

Lynnwood Link Connections

Phase 2

City of Shoreline Council Meeting Presentation

February 6, 2023

Background

Four new stations in 2024 and one in 2026

Shoreline South/148th

Shoreline North/185th

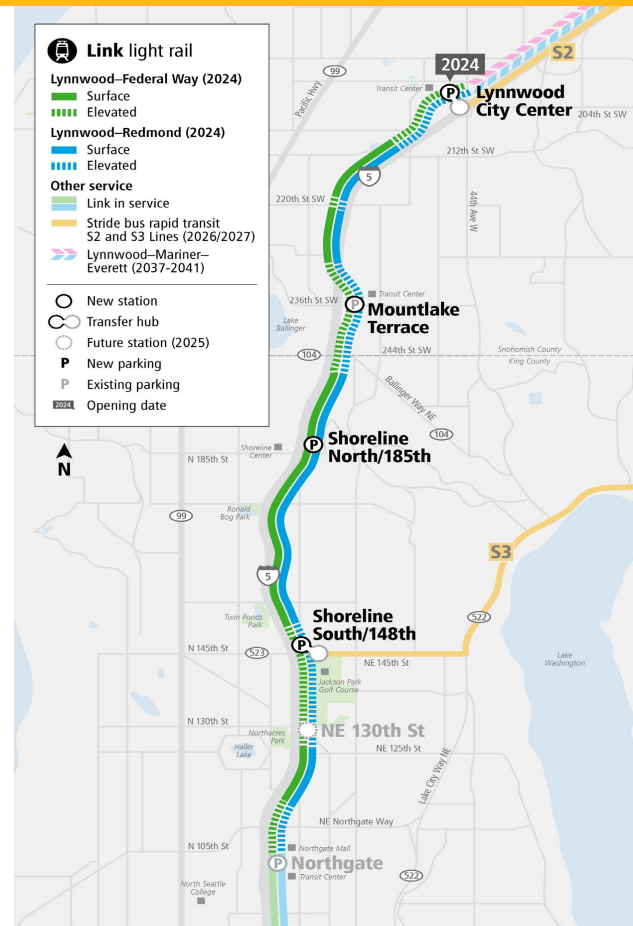
Mountlake Terrace

Lynnwood City Center

NE 130th Street (2026)

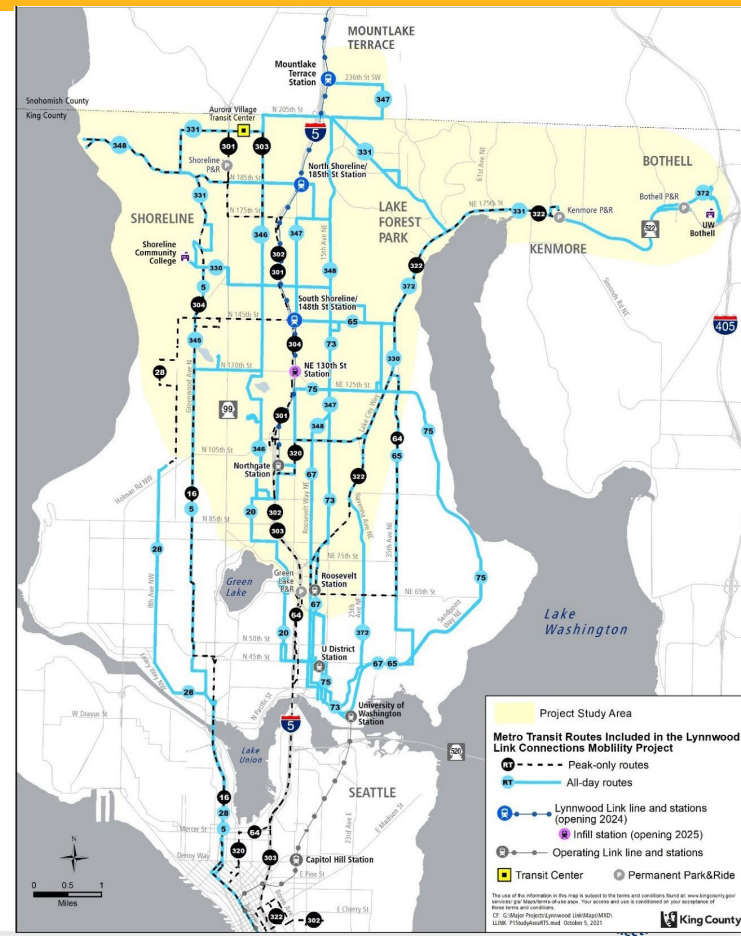
ST Stride S3 Bus Rapid Transit (2026)

Community Transit is also currently carrying out a Network Redesign (including Swift Blue Line extension to 185th)



Project Scope

- **Project routes** - 22 Routes (14 All-day and 8 peak-only)
 - All-day Routes: 5, 20, 28, 65, 67, 73, 75, 330, 331, 345, 346, 347, 348, 372
 - Peak-Only Routes: 16X, 64, 301, 302, 303, 304, 320, 322
- **Project area** – Focus area for targeted engagement and equity analysis



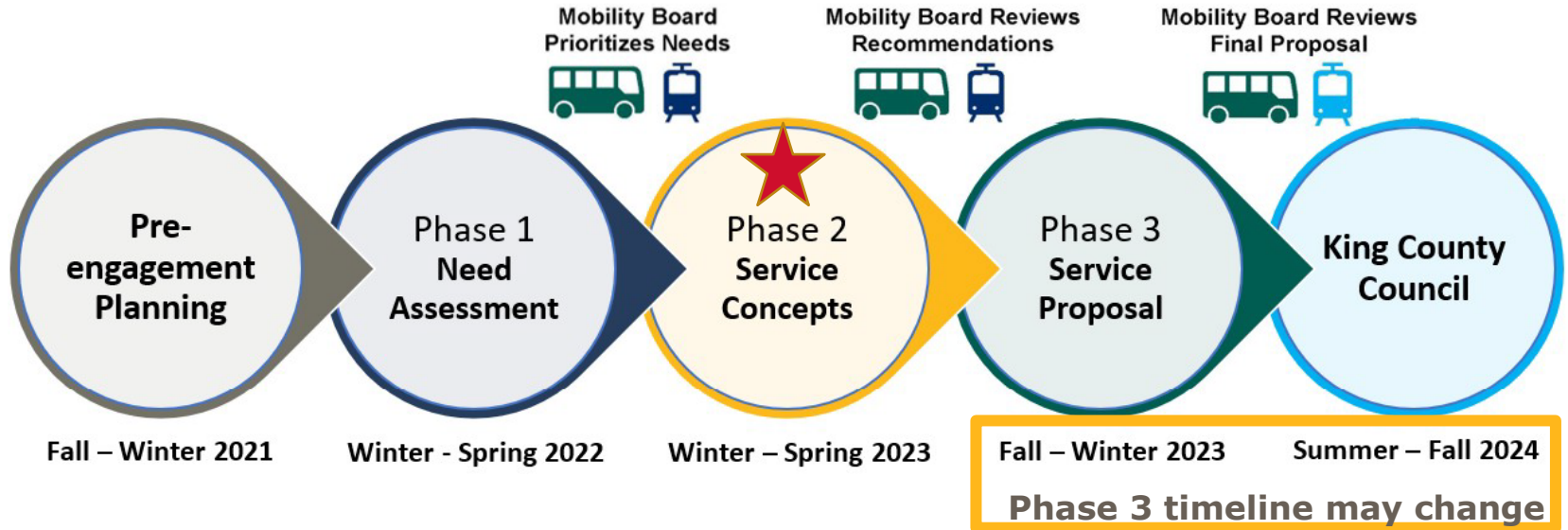
Project Goals

- 1. Improve mobility** for priority populations (as defined by the Mobility Framework), who are an important part of our current and potential customer base.
- 2. Equitably inform, engage, and empower** current and potential customers traveling in the project area
- 3. Deliver integrated service** that responds to Link expansion, changes in the transit network and community needs
- 4. Improve the efficiency, effectiveness, and environmental sustainability** of the transit system

Project goals are consistent with the common restructuring goals in the new Service Guidelines



Engagement Timeline



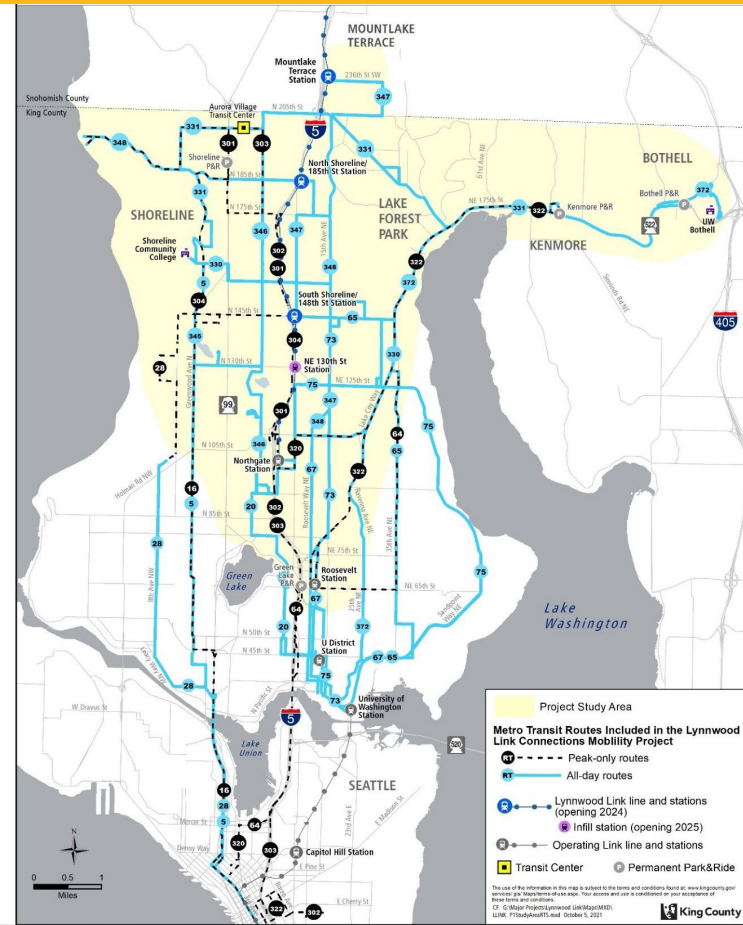
Lynnwood Link Network vs. Metro Connects Networks

Metro Connects Networks (Interim or 2050)	Lynnwood Link Network
<p>Long-term vision To be realized over the next few decades</p>	<p>Near-term network To be implemented in the next 3 years</p>
<p>Unfunded Full implementation requires additional funding beyond current system's service hours</p>	<p>Funded Project budget includes the existing and suspended service hours from Lynnwood Link project routes</p>
<p>Unconstrained by existing capital infrastructure Full implementation requires significant capital infrastructure investments</p>	<p>Constrained by existing capital infrastructure Limited resources and time available to change existing capital infrastructure before network implementation</p>
<p>Design of the network driven by both existing needs and potential population growth and land use changes in the long-run.</p>	<p>Design of the network driven by existing communities needs, priorities, and current/near-term demand.</p>

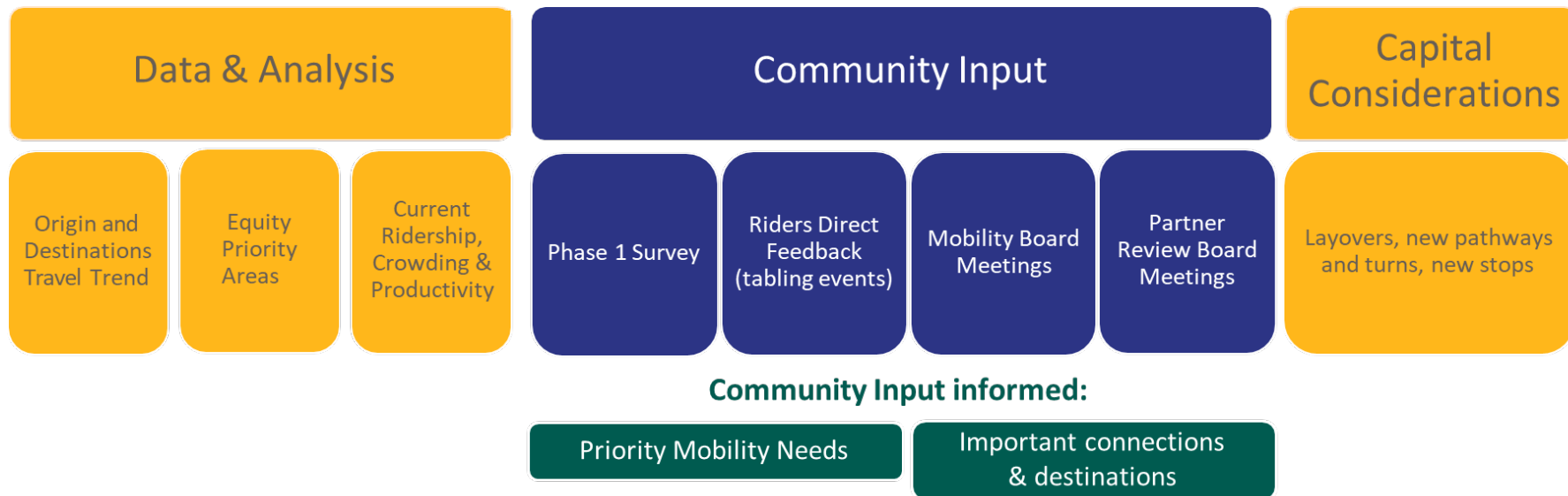
While major network restructures are an opportunity to move toward Metro Connects, community engagement will drive network changes to ensure they respond to current needs.

Key Network Assumptions

- Assumes the opening of Lynnwood Link Stations, 130th Street Station, and the Stride 522 BRT
- No new service investments (budget neutral)
- Capital constraints



What has informed the Concept Network



Three Decision Making Factors: Community Input, Equity, Service Design Best Practices

Phase 1 Mobility Needs informed the Concept Network



Create new and improved east-west transit connections.



Provide transit to/from important community-identified destinations where priority populations live, and locations with dense housing development plans by 2026.



Improve night-time transit service serving major and important destinations.



Maintain and improve frequencies on routes that connect to/from major destinations and/or frequent high-capacity transit (RapidRide, Link, Stride BRT, etc.).



Improve weekend transit service serving major and important destinations.



Ensure that transit transfers are convenient, accessible, reliable and as seamless as possible for all riders, especially priority populations.

How does the network respond to Mobility Needs

Mobility Needs

What's in the concept



More east-west connections



Provide transit services where needs are greatest



Bus runs later into the night

- New all-day east-west bus service
- Improve existing east-west connections
- Prioritize route pathways that serve community-identified destinations, equity priority areas, and locations with planned dense housing development (by 2026)
- Fill current gap in night-time and night owl service
- Average span of service for the all-day network improved by approximately 40-min

Proposed Project Bus Routes* and Link Service

- KC Metro Frequent Route
- KC Metro Local Route
- KC Metro Peak-Only Route
- Community Transit Swift Blue Line
- Sound Transit BRT Route 522
- Link Lines 1 and 2 and Stations
- Unchanged route not included in the Lynnwood Link project
- ST Express Route
- Permanent Park&Ride (P&R)
- Transit Center (TC)
- King County Metro Equity Priority Areas



Proposed Routes Connecting to New Link Stations	
Mountlake Terrace Station	334 333 Community Transit Routes
Shoreline North/185th Station	334 336 348 SWIFT
Shoreline South/148th Station	46 72 333 522
NE 130th St Station	65

How does the network respond to Mobility Needs

Mobility Needs

What's in the concept



Maintain/Improve Frequency



More bus trips on weekends



Reliable and convenient transfers

- Improve frequency on routes that connect major destinations, have higher ridership, and access to Link/other frequent services
- 19% more people with access to frequent service within the study area
- Fill current gap in weekend service
- Provide frequent-to-frequent transfers between major destinations

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Proposed Routes Connecting to New Link Stations

- Mountlake Terrace Station**
 Community Transit Routes
- Shoreline North/185th Station**
- Shoreline South/148th Station**
- NE 130th St Station**

Progress towards Metro Connects' Long-range vision in Shoreline

- Frequent service on N 185th St and 15th Ave NE
- Peak frequent service on N 145th St between Aurora Ave and the 148th Station
- Peak frequent service on Ballinger Way, 15th Ave NE, and N 175th St with longer span of service. Direct connection between the SR522 corridor and City of Shoreline via North City



Concept Network Trade-offs

- Reduce peak-only services to improve all-day and frequent service
- Restructure North-South connection to improve East-West oriented service
 - Link provides North-South "spine"
- Reduce unproductive and low-ridership service to increase frequent service

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Phase 2 Outreach and Public Engagement

Engagement Activities

Phase 1	Phase 2	Phase 3
Interview CBO stakeholders	Share service concept with the public and communities to gather feedback	Share draft service proposal with the public and communities to gather final feedback
Need assessment survey	Public online survey, general public outreach, community meetings, CBO partner led engagement	Public online survey, community meetings, CBO partner led engagement
Recruit Mobility Board and Partner Review Board. Mobility Board co-create service concept and Partner Review Board review and provide feedback	Mobility Board co-create draft service proposal and Partner Review Board review service draft proposal and provide feedback	Finalize service proposal with Mobility Board; Partner Review Board review and provide feedback
Jurisdictional meetings	Jurisdictional meetings and council briefings	Jurisdictional meetings and council briefings

General Public Outreach

Activity	Goal
General outreach events	Promote project awareness and encourage survey & open house participation
Flyer distribution	Promote project awareness and encourage survey & open house participation, at local community destinations
Communications, Social Media	Promote project awareness and encourage survey & open house participation among the general public
Open Houses	Inform the general public about draft service network, promote survey participation
Outreach at transit and community locations	Engage riders about the draft service network and promote project awareness, survey participation
Tabling at bases	Engage operators in discussion about draft service network, place outreach materials on coaches
Direct engagement with key communities	Engage key communities in discussion about specific areas of the draft service network, ask to promote survey

Community Based Organization Partners

- CBO Partnerships:
 - Lake City Collective
 - Compass Housing
 - Eightenseeds Inc.
 - Black Coffee NW
- Goals
 - Inform and amplify ways to provide feedback
 - Emphasis on creating and implementing culturally responsive engagement
 - Gather feedback from priority populations
 - Report findings



We Want to Hear from You!

- **Visit:**

kingcounty.gov/metro/lynnwoodlink

- Take our survey by March 10
- Available in:
 - አማርኛ (Amharic), 简体中文 (Simplified Chinese), 繁體中文 (Traditional Chinese), Español (Spanish), 日本語 (Japanese), 한국어 (Korean), Русский (Russian), Soomaali (Somali), Tagalog, Tiếng Việt



Questions?