



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

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 185th 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 185th 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 145th Street Station Subarea have been estimated to be comparable – please see page 3-82 of 145th DEIS link provided <http://www.shorelinewa.gov/home/showdocument?id=19305>. Maps of the adopted zoning code changes for 185th station area and proposed changes for the 145th 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 185th 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 185th 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.