

King County Metro Long Range Plan Update

City of Shoreline City Council
Monday, November 30, 2015

Lisa Shafer
Transportation Planner
King County Metro

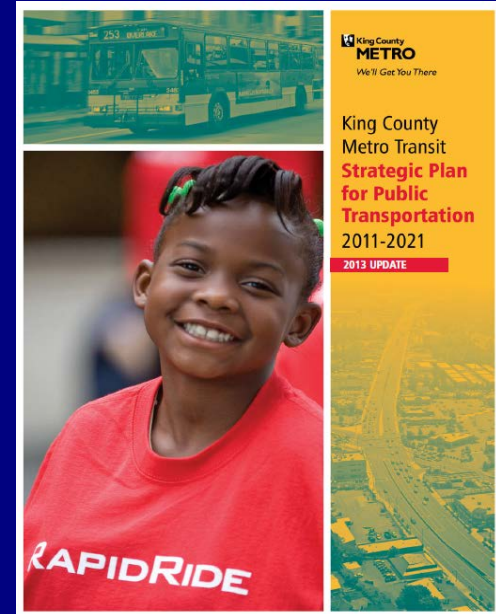
Nytasha Sowers
Transportation Services Manager
City of Shoreline



What is the Long Range Plan?

New Strategy 6.1.2

Establish and maintain a long-range transit service and capital plan in collaboration with local and regional planning



Growing with the Region

Move People Better

1 FULL BUS



=

60+ PEOPLE DRIVING ALONE



Provide Access for All

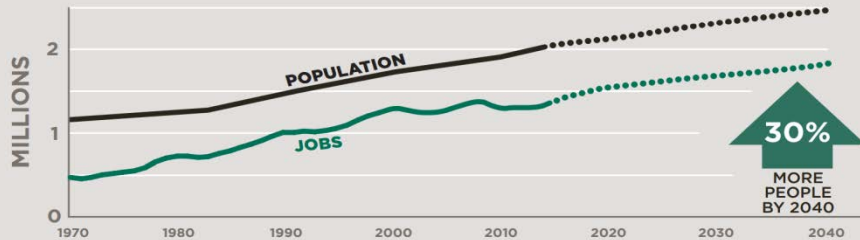


Using transit saves you money.

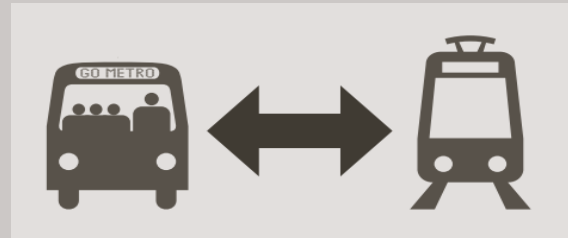


UP TO \$1,000/mo

Coordinating with Growth



Coordinate Regionally



How the LRP gets us there

- Complete service network with light rail, bus service, and alternative services
- Capital network with speed and reliability projects, park and ride program, and other elements needed to implement the plan
- Innovation and technology
- Long term funding needs



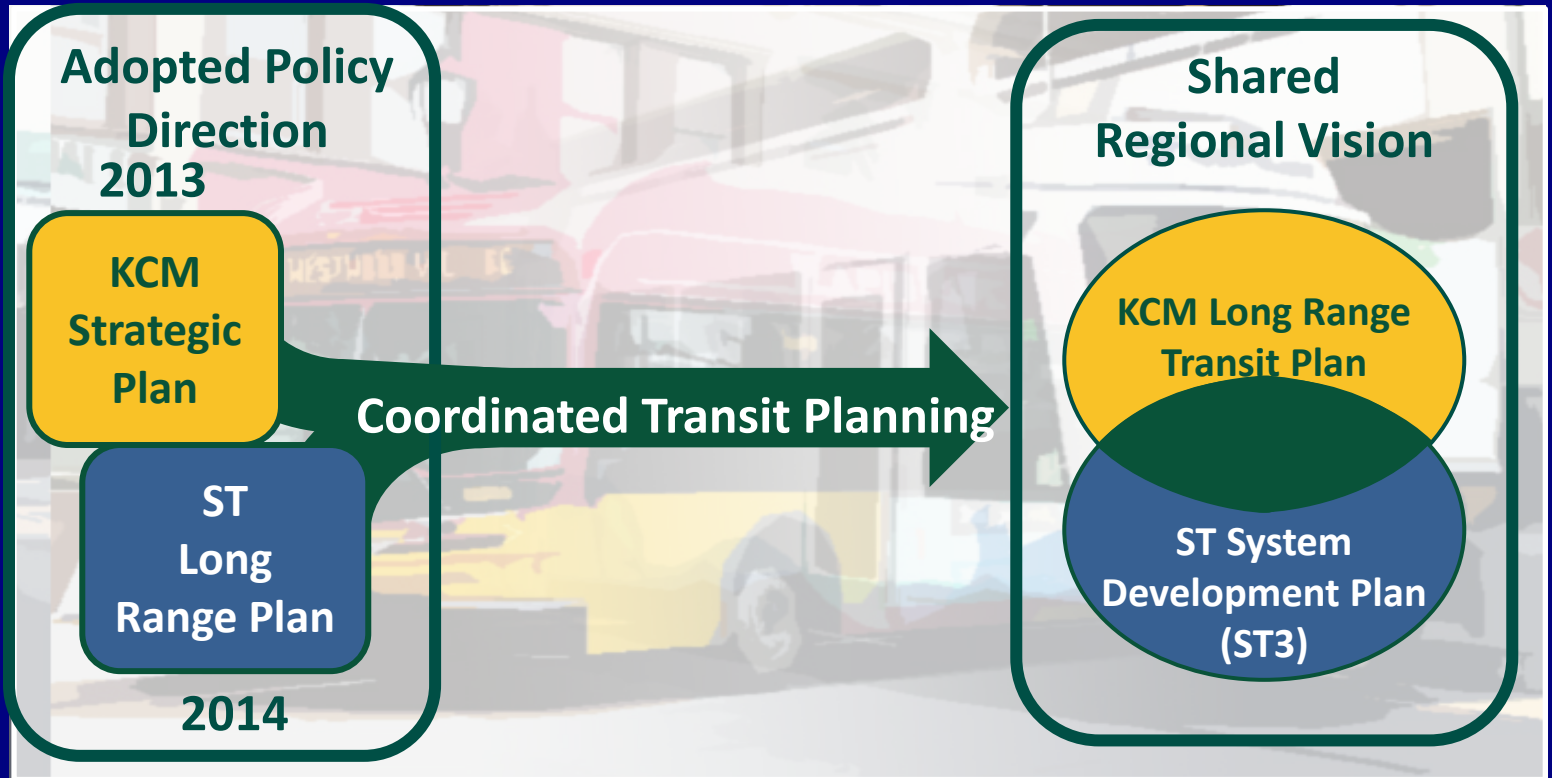
Regional Coordination

- Long range transportation decisions being made now will define what transit like for decades to come.

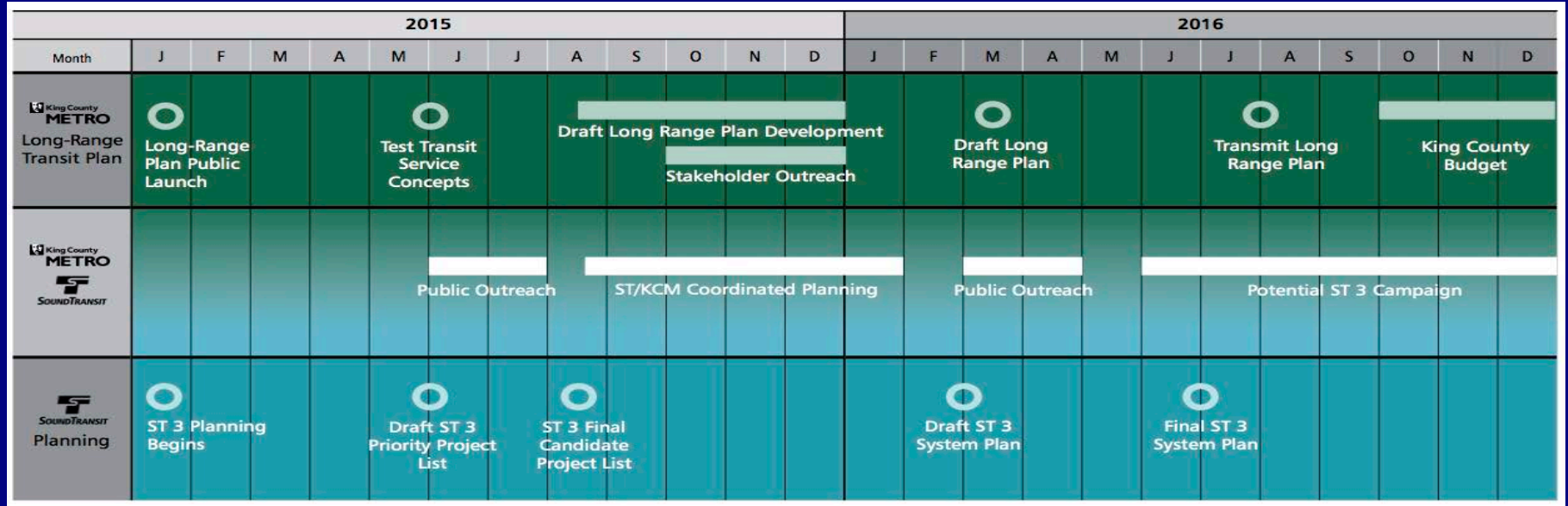
 <p>communitytransit smile & ride</p>	 <p>EVERETT TRANSIT</p>	 <p>King County METRO</p>
 <p>King County Water Taxi</p>	 <p>Kitsap Transit</p>	 <p>Pierce County Ferry System Public Works and Utilities Department</p>
 <p>PIERCE TRANSIT</p>	 <p>Puget Sound Regional Council PSRC</p>	 <p>seattle.gov</p>
 <p>SOUNDTRANSIT RIDE THE WAVE</p>	 <p>Washington State Department of Transportation</p>	 <p>Washington State Ferries</p>



Coordinating with Sound Transit



Planning Timeline



Long Range Plan Process and Timeline

DISCOVERY

Jan – May 2015

- Hold community visioning event
- Conduct network workshops to develop preliminary concepts
- Develop evaluation framework for concepts and feedback

TAC: Learn about process, form committee, comment on goals, concepts, and framework.

ALTERNATIVES

May– Dec 2015

- Analyze system
- Identify needs of corridor, jurisdictions and communities
- Revise and adjust concepts based on stakeholder feedback
- Refined concepts completed

TAC: Integrate comprehensive planning to inform and refine concepts.

PRELIMINARY PLAN

Jan – May 2016

- Draft plan shared with community and jurisdictions
- Input received from jurisdictions and communities and considered

TAC: Provide input, brief leadership about results of preliminary plan review process.

Final Plan

June – Oct 2016

- Final plan shared with community and jurisdictions
- Final input received and considered
- Proposed ordinance transmitted to County Council

TAC: Review and comment on final draft of LRTP.

Outreach Process



Public Engagement

–Public Events, online surveys, roundtable groups



Community Advisory Group

–Regular input from riders and non-rider community representatives



Technical Advisory Committee

–Engaging with city staff in all 39 cities
–Public transportation providers



Elected Officials

–Briefings and presentations to regional groups, local councils, SCA, and RTC

Analyzing Concepts

Frequent



Express



Local



Every 10 – 15 min; 20 hr/day

Every 15 – 30 min; 15 hr/day

Every 30 to 60 min; 18 hr/day

Long dense corridors, serves multiple trip types

Between centers of high transit demand

Lower density or hard to serve neighborhoods

- Longer walk
- Shorter wait time
- More transfers

- Longer walk or P&R
- Less time on the bus
- Direct connections

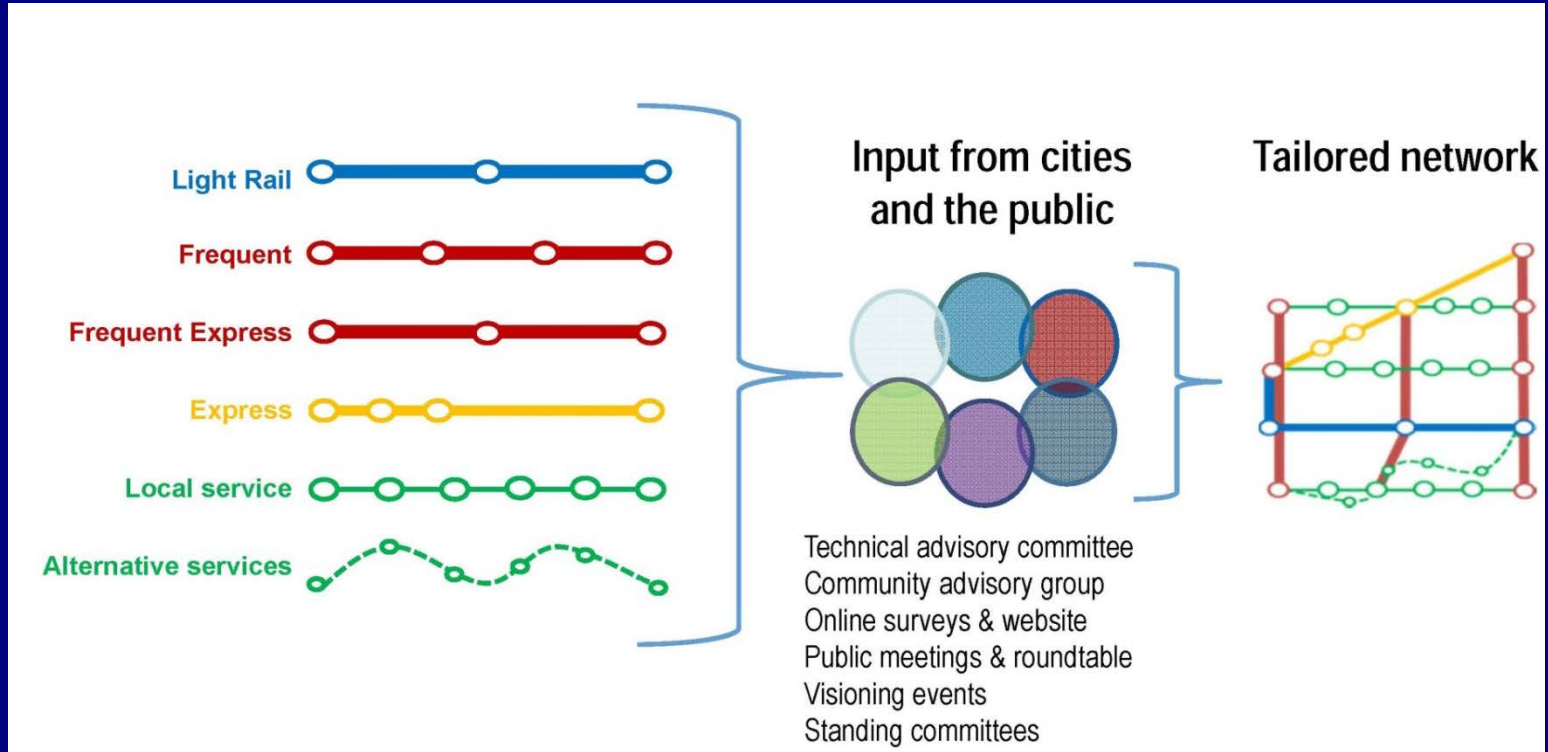
- Longer wait time
- Less direct service
- Includes alt. services

general **accessibility** and **ridership**

point to point **accessibility** and **ridership** for high demand centers

proximity to transit

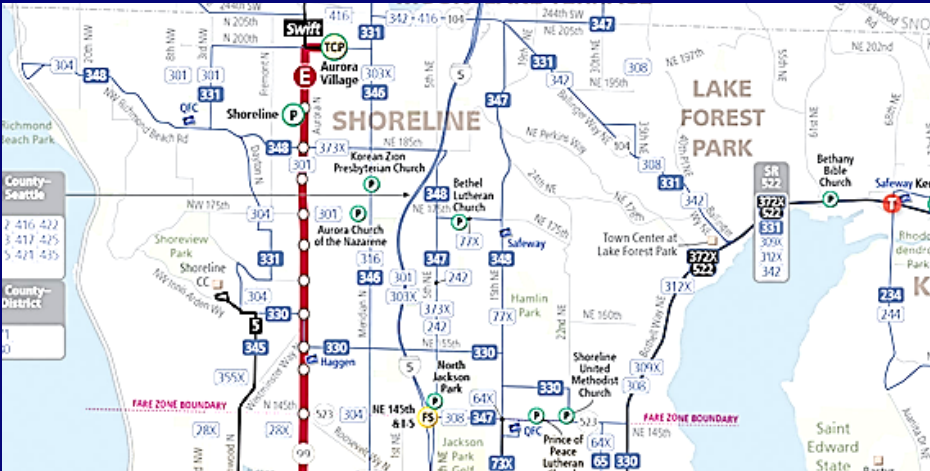
Building a Tailored Network



North King County Feedback

- Improve connections between centers & HCT
 - Frequent & Express
- Improved service on SR522
- P&R's are important transit access points & alleviate traffic on arterials through cities
- Better East/West connections
- Transit connections into Snohomish County
 - Canyon Park
 - Edmonds Community College
- Transit service to developing town centers

Existing and Proposed Service



Existing Service

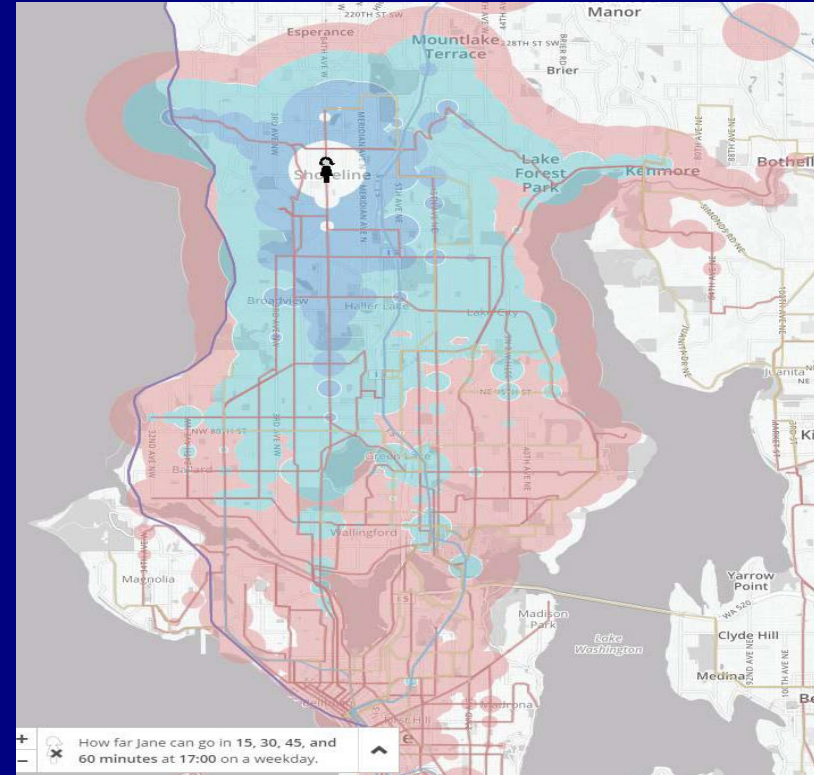


Proposed Service



Next Steps

- Fall: Draft preliminary concept review
 - TAC network review October-November
 - Coordination with city planning efforts, Seattle, Bellevue, Redmond, Kirkland, Kent, Shoreline
 - Winter/Spring: Draft Long Range Plan development
- Spring: Public Outreach



Thank You!

Long Range Public Transportation Plan

<http://www.kcmetrovision.org/>

Staff Contacts:

Stephen Hunt – Project Manager, KC Metro

stephen.hunt@kingcounty.gov

206-477-5828

Tristan Cook – Community Relations, KC Metro

tristan.cook@kingcounty.gov

206-477-3842

Lisa Shafer – Sound Transit Integration Lead, KC Metro

lisa.shafer@kingcounty.gov

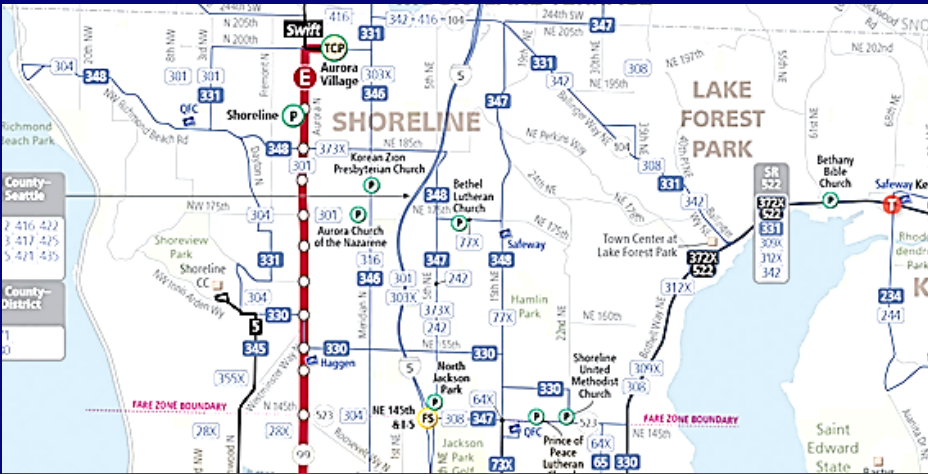
206-477-5824

Shoreline's

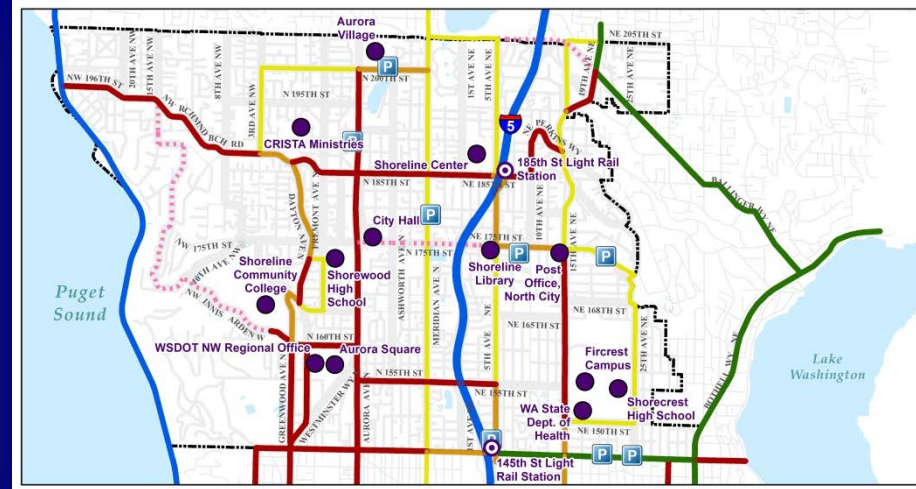
Key Considerations for Service

- ✓ Convenience / Accessibility. Ease of access to transit stop with limited transfers.
- ✓ Affordability. Proximity to low income households.
- ✓ Frequency. Frequent stops at transit stop locations - increasing travel options and supporting the ease of transferring to other transit service.
- ❑ Reliability. Dependable, timely departure and arrival times with adequate capacity for passengers.
- ✓ Travel Time. As short and fast as possible – with travel times comparable or better than automobiles.

Existing and Proposed Service



Existing Service



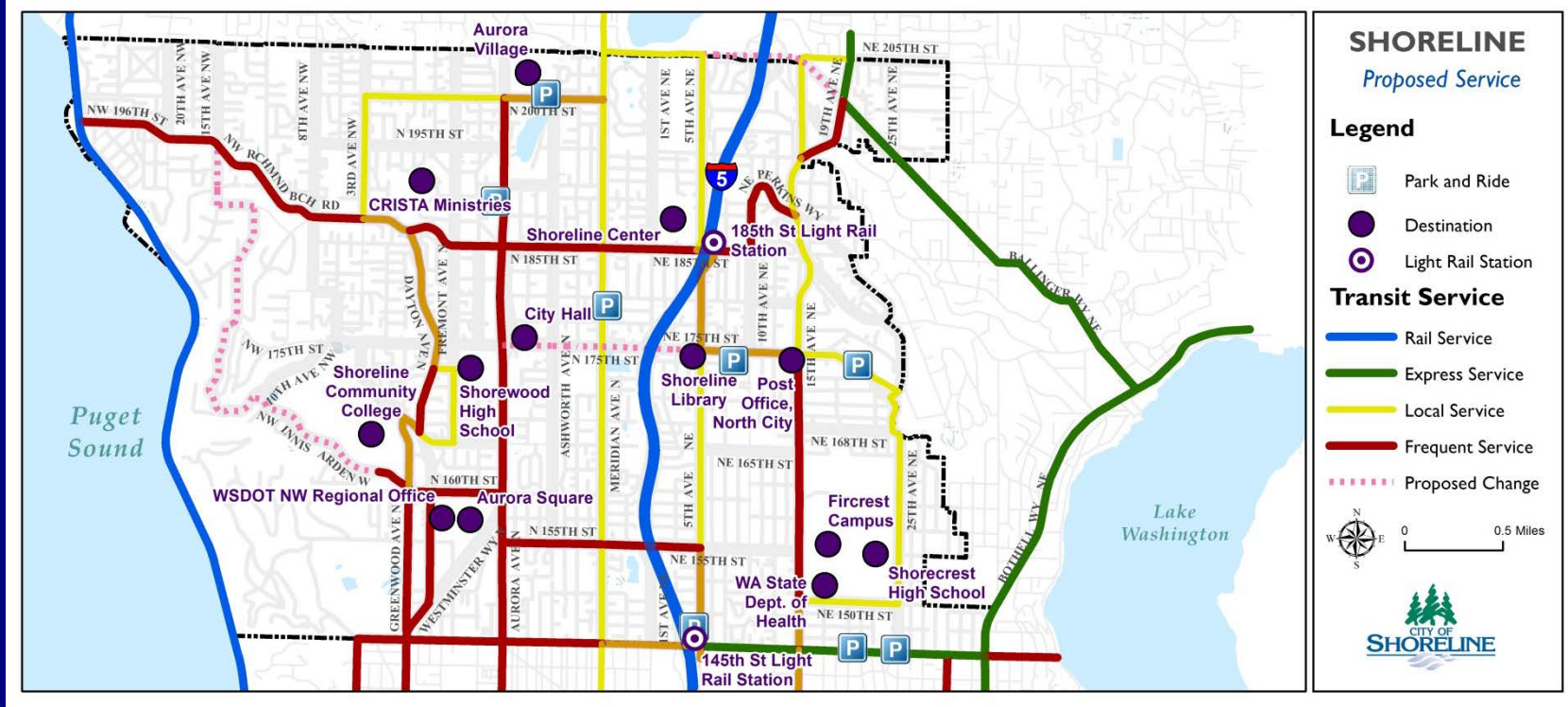
Proposed Service

Existing Shoreline Service



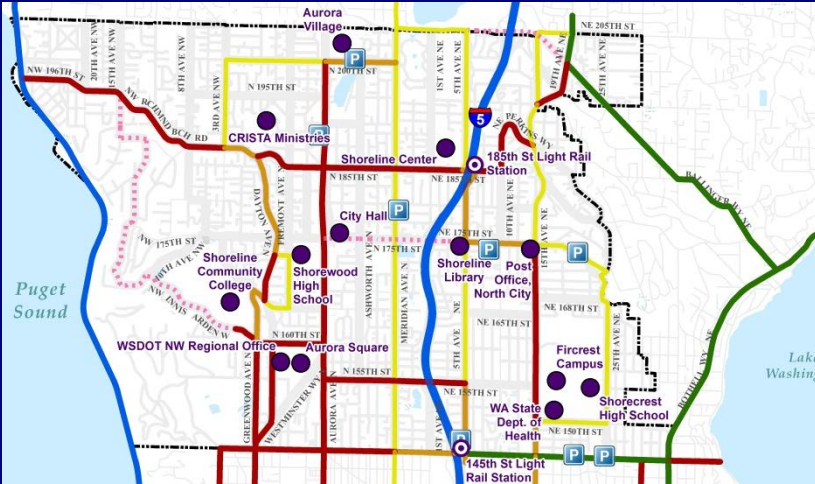
- Almost half of the total weekday ridership in Shoreline is to/from downtown Seattle during the AM and PM peak period
- Generally headways on all-day service routes in Shoreline are 30 minutes
- Headways on peak-only routes usually range from 15-30 minutes
- Metro Transit Route 5 and RapidRide E-Line have the only all-day, everyday service to downtown Seattle.

Proposed Service



What is included in the Concept?

- Connections to the key destinations and transit hubs - city libraries, high schools, park and rides and commercial areas such as Aurora Square
- A new east-west Frequent service route connecting Richmond Beach to North City.
- Increased connections to other key regional destinations such the University of Washington and Shoreline Community college – including several additional Frequent service routes.
- It provides only one Express Service route

















Connections to light rail

- The Plan includes both north/south and east/west Local and Frequent service routes to access the 145th and 185th light rail stations.
- Bothell Way to 145th light rail station on 145th is only designated as an Express service route. A Frequent service designation is more consistent with a Sound Transit High Capacity Transit designation.



Existing vs. Proposed

 Not Satisfactory
  Needs Improvement
  Improved

Characteristics	Existing Service	Proposed Service
Convenience / Accessibility	 <ul style="list-style-type: none"> Multiple transfers required to arrive at destination 	 <ul style="list-style-type: none"> Maintained geographic coverage Condensed network leads to fewer transfers
Affordability	 <ul style="list-style-type: none"> Majority local service in low income neighborhoods with less destination coverage. 	 <ul style="list-style-type: none"> Frequent service with light rail connection near low income households
Frequency	 <ul style="list-style-type: none"> Mostly local or Express route service with less frequency 	 <ul style="list-style-type: none"> Increased number of Frequent service routes
Reliability	 <ul style="list-style-type: none"> Impacted by traffic congestion and lower bus prioritization in traffic 	 <ul style="list-style-type: none"> Can be improved with increased Frequent service routes and bus stop amenities
Travel Time	 <ul style="list-style-type: none"> Frequent bus stops on congested roadways 	 <ul style="list-style-type: none"> Average travel speeds expected to increase
Connections within Shoreline	 <ul style="list-style-type: none"> Community destinations serviced with direct service or few transfers between destinations 	 <ul style="list-style-type: none"> Increase of service on planned BRT corridors Community destinations serviced with direct service or few transfers between destinations
Connections outside Shoreline	 <ul style="list-style-type: none"> Majority of connections to Seattle Less connections to UW and Eastside locations 	 <ul style="list-style-type: none"> Increased connections to UW, Bothell and Northgate New connections for light rail service

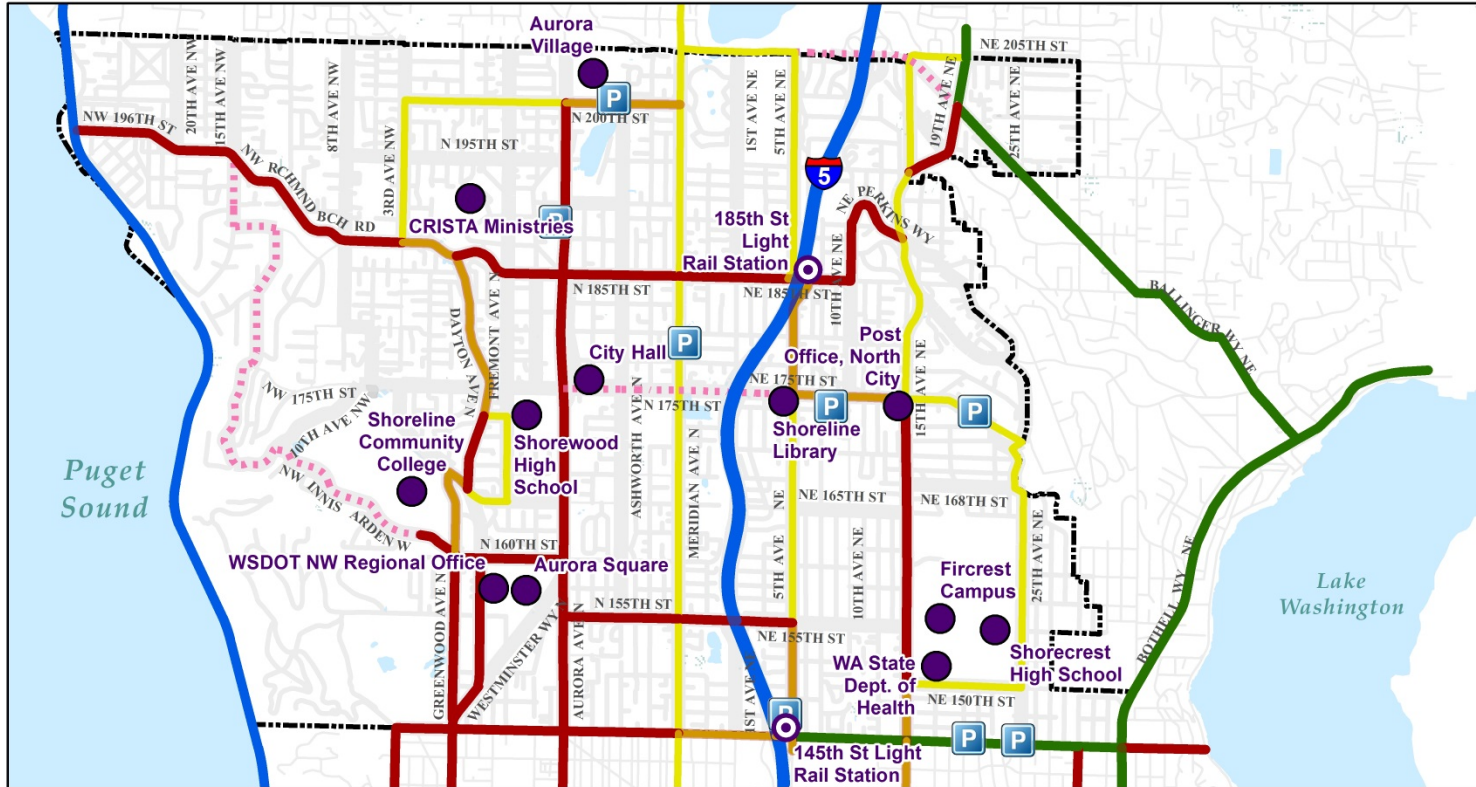
Supportive of TMP Recommendations

- ❑ Expand transit service into areas with transit supportive densities and appropriate infrastructure
- ❑ Ensure that north-south routes that intersect east-west routes do so at similar times
- ✓ Provide transit service between the four high schools and between our high schools and Shoreline Community College
- ✓ Reduce travel times between Shoreline Community College, North Seattle Community College, Edmonds Community College and Northgate
- ❑ Provide express bus service from Shoreline to the University of Washington during the peak period
- ❑ Provide new express bus route from Shoreline Community College to Northgate that travels on N 145th
- ❑ Identify future BRT lines serving Shoreline, including Greenwood Avenue N, 15th Avenue NE, SR 523/N/NE 145th Street and SR 522/Bothell Way NE
- ✓ 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



Proposed Modifications




- Designate all service on 145th from Aurora to I-5 as a Frequent Express Service route
- Provide local service on 175th from 5th Ave NE to Aurora
- Provide local service or alternative to the Innis Arden Neighborhood
- Improve service coverage to neighborhoods north of 185th – and coordinate service with Community Transit
- Extend routes serving AVTC to also serve the Shoreline Park and Ride.
- Add Express route service to University of Washington



SHORELINE

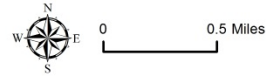
Proposed Service

Legend

-  Park and Ride
-  Destination
-  Light Rail Station

Transit Service

-  Rail Service
-  Express Service
-  Local Service
-  Frequent Service
-  Proposed Change



Next Steps

- Dec 3 – Joint TAC and CAG meeting
- Formal input on draft Plan by December 11
- In March or April, KCM will have a draft LRP report for review and comment

Questions?

