

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF REGULAR MEETING

The purpose of these minutes is to capture a high-level summary of Council's discussion and action. This is not a verbatim transcript. Meeting video and audio is available on the [City's website](#).

Monday, February 6, 2023
7:00 p.m.

Council Chambers - Shoreline City Hall
17500 Midvale Avenue North

PRESENT: Mayor Scully, Deputy Mayor Robertson, and Councilmembers Ramsdell, Mork, McConnell, Pobee and Roberts

ABSENT: None.

1. CALL TO ORDER

At 7:00 p.m., the meeting was called to order by Mayor Scully who presided.

2. FLAG SALUTE/ROLL CALL

All Councilmembers were present.

(a) Proclamation of Black History Month

Mayor Scully declared February Black History Month in Shoreline and invited Haben Hailesslassie, Grounded Youth Director from Black Coffee Northwest, and Wuhibti Hailesslassie, to the podium to accept the proclamation.

Ms. Hailesslassie spoke about the work from Black Coffee Northwest to support Black-led organizations and community members year-round. She shared her experience working with Black Coffee Northwest and their nonprofit, Grounded, and she highlighted the significance of representation in society. She brought attention injustices experienced in Ethiopia and encouraged action against injustice for Black lives all over the world.

3. APPROVAL OF THE AGENDA

The agenda was approved by unanimous consent.

4. REPORT OF THE CITY MANAGER

Bristol Ellington, City Manager, reported on various City meetings, projects, and events.

5. COUNCIL REPORTS

Councilmember Mork reported she attended a Regional Water Quality Committee meeting about the impacts of PFOS on the Puget Sound and legislation introduced by Representative Ryu to remove them.

Councilmember Pobe spoke about his meeting with the Seashore Transportation Forum to discuss an update on the Lynnwood Link Connections Mobility Phase II project.

Mayor Scully said he was honored to attend the Edwin Pratt Memorial Ceremony that was attended by Mr. Pratt's family and people who knew him.

Mayor Scully stated his appointees to the PRCS/Tree Board Interview Sub-committee are Deputy Mayor Robertson, and Councilmembers Ramsdell and Mork.

6. PUBLIC COMMENT

There was no one in the audience wishing to provide public comment.

7. CONSENT CALENDAR

Upon motion by Deputy Mayor Robertson, seconded, and unanimously carried 7-0, the following Consent Calendar items were approved:

- (a) Approval of Regular Meeting Minutes of January 9, 2023
Approval of Regular Meeting Minutes of January 23, 2023
- (b) Authorize the City Manager to Amend the Contract with BHC Consultants in an Amount Not to Exceed \$591,768 for Final Design, Permitting, Bidding Support, and Construction Management for the Pump Station 30 Upgrades Project
- (c) Authorize the City Manager to Amend the Contract with KDH Consulting, Inc. to a total Amount Not to Exceed \$400,000 to Provide Advanced Network and Help Desk Support

8. STUDY ITEMS

- (a) Update on the King County Metro Bus Service Lynnwood Link Phase 2 Restructure

Nytasha Walters, Transportation Services Manager, introduced the King County Metro staff to present on the Lynnwood Link Network.

Amanda Pleasant-Brown, Government Relations Jurisdictional Lead, stated Phase 2 of the bus service restructure will be the first time the public will be able to view the draft transit network and provide feedback. She introduced Yingying Huang Fernandes, Lynnwood Link Connections Project Manager, to provide more information on the project.

Ms. Fernandes explained the Sound Transit Light Rail will be extended to five new stations from Seattle to Lynnwood. Sound Transit will also implement a Bus Rapid Transit along the SR 522 corridor. To prepare for the light rail extension and improve mobility access, King County Metro initiated the Lynnwood Link Network mobility project in northwest King County. Ms. Fernandes listed the project goals were to: (1) improve mobility for priority populations, (2) equitably inform, engage, and empower current and potential customers, (3) deliver integrated service that responds to link expansion changes in transit network and community needs, and (4) improve the efficiency, effectiveness and environmental sustainability of the transit system.

Ms. Fernandes described several items that guided the design of the concept network. The concept network was developed with the assumptions that the Lynnwood link stations will be open, there will be a budget neutral service investment, and there are capital constraints related to budget, timeline, and area available in which to operate. Key considerations that informed the concept network came from service data and analytics, community input, and capital restraints. Their decision-making factors involve community input, equity, and service design best practices. Ms. Fernandes listed the mobility needs voiced by the community and explained how the concept network meets them. The following needs were identified:

1. Increase east/west connections
2. Provide transit services where needs are greatest
3. Bus runs later into the night
4. Maintain and improve frequency
5. Increase bus trips on weekends
6. Reliable and convenient transfers

Ms. Fernandes stated the concept network proposes 14 all-day routes and 8 peak routes. She noted concept network trade-offs consist of reduced peak-only services to improve all-day and frequent service, a restructure of North-South connection to improve East-West oriented service, and reduced unproductive and low-ridership service to increase frequent service. Progress toward the long-range vision in Shoreline include increased service frequency on N 185th St and 15th Ave NE and peak frequent service on N 145th St between Aurora Ave and the 148th Station, and 15th Ave NE, and N 175th St.

Luke Distelhorst, Community Engagement Planner, explained that data gathered during the Phase 1 Needs Assessment was used to refine and develop the service concept. Staff are now gathering public feedback on how well the concept network addresses community needs. The primary mode of public engagement is an online survey available in 12 languages, and there will be organized meetings with community groups, virtual open houses with live interpretation, and in-person outreach. The feedback will guide changes to refine the Phase 3 service concept, which will be available for feedback in mid-2023. Once the proposed route changes are finished the plan will be submitted to King County Council for adoption.

Councilmembers expressed concern about bus service on 145th Street and asked when Metro may consider revisiting the service frequency. Ms. Pleasant-Brown answered staff visit the service areas to understand what they should plan around. Ms. Fernandes added they perform annual system evaluations of crowding reliability and growth. Routes are identified through that

process to receive service investments and the increase in housing in Shoreline could trigger those criteria points.

Councilmember Roberts said he disagrees with how transit agencies define the term frequent and suggested a five-to-ten-minute frequency would be more appropriate. Councilmember McConnell commented that the desired service frequency would be difficult to fund with the need to keeping fares affordable.

Councilmember Mork pointed out the correlation between high wait times and low ridership and asked what people who rely on a low-rider route will do if their route is eliminated. Ms. Fernandes answered staff are collecting input from data and community members to address gaps in service. She cautioned that the needs must balance with tradeoffs with a budget neutral situation. Graydon Newman, Service Planning Supervisor, commented they are looking for a best fit solution which will positively impact some and negatively impact others.

Councilmember Roberts suggested three route improvements, (1) route 65 should continue past 145th to Shoreline Community College, (2) route 334 should be split into two routes with the first traveling from Shoreline to the Mountlake Terrace Transit Center and the second from Mountlake to Kenmore and Bothell, and (3) provide a more direct route to the 185th Transit Center for Ridgecrest residents. Councilmember Pobe commented that transfers should be reliable and timely. He suggested a route from 145th directly to Shoreline Community College. Mayor Scully stated 145th is unpassable for mobility impaired people and mentioned the next best option at 155th requires traveling over a large hill. He pointed out the two developing areas are cut off from each other and encouraged staff to look at the area through an equity lens.

Councilmembers asked Metro staff if they know how much feedback is coming from people who are not affiliated with organizations, and for an update on their hiring efforts. Mr. Distelhorst said that metric is loosely tracked, and the data is not yet ready to give a solid answer. He added engagement is targeted throughout the project areas and staff are looking at where people are responding. Ms. Pleasant-Brown stated no specific hiring metrics are available but she could follow up with that, but their efforts are focused on increasing training graduation rates.

(b) Update on Sound Transit SR 522/145th Street Stride Bus Rapid Transit (BRT) Project

Nytasha Walters, Transportation Services Manager, introduced the Sound Transit staff to present on the Stride Bus Rapid Transit (BRT) Project.

Rick Capka, Deputy Program Executive for Stride Bus Rapid Transit, said he is joined by Faith Roland, Director of Real Property, and Ariel Taylor, Government Relations. He stated this presentation will provide an overview of how SR 522 transit became a project, the Stride Bus Rapid Transit (BRT) Program, upcoming engagement opportunities, and the property acquisition process.

Mr. Capka recalled that BRT on SR 522 was a community driven project that was included in the Sound Transit 3 package by voters. Stride BRT has three lines and the S3 Line will serve SR 522 by connecting the corridor to Link Light Rail in Shoreline. He reviewed the features that make

this service fast, frequent, and reliable and highlighted that the fleet will be fully electric. He concluded by announcing upcoming community engagement opportunities and noted there will be ongoing conversations with property owners.

Ms. Roland talked about the role of the real property team. She explained the negotiation process, emphasizing they treat everyone fairly and with respect, and explained when they need to go through the eminent domain process. She noted that 98% of the time they are able to reach consensus. She reviewed the different types of acquisitions, the steps to gather Board authorization for acquisition, and the resources for owners and tenants who are affected. She stated acquisitions take between 18-24 months to complete and her team is currently working on 24 properties in Shoreline, with most of them being partial property acquisitions.

Councilmembers commented on the importance of the SR 522 BRT project and expressed their strong desire that it be in service closer to the time light rail service begins. There was a question on how the 24 property acquisitions are progressing, and a request for an update on schedule and scope changes since the last time the project was presented to Council.

Ms. Roland replied that her team is in the early appraisal stage, and once they reach 60% design, she can start buying. Mr. Capka said they expect construction to begin in 2024 and go through 2026/2027. He noted this schedule is consistent with the Sound Transit Board's realignment plan adopted in 2021. He said he couldn't speak to the scope that was previously presented to the Council but he would look into it.

Mayor Scully thanked Sound Transit staff for their presentation and asked for the City to be notified if there are any project delays.

9. EXECUTIVE SESSION: Property Acquisition - RCW 42.30.110(1)(b)

At 8:43 p.m., Mayor Scully recessed into an Executive Session for a period of 30 minutes as authorized by RCW 42.30.110(1)(b) to consider the selection of a site for acquisition by lease or purchase. He stated that Council is not expected to take action following the Executive Session. Staff attending the Executive Session included Bristol Ellington, City Manager; John Norris, Assistant City Manager; Nathan Daum, Economic Development Manager; Nicolas Borer, Parks, Fleet and Facilities Manager; and Julie Ainsworth-Taylor, Assistant City Attorney. The Executive Session ended at 9:10 p.m.

10. ADJOURNMENT

At 9:10 p.m., Mayor Scully declared the meeting adjourned.

Jessica Simulcik Smith, City Clerk