

CITY OF MEDINA, WASHINGTON

RESOLUTION NO. 424

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MEDINA,
WASHINGTON, REGARDING KING COUNTY METRO BUS ROUTE 271.

WHEREAS, King County Metro Bus Route 271 currently provides bus transit between Bellevue College, downtown Bellevue, and the University of Washington, with bus stops accessible to residents of the City of Medina along 84th Avenue NE between NE 12th Street and SR-520; and

WHEREAS, King County Metro Bus Route 271 provides the only local bus service for residents of the City of Medina; and

WHEREAS, the City of Medina is making significant contributions toward regional transit, including by hosting a Park & Ride, the 520 Bridge Maintenance Facility, and the 520 regional bicycle and pedestrian trail, all of which are accessed at-grade in a residential City neighborhood, all of which generate high volumes of pass-through traffic for the City to manage, and all of which impose significant costs on the Medina community without meaningful benefit to the City; and

WHEREAS, the Cities of Medina and Clyde Hill and the Washington State Department of Transportation have collectively invested over \$5M in improving the 84th Avenue NE transportation corridor where Route 271 has travelled for years, and those improvements include elements meant to support King County Metro bus services along that corridor; and

WHEREAS, King County Metro has indicated an interest in eliminating Route 271, and in so doing, eliminating all bus service on the recently redeveloped 84th Avenue NE transportation corridor and eliminating all local bus transportation serving the City of Medina, despite Medina's significant contributions to regional mobility; and

WHEREAS, Route 271 provides the only bus transportation for Medina high school students to their public high schools in the Bellevue School District (which does not operate school buses for high school students), and further supports education by providing connections to Bellevue College and the University of Washington; and

WHEREAS, Route 271 encourages use of mass transit into downtown Seattle by providing a logical transit connection from residential areas to Sound Transit's Regional Light Rail line at the University of Washington; and

WHEREAS, Route 271 builds community by providing access to local places of worship, City Parks, and other local amenities; and

WHEREAS, 84th Ave NE is a designated minor arterial street intended and suitable for transit purposes and is delineated as a transit route by Medina's Comprehensive Plan; and

WHEREAS, King County Metro’s proposed route changes would result in a new bus route into downtown Bellevue that would travel along 92nd Avenue NE in Clyde Hill, a street that is not as suitable for bus traffic as is 84th Avenue NE, because 92nd Avenue NE (1) has steep grades, in contrast with the flat topography of 84th Avenue NE, (2) has a residential neighborhood design much less conducive to safe bus traffic and safe pedestrian transit access than the wide arterial design and open visibility of 84th Avenue NE, and (3) cannot provide bus transit stops reasonably accessible to residents of the Cities of Medina or Hunts Point given the topography and the distances involved; and

WHEREAS, the Cities of Clyde Hill and Hunts Point have each adopted resolutions in support of retaining Route 271 as it is currently configured, and have provided copies thereof to King County Metro and the King County Council; and

WHEREAS, the citizens of the City of Medina pay local sales taxes and property taxes, portions of which provide funding for King County Metro;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MEDINA, WASHINGTON, RESOLVES AS FOLLOWS:

- 1) King County Metro Bus Route 271 should be maintained along its current route on 84th Avenue NE and continue to provide services to the citizens of Medina, Clyde Hill, and Hunts Point.
- 2) This Resolution shall be sent to King County Metro and the King County Council so those bodies are made aware of City of Medina’s concerns with Metro’s proposed abandonment of Route 271 along 84th Avenue NE.

PASSED BY THE CITY COUNCIL OF THE CITY OF MEDINA ON JANUARY 10, 2022 AND SIGNED IN AUTHENTICATION OF ITS PASSAGE ON JANUARY 10, 2022.

Jessica Rossman, Mayor

Approved as to form:
Ogden Murphy Wallace, PLLC

Attest:

Scott M. Missall, City Attorney

Aimee Kellerman, City Clerk

FILED WITH THE CITY CLERK: XX
PASSED BY THE CITY COUNCIL: XX
RESOLUTION NO. XXX

ATTACHMENT 2

Aimee Kellerman

Subject: FW: Medina and Clyde Hill tour notes

From: Jessica Rossman <jrossman@medina-wa.gov>

Sent: Wednesday, December 1, 2021 10:19 AM

To: Arkills, Chris <Chris.Arkills@kingcounty.gov>; mayor@clydehill.org; Dean@clydehill.org; Michael Sauerwein <msauerwein@medina-wa.gov>

Cc: Lamon, Luke <luke.lamon@soundtransit.org>; Batalias, Lauren <Lauren.Craig@kingcounty.gov>; Henry, Brian <brhenry@kingcounty.gov>; Balducci, Claudia <Claudia.Balducci@kingcounty.gov>; Dicker Cahill <mayor@ci.yarrow-point.wa.us>; Joe Sabey <JoeS@sabey.com>

Subject: RE: Medina and Clyde Hill tour notes

[EXTERNAL Email Notice!] External communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Hi Chris,

Thanks to you, Brian, and Luke for your time in visiting the on-the-ground conditions relevant to Metro's proposed route change.

We appreciate the follow-up email, but it significantly understates Medina's comments and concerns about Metro's proposed changes.

- The bottom line here is that Metro's proposal would end local bus service for the city of Medina. Currently, we are served by a single bus line, which Metro's proposal would eliminate. The new bus line would be about half a mile straight uphill from the existing bus stop at 84th and 24th – not reasonably accessible. At every other point where the bus currently serves Medina, the new proposed stop is father away from Medina; the proposed new bus line wouldn't come within a mile of the current stop near St Thomas Church, which is used by churchgoers as well as being the nearest bus stop for much of Medina's residential population. We trust your visit allowed you to see and appreciate the topography and the distances involved, and therefore better understand the significance of Metro's proposal for the city of Medina.
- The cities of Medina and Clyde Hill have invested considerably in creating a transit corridor along 84th Ave NE, where the 271 bus currently serves our communities. Small cities have small budgets, and the expenditures on 84th have been felt by our communities; together, Medina, Clyde Hill and the Washington State Department of Transportation have spent more than \$5 million. The street was intentionally and purposefully built to accommodate bus service. It is generally flat, and situated between the cities of Medina, Clyde Hill, & Hunts Point. 92nd Ave NE, on the other hand, is a residential arterial with a steep grade, frequently difficult to navigate in inclement weather. The contrast is striking when you are on the ground here.
- Medina is a community positioned between Seattle and Bellevue. As such, the existing 271 bus serves our needs very well. The 271 runs to the University of Washington, which is both a popular destination in itself and also a logical connection to Sound Transit's Regional Light Rail line into downtown Seattle. In the other direction, the 271 carries our residents into downtown Bellevue and to Bellevue College.
- Medina students rely on the 271 bus, and Metro's proposal would leave them without transit to school. Bellevue School District does not provide bus service for high school students: the current 271 bus is the public school transportation system for Medina residents. There is no replacement in Metro's proposal.

ATTACHMENT 2

- We were told that the purpose of this Metro realignment was to connect more communities to the Sound Transit light rail system – not to remove access from communities that already have it. Yet that is exactly what Metro proposes to do to Medina. The 271 currently connects Medina residents to light rail at the UW, which is a logical path from Medina into downtown Seattle. Now, Metro is telling Medina that we will have a new connection to Seattle via the Sound Transit light rail line from downtown Bellevue. Since Metro’s proposal removes bus service from Medina to Bellevue, Metro’s suggestion seems to be that we could drive east (away from Seattle) and find parking in downtown Bellevue, so that we could ride a train south to I-90 and then back north to downtown Seattle. That is not useful transit. In fact, that kind of circuitous routing is exactly the sort of example people use to argue against funding for public transit.
- Medina is contributing greatly to regional transit, especially for such a small city. We host a Park & Ride at the 520 lid, which is routinely full too early in the morning to be of practical use to Medina residents. The regional 520 trail crosses our city street at grade, causing endless complications. We also host facilities related to the maintenance & operation of the 520 bridge. We, like the other points communities, are dealing with high volumes of pass-through traffic between Bellevue and Seattle. All of this costs the city time and money. We are doing our part for regional mobility, and we only have a single bus line serving our community: the 271, which Metro now proposes to eliminate.

I would also note that Medina and Clyde Hill are independent cities with significant budget constraints. During our meeting, Brian mentioned that Metro is also meeting with representatives of nearby Bellevue neighborhoods like Vue Crest and Meydenbauer. We are concerned that Metro seems to be weighing comments from Bellevue neighborhoods equally with comments from separate cities like Medina and Clyde Hill. While we appreciate that everyone should have input in a regional plan, neighborhoods and cities are not equivalent entities. Neighborhoods do not have to manage the same complex web of issues that cities do, neighborhoods do not have to balance municipal budgets, and neighborhoods do not maintain public streets. We are concerned that treating nearby neighborhoods as equivalent to Medina and Clyde Hill will lead to unfair impositions of costs on our small independent cities.

I’m sure you are still weighing all of this, and please let me know if we can provide any more information.

Thank you again for your time, and I’m happy to discuss this further.

-Jessica

Jessica L. Rossman
Mayor, Medina City Council

From: Arkills, Chris <Chris.Arkills@kingcounty.gov>

Sent: Friday, November 5, 2021 3:57 PM

To: Jessica Rossman <jrossman@medina-wa.gov>; mayor@clydehill.org; Dean@clydehill.org; Michael Sauerwein <msauerwein@medina-wa.gov>

Cc: Lamon, Luke <luke.lamon@soundtransit.org>; Craig, Lauren <Lauren.Craig@kingcounty.gov>; Henry, Brian <brhenry@kingcounty.gov>

Subject: Medina and Clyde Hill tour notes

Mayor Rossman, Mayor Klaas, City Manager Sauerwein, City Administrator Rohla, and Shaun,

It was a pleasure touring Medina and Clyde Hill with you last week and hearing your insights. We appreciate you taking the time out of busy schedules. Your comments helped us better understand how your community uses transit, walks, and bikes in the neighborhood, as well as the way hills impact travel. The beautiful streetscape you’ve built on 84th Ave NE is an asset to the community and supports all modes of travel. It was also good to hear your perspective on the shortcomings of 92nd Ave NE as a transit pathway, and the delicate balance of parking uses. The experience, and our

ATTACHMENT 2

earlier meeting September 10, will be valuable in considering changes to the proposed network over the winter. Below are more detailed notes on what we heard. Let us know if we got it right, or if you have anything to add. Again, thanks for your time and comments. Please reach out if you have additional comments.

Thank you,

Brian Henry (Metro), Luke Lamon (Sound Transit) and Chris Arkills (Metro)

Notes from Medina and Clyde Hill visit

Thursday, October 28, 2021

Attendees:

Sound Transit: Luke Lamon

King County Metro: Brian Henry, Chris Arkills

Medina: City Manager Mike Sauerwein, Mayor Jessica Rossman

Clyde Hill: City Administrator Dean Rohla, Mayor Marianne Klaas, Public Works Director Shaun Tozer

Route 270 access at Yarrow Point and Evergreen Point

- Brian reviewed the Medina/Clyde Hill new, unique walk/bike access to frequent transit on new Routes 270 serving UW, and 256 serving South Lake Union and downtown Seattle that does not exist today at the SR 520 freeway stops at Yarrow Point and Evergreen Point, and the transfer opportunity from revised Route 249 to these and other westbound service to UW, SLU and downtown Seattle
- Mayor Rossman noted this was still not a direct connection to UW area
- Mayor Rossman talked about the difficulty of reaching Link without the SR 520 271 connection (noting briefly this was also an access point to Link downtown), and longer travel if people needed to go to Bellevue to reach downtown

84th Ave NE and 92nd Ave NE

- 84th Ave NE was a major investment (\$3M) in the street for traffic, transit, bikes, pedestrians linking to SR 520, main thoroughfare for Medina and Clyde Hill, especially form SR 520 – bus line was important for planned access o this 84th Ave NE path
- 84th Ave NE is also the center for many walking patterns in the area
- Bellevue High School students use Route 271 to reach their and other schools, destinations in Bellevue
- On-street (ride-n-hide) parking to reach transit is relatively stable just east of 84th Ave NE and NE 24th St, and near the intersection of 84th Ave NE and NE 12th St – concern changes could lead to more complaints
- Density of housing is in southern Medina with many accessing the stops at 84th Ave NE and NE 12th St
- 84th is flat and accessible for both Clyde Hill and Medina
- NE 24th St is a very steep and long hill to 92nd Ave NE, difficult for pedestrians east of 92nd Ave NE
- Also noted that 92nd Ave NE is a gradual hill northbound, and steeply downhill northbound from NE 24th St
- 92nd Ave NE is lacking sidewalks along much of this path, wide medians allowing on-street parking leave little room for pedestrians

Next steps

- Brian summarized the project timeline where Phase 2 public engagement will come to a close in December, and planners will work to incorporate what they've heard from engagement, and

ATTACHMENT 2

analysis of the proposed network, into changes for a final, Phase 3 network that will be shared with the public in February.

- Medina and Clyde Hill requested advice providing written comment, and we shared that typically some cities choose to send comment letters to King County Council, Sound Transit Board, and/or Metro and Sound Transit.

Chris Arkills

Governmental Relations | King County Metro Transit

201 South Jackson Street, Suite 814 | KSC-TR-0814 | Seattle, WA 98104-3856

Desk: (206) 263-9648 | Mobile: (206)-499-3716 | chris.arkills@kingcounty.gov

RESOLUTION # 670

A RESOLUTION OF THE CITY OF CLYDE HILL, WASHINGTON REGARDING KING COUNTY METRO BUS ROUTE 271.

WHEREAS, King County Metro Bus Route 271 currently serves the residents of the Cities of Clyde Hill, Medina, and Hunts Point by providing services along 84th Avenue NE between NE 12th Street and SR-520 for the purposes of commuting to/from high school, commuting to/from college, commuting to/from work, and encouraging the use of mass transit or private vehicle use for purposes of environmental sustainability; and

WHEREAS, King County Metro has indicated an interest in re-routing Route 271 from 84th Avenue NE to 92nd Avenue NE; and

WHEREAS, the Cities of Clyde Hill and Medina as well as the Washington State Department of Transportation have, over the past decade, invested over \$5M in improving the 84th Avenue NE corridor, inclusive of elements meant to support King County Metro bus services along said corridor; and

WHEREAS, approximately two-thirds of 92nd Avenue NE is already served by Route 246 (north of NE 24th Street), a route that does not provide service to the residents of the Cities of Medina or Hunts Point; and

WHEREAS, re-routing of Route 271 from 84th Avenue NE to 92nd Avenue NE would essentially eliminate all King County Metro services for the residents of the Cities of Medina and Hunts Point as well as significantly decrease services for the residents of the City of Clyde Hill; and

WHEREAS, King County Metro is primarily funded via portions of local sales tax and property tax which the residents of the City of Clyde Hill pay.

NOW, THEREFORE, THE CITY COUNCIL OF CLYDE HILL HEREBY RESOLVES THAT:

King County Metro Bus Route 271 be maintained along its current route on 84th Avenue NE so that the residents of the Cities of Clyde Hill, Medina, and Hunts Point can continue to receive the transportation services that they have and continue to pay for.


PASSED BY AFFIRMATIVE ACTION OF A UNANIMOUS CITY COUNCIL ON THE 7TH DAY OF DECEMBER, 2021, AND SIGNED IN AUTHENTICATION OF SUCH PASSAGE ON DECEMBER 8, 2021.

APPROVED:



Mayor, Marianne C. Klaas

ATTEST/AUTHENTICATED:



City Clerk, Dean Rohla

TOWN OF HUNTS POINT

RESOLUTION NO. 19-267

**A RESOLUTION OF THE COUNCIL OF THE TOWN OF HUNTS POINT
REGARDING KING COUNTY METRO BUS ROUTE 271**

WHEREAS, King County Metro Bus Route 271 currently serves the residents of the Cities of Medina, Clyde Hill, and Hunts Point by providing services along 84th Avenue NE between NE 12th Street and SR-520; and

WHEREAS, King County Metro has indicated an interest in re-routing Route 271 from 84th Avenue NE to 92nd Avenue NE; and

WHEREAS, the Cities of Medina, Clyde Hill, and the Washington State Department of Transportation have invested over \$5M in improving the 84th Avenue NE corridor, inclusive of elements meant to support King County Metro bus services along said corridor; and

WHEREAS, the topography and street design of 92nd Avenue NE is not conducive to bus or pedestrian traffic and re-routing of the 271 Bus from 84th Avenue NE to 92nd Avenue NE would essentially eliminate all King County Metro services for the residents of the Cities of Medina and Hunts Point as well as significantly decrease services for the residents of the City of Clyde Hill; and

WHEREAS, Bus Route 271 supports education by providing connections to Bellevue College, the University of Washington, Bellevue High School (school bus service is not provided), and other schools in the Bellevue School District, and

WHEREAS, Bus Route 271 encourages use of mass transit by providing a logical connection at the University of Washington to Sound Transit's Regional Light Rail line, and

WHEREAS, Bus Route 271 builds community by providing access to local places of worship, City Parks, and other local amenities, and

WHEREAS, King County Metro is primarily funded via portions of local sales tax and property taxes paid by the citizens of the Town of Hunts Point; **NOW THEREFORE**,

BE IT RESOLVED BY THE COUNCIL OF THE TOWN OF HUNTS POINT that the King County Metro Bus Route 271 be maintained along its current route on 84th Avenue NE and continue to provide services to the citizens of Medina, Clyde Hill, and Hunts Point.

ADOPTED by the Council of the Town of Hunts Point and signed in authentication of its passage this 6th day of December 2021.


Joseph Sabey, Mayor

ATTEST/AUTHENTICATED:


Sue Ann Spens Clerk-Treasurer