Green Line from Canyon Park to UW Bothell to make a connection to ST3 BRT on SR522, and if there have been any conversations about the overpass bridge at SR104. Ms. DeVoll talked about Community Transit's focus on getting people to the Lynnwood Light Rail Station. She noted 20,000 boardings are expected at this Station daily. In order to serve this capacity, there will need to be buses in and out every 35 seconds. She said Community Transit has also been talking with WSDOT about the bridge at SR104.

Councilmember McGlashan asked about service to the Mountlake Terrace Station. Ms. DeVoll said Community Transit will provide service but not with BRT.

Councilmember McConnell asked Ms. DeVoll if she thinks BRT and Light Rail will alleviate traffic on the freeway. Ms. DeVoll responded that transit will provide people with options. She expects drivers will have unreliable trips, and BRT and Light Rail will provide reliability.

Councilmember Scully thanked Community Transit for continuing to work with other agencies to create a seamless ride for passengers to get to their end destination. He asked if there is anything Council can do to help with 185th Street. Ms. DeVoll responded that Community

Transit has been in conversation with Mr. Witt and Ms. Sowers and will work with them during scoping to develop ideas, including talking about queue jumps and signal priorities.

Mayor Hall thanked everyone for a good discussion and said he looks forward to working together to plan for servicing the light rail stations.

Mayor Hall adjourned the meeting at 6:40 p.m.

Jessica Simulcik Smith, City Clerk

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