

OUTREACH SERIES 2 (SPRING 2019)

INTRODUCTION AND APPROACH

The City conducted a second series of events and activities (Outreach Series 2) during spring 2019 for the 185th Street Multimodal Corridor Strategy (185th MCS). The purpose of Outreach Series 2 was to share progress on several different options for each of the 185th Street Corridor segments.

Stakeholders were given the opportunity to share their feedback at all of the Outreach Series 2 events. The study team used a variety of methods to notify and gather input from a wide range of stakeholder groups, including those who live, work, or travel in the area, and representatives from key organizations and partner agencies.

OBJECTIVES

Outreach Series 2 objectives were to:

- Continue to provide community members and stakeholder agency partners with various opportunities to learn about the 185th MCS.
- Introduce how feedback from the community has been incorporated into the development of potential corridor design concepts.
- Invite the public and stakeholders to review and give input on preliminary roadway cross section options, comparative analysis of roadway options, and draft concepts of community gathering places.



IN PERSON & ONLINE ENGAGEMENT

Outreach Series 2 included a public open house, an online survey, stakeholder briefings, and other events. Outreach Series 2 events provided the community and stakeholders with an opportunity to share their feedback on draft materials and build a vision for the 185th Street Corridor, as well as speak directly with 185th MCS team members.

Overall, a total of 375 people participated in spring 2019 outreach meetings and the online survey. See the neighborhood map on the following page for a visual breakdown of where participants live in the community.

Outreach Series 2 events included:

SHORELINE CITY COUNCIL MEETING
Monday, March 25, 2019

PARKS, RECREATION, & COMMUNITY SERVICES BOARD
Thursday, March 28, 2019
• 11 attendees

OPEN HOUSE 2

Tuesday, April 2, 2019, 6 - 8 PM
Shoreline City Hall

- 80 attendees
- Included a City presentation and question and answer portion (shown in photo above)

COUNCIL OF NEIGHBORHOODS MEETING
Wednesday, April 3, 2019

- 15 attendees

TRANSIT PROVIDERS MEETING

Tuesday, April 9, 2019

- 10 attendees

CITY STAFF MEETING

Wednesday, April 10, 2019

- 20 attendees

DEVELOPERS MEETING

Thursday, April 11, 2019

- 17 attendees

IN PERSON & ONLINE ENGAGEMENT (CONTINUED)

UTILITY & PUBLIC SERVICES MEETING

Monday, April 15, 2019

- 15 attendees

LARGE PROPERTY OWNER MEETING

Monday, April 15, 2019

- 6 attendees

ECHO LAKE NEIGHBORHOOD ASSOCIATION, MERIDIAN PARK, AND NORTH CITY MEETING

Tuesday, April 16, 2019

- 42 attendees

YOUTH OUTREACH AND LEADERSHIP OPPORTUNITIES

Monday, April 29, 2019

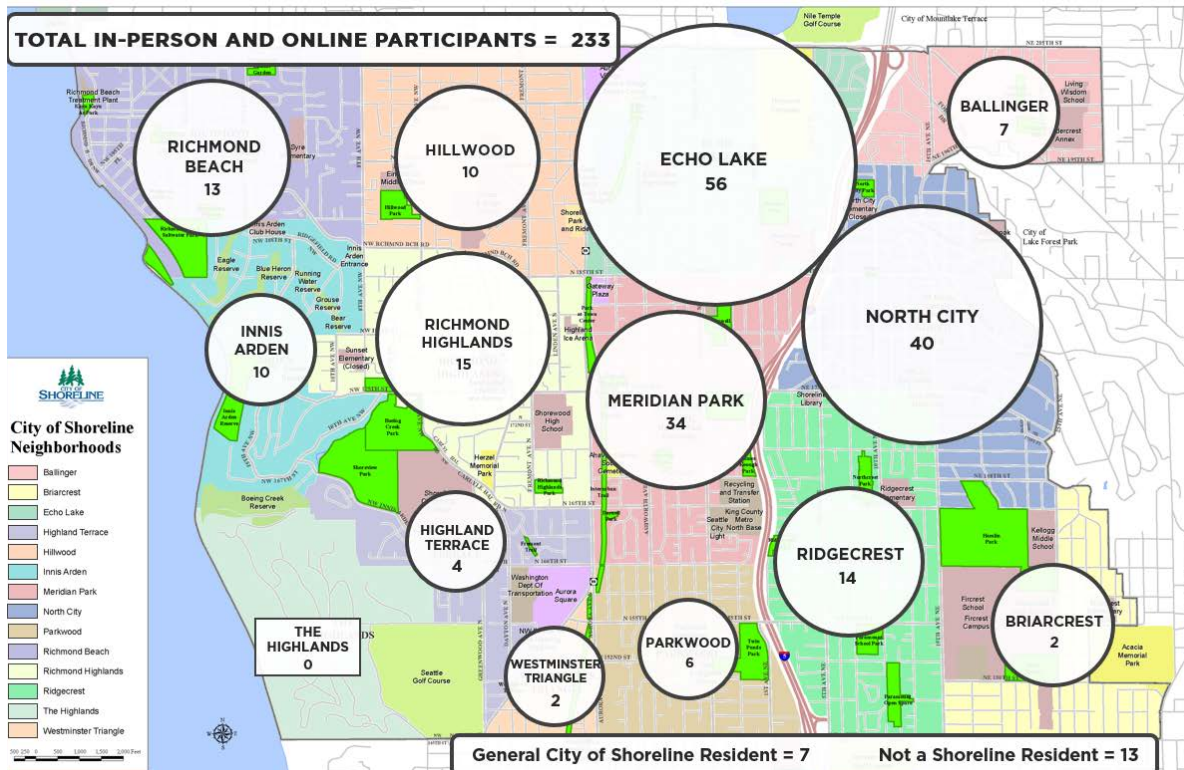
- 9 attendees

ONLINE COMMUNITY SURVEY

Available April 5 - May 28, 2019

- 150 respondents
- Online survey offered similar prompts and exercises available at in-person meetings

ATTENDEES BY NEIGHBORHOOD*



* Not all people who participated in Outreach Series 2 identified where they live.

NOTIFICATION STRATEGIES

Notifications for Outreach Series 2 included:

Web page (ShorelineWA.gov/185corridor)

- Updated with materials from Outreach Series 1
- Announced upcoming Outreach Series 2 events and served as a repository for materials presented at Open House 2
- Provided link to online survey

Shoreline Currents

- Published March 1, 2019
- Distributed via mail to each household in Shoreline
- Advertised April 2 Open House at Shoreline City Hall

Flyer/Poster (in English and Spanish)

- Distributed to local businesses and public locations beginning on March 19
- Included translation in several languages for how to communicate with the City

Yard Signs for Open House 2

- Placed along the corridor on March 14 and removed on April 3

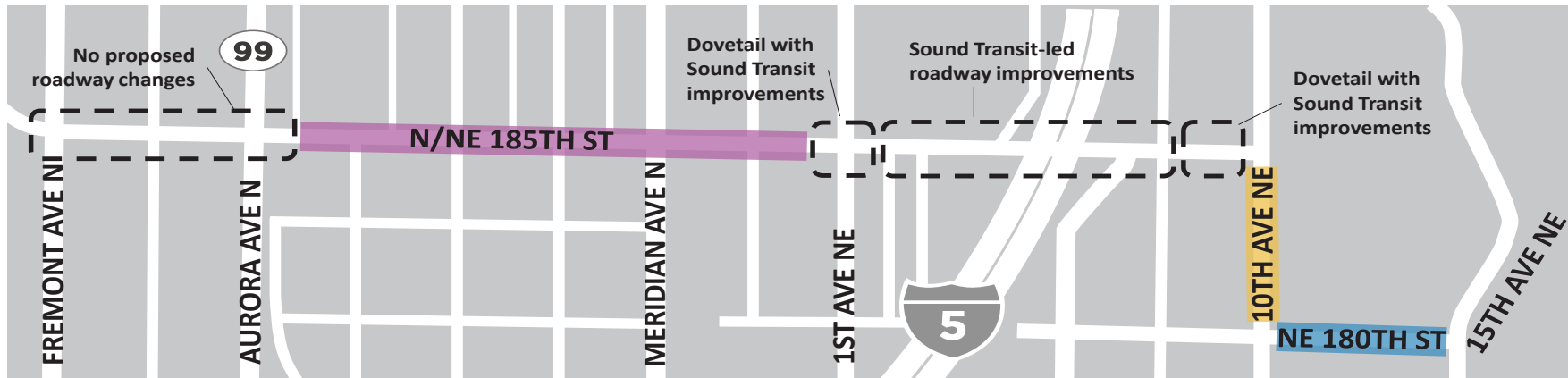
ALERT Shoreline email (all those who signed up)

- Emailed alert on March 26 for upcoming Open House 2
- Emailed alert on April 5 for virtual Open House 2 and online survey.

Social media posts

- Created and shared a Facebook event for Open House 2
- Shared link to online survey on social media accounts on April 4, 2019

STREET OPTIONS



SURVEY OVERVIEW

Outreach Series 2 participants reviewed street options for three distinct segments of the corridor (shown in the map above):

- **N/NE 185TH STREET**
- **10TH AVENUE NE**
- **NE 180TH STREET**

For each of the three corridor segments, community members were invited to review potential cross section options. These options served as bookend opportunities and demonstrated different ways that multimodal components could be incorporated into different parts of the corridor.







Options included benefit ratings for each evaluation component (shown in graphic to the right). These scores demonstrated how benefits and challenges were balanced.

Participants were then asked to respond to the following prompts for each segment:

- What is your favorite option for balancing the future needs for this corridor segment?
- Choose up to 3 components that make this option your favorite.
- Are there other reasons why you prefer this option?

OVERALL SURVEY TAKE-AWAYS

The relatively small percentage (between five to eight percent) of survey responders who selected keeping the corridor the way it is today reflects that most support improving the corridor. Survey responses indicate a strong interest in accommodating multiple modes of travel along the corridor with an emphasis on creating a pedestrian-friendly environment.

	PEDESTRIAN SAFETY
	PEDESTRIAN MOBILITY
	CYCLIST SAFETY
	CYCLIST MOBILITY
	DRIVER SAFETY
	TRAFFIC FLOW
	PARKING
	TRANSIT SPEED & RELIABILITY
	ENVIRONMENT
	PLACEMAKING OPPORTUNITY
	MODE SHIFT
	ROW IMPACT
	EASE OF IMPLEMENTATION
	CAPITAL COST
	<div style="display: flex; justify-content: space-around; width: 100%;"> Low Med-Low Medium Med-High High </div>

A scoring chart was prepared for each segment option presented, showcasing a benefit measures associated with each of the evaluation criteria.

N/NE 185TH STREET OPTIONS



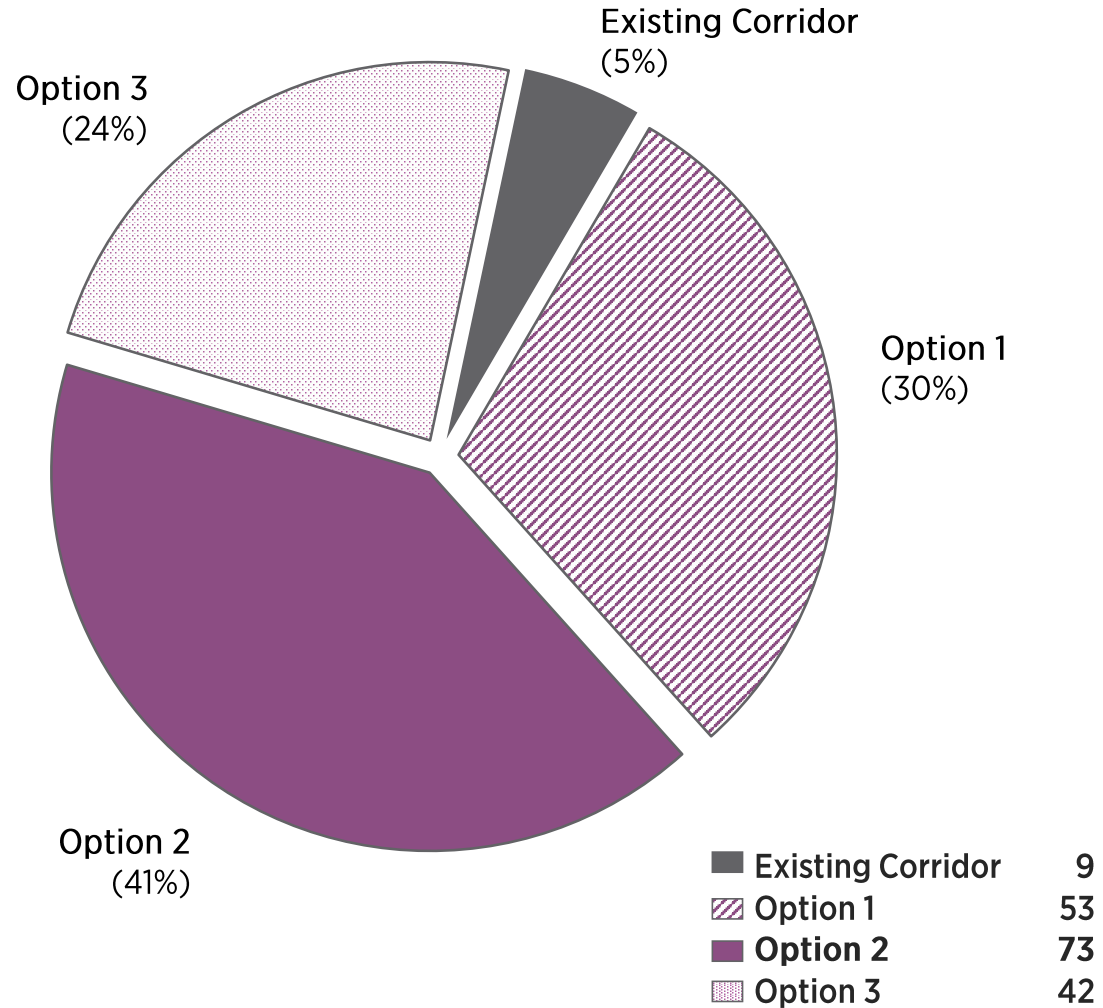
DESCRIPTION OF PRESENTED OPTIONS

Option 1: THREE-LANE SECTION (two travel lanes and a center turn lane) with **BIKE LANES**

Option 2: FOUR-LANE SECTION (two travel lanes and two BAT lanes) with **PROTECTED BIKE LANES**

Option 3: FIVE-LANE SECTION (four travel lanes and a center turn lane) with a **SHARED-USE PATH**

FAVORITE OPTION RESULTS



Total participants 177

N/NE 185TH STREET OPTIONS

REASONS FOR FAVORITE OPTION SELECTION

(Top 3 favorite components in each option are highlighted in green)*

Online survey (123 responses)

	Pedestrian	Bicycle	Traffic	Transit	Cost	Parking	Environmental	Placemaking
Option 1	24	16	15	4	16	1	13	9
Option 2	36	44	21	33	1	3	6	7
Option 3	16	9	25	13	1	6	8	4

In-person survey (54 responses)

	Pedestrian	Bicycle	Traffic	Transit	Cost	Livability
Option 1	14	7	4	3	10	10
Option 2	11	14	5	14	3	6
Option 3	5	2	10	6	3	1

* NOTE: Components for this question differed between the in-person and the online surveys.



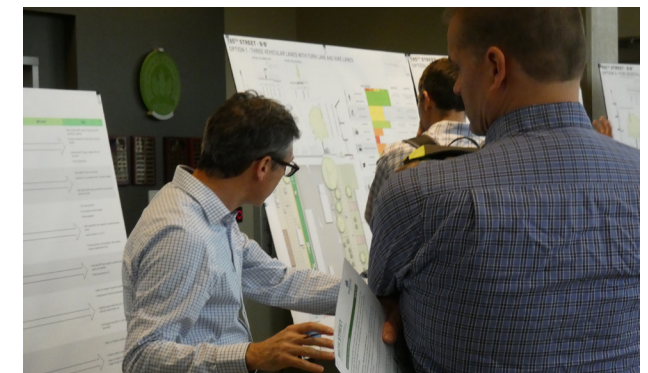
N/NE 185TH STREET SURVEY TAKE-AWAYS

Overall, Option 2 ranked highest. Top reasons for this choice included considerations for pedestrians, bicyclists, and transit.

Outreach participants suggested improving Option 2 by moving the bike lanes off the street and trying to preserve mature trees on the north side of the street by retaining the location of the existing curb.

FEEDBACK THEMES FOR N/NE 185TH STREET OPTIONS

- **Tree Preservation** – Mature street trees and canopy coverage on 185th Street should be preserved to the greatest extent possible.
- **Pedestrian** – Provide sidewalks and crosswalks that promote a safe walking environment for pedestrians of all abilities, and safe and easy access to transit.
- **Bicycle** – Place bike lanes off of the street to promote cycling, increase safety, and potentially help retain mature trees.
- **Transit** – Find smart ways to incorporate transit-only lanes while maintaining traffic flow and allowing vehicles to effectively turn.
- **Balance** – Select an option that does the best job of balancing cost and amenities.



Study team member walks open house attendees through one of the street options.

10TH AVENUE NE OPTIONS



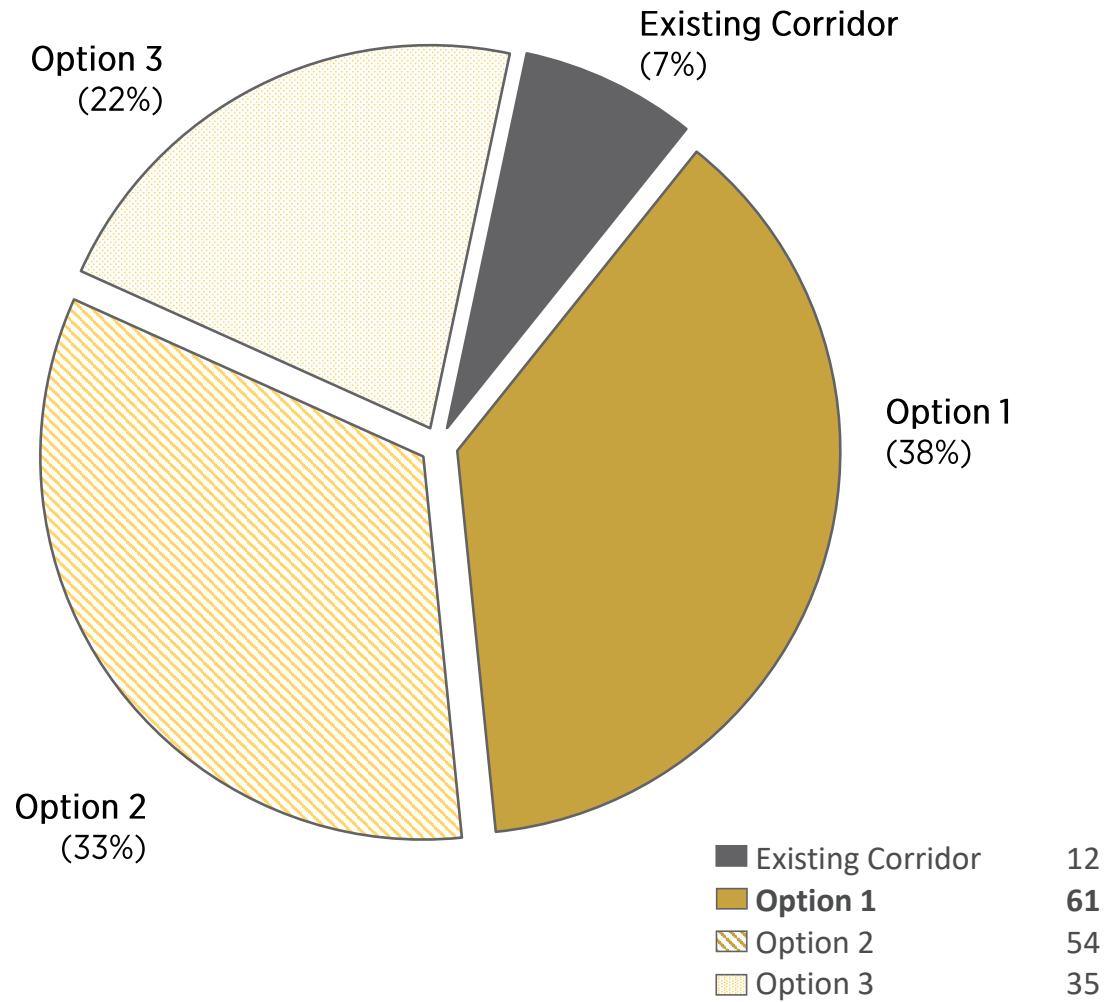
DESCRIPTION OF PRESENTED OPTIONS

Option 1: TWO-LANE SECTION (two travel lanes) with **BUFFERED BIKE LANES**

Option 2: TWO-LANE SECTION (two travel lanes) with **BIKE LANES** and **ON-STREET PARKING**

Option 3: THREE-LANE SECTION (two travel lanes and a center turn lane) with **BIKE LANES**

FAVORITE OPTION RESULTS



Total participants 162

10TH AVENUE NE OPTIONS

REASONS FOR FAVORITE OPTION SELECTION

(Top 3 favorite components in each option are highlighted in green)*

Online survey (117)

	Pedestrian	Bicycle	Traffic	Transit	Cost	Parking	Environmental	Placemaking
Option 1	31	32	12	7	10	2	10	6
Option 2	25	21	20	2	3	28	5	4
Option 3	12	15	21	11	1	5	2	0

In-person survey (45 responses)

	Pedestrian	Bicycle	Traffic	Transit	Cost	Livability
Option 1	17	13	6	6	11	8
Option 2	7	3	9	3	2	6
Option 3	4	3	7	4	0	2

* NOTE: Components for this question differed between the in-person and the online surveys.

FEEDBACK THEMES FOR 10TH AVENUE NE OPTIONS

- **Pedestrian** – Provide a safe, separate space for pedestrians and easy access to transit.
- **Bicycle** – Promote safety by separating cyclists from traffic and transit as much as possible.
- **Transit** – Accommodate transit and vehicles; be mindful of bus stops and how they will affect traffic and cyclists.
- **Traffic** – Provide dedicated turn lanes to help keep traffic moving smoothly.
- **Parking** – Demand will increase in this area due to the light rail station and nearby high-density housing.



10TH AVENUE NE SURVEY TAKE-AWAYS

Overall, Option 1 ranked highest. Option 2 was a close second (within five percent). Top reasons for this choice included considerations for pedestrians, bicyclists, and traffic.

Participants emphasized the need for parking in this growing neighborhood and asked the team to be mindful of how any future bus stops would affect traffic and cyclists.



Open House 2 participants reviewing information about roadway options and community gathering places.

NE 180TH STREET OPTIONS

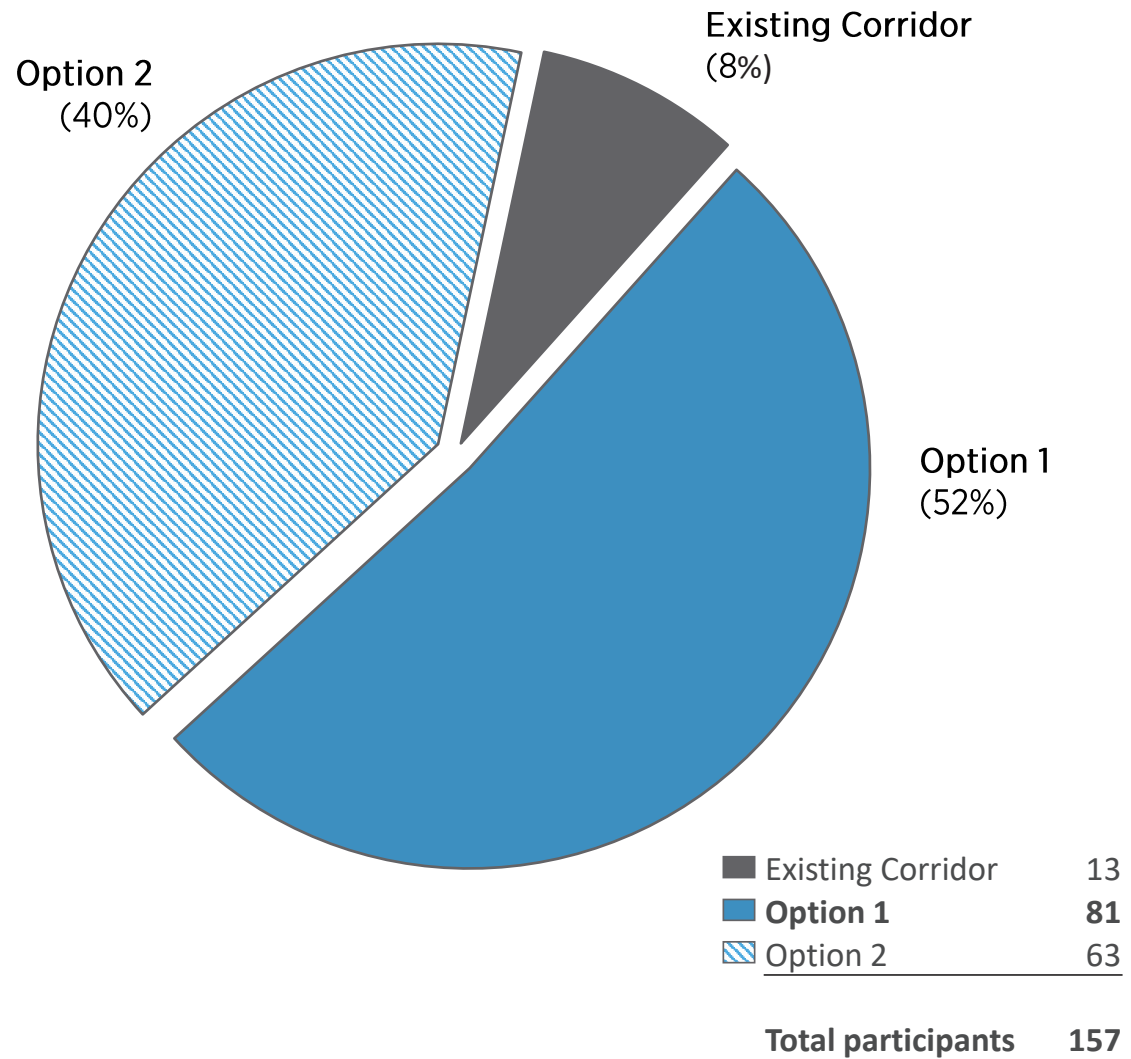


DESCRIPTION OF PRESENTED OPTIONS

Option 1: TWO-LANE SECTION (two travel lanes) with **BIKE LANES**

Option 2: TWO-LANE SECTION (two travel lanes) with **BUFFERED BIKE LANES** and **ON-STREET PARKING**

FAVORITE OPTION RESULTS



NE 180TH STREET OPTIONS

REASONS FOR FAVORITE OPTION SELECTION

(Top 3 favorite components in each option are highlighted in green)*

Online survey (113 responses)

	Pedestrian	Bicycle	Traffic	Transit	Cost	Parking	Environmental	Placemaking
Option 1	47	33	27	7	18	5	17	3
Option 2	27	27	27	7	2	29	3	3

In-person survey (44 responses)

	Pedestrian	Bicycle	Traffic	Transit	Cost	Livability
Option 1	17	8	7	3	11	12
Option 2	7	8	8	3	2	6

* NOTE: Components for this question differed between the in-person and the online surveys.

FEEDBACK THEMES FOR NE 180TH STREET OPTIONS

- **Multimodal** – Street is likely to become busier as more traffic tries to access the station area; design the roadway to move the most people the most effectively.
- **Bicycle** – Be mindful of the road grade when planning for bicycle infrastructure and keep bicycles as separate as possible from roadway traffic.
- **Parking** – Demand in this area due to nearby high-density housing and retail.
- **Balance** – Select an option that does the best job of balancing cost and amenities.



NE 180TH STREET SURVEY TAKE-AWAYS

Overall, Option 1 ranked highest. Top reasons for this choice included considerations for pedestrians, bicyclists, and traffic.

Participants voiced concerns about how multimodal improvements would fit into this relatively narrow street segment (within a 60 foot right of way) that is quickly redeveloping.

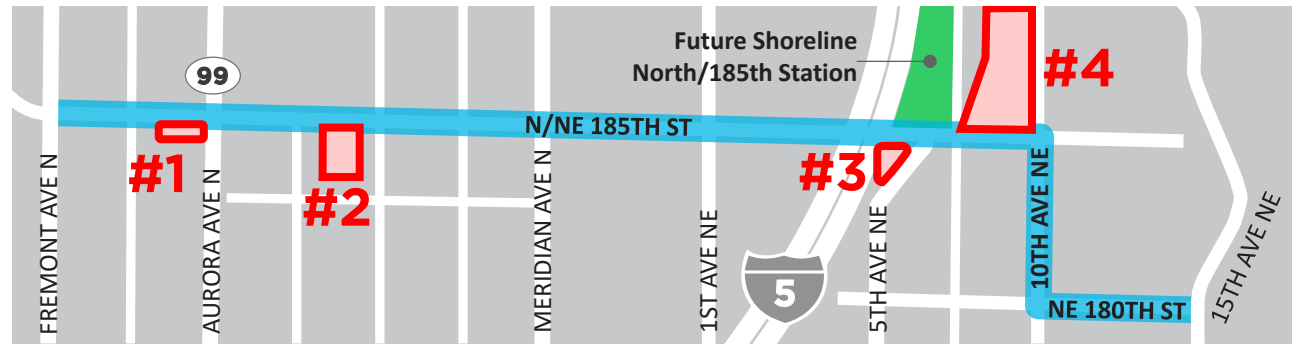
Transit Agency representatives expressed the need to design the street to be future compatible with frequent bus service including accommodating bus turning movements at major intersections, allowing adequate room for future bus stops, providing a minimum of 11-foot wide travel lanes, and studying the roadway grade for potential modifications needed for buses to operate on the hill without bottoming out.

COMMUNITY GATHERING PLACES

The study team invited community members to share early thoughts on potential public space opportunities at four specific sites along the 185th Street Corridor (shown in the map to the right).

Community members reviewed concept diagrams and programming ideas to activate each site and then responded to the following questions:

- For this site, please check your top three programming options that would be most beneficial for the community.
- Is there anything you would like to share about this location?



#1 AURORA AVENUE N & N 185TH STREET

The City owns the northern portion of this currently vacant space. The recently installed Richmond Highlands gateway mural provides beauty to this space.

Favorite Programming Options for Site #1 (top three favorite options are highlighted in green):

Colorful plantings	75
Pathways	69
Bike parking	54
Creative play	28
Fitness zone	20
Interpretive signage	19
Interactive musical elements	17

Feedback themes:

- **Maintenance** - The site would need to be cleaned and properly maintained to be a better gathering place.
- **Safe** - This site is very busy and its proximity to Aurora Avenue may present challenges for safe play.

#2 ASHWORTH AVENUE N & N 185TH STREET

This parcel was identified as a potential nature-based open space during the 185th Street Station Subarea planning process.

Favorite Programming Options for Site #2 (top three favorite options are highlighted in green):

Naturalized area	76
Boardwalk/Perimeter path	73
Nature play elements	59
Seating	33
Fitness zone	22
Educational elements	19
Placemaking elements	16
Interpretive signage	7

Feedback themes:

- **Greenspace** - This site could provide much needed neighborhood greenspace.
- **Maintenance** - The existing space is poorly maintained (trash, blackberry bushes, etc.) and it would require some work to transform it into a gathering place.
- **Engaging** - The site should to be visually and physically interesting (e.g. multiple ingress/egress points, varying vegetation height, seating, etc.).



Recently installed gateway mural frames community gathering place #1

#3 TRAILHEAD AT THE STATION

There is a small space for a trailhead at this location. Sound Transit will be constructing improvements and re-aligning 5th Ave NE near the future Shoreline North/185th Station. The City's Trail Along the Rail project will access the station at this point.

Favorite Programming Options for Site #3 (top three favorite options are highlighted in green):

Native plants	61
Trailhead signage	59
Seating	51
Public art/placemaking	42
Charge/Recharge space	36
Swale along the trail	34
Solar trees	27
Solar paving	22

Feedback themes:

- **Right-size** – Programming should be mindful of the small footprint of this site.

#4 ROTARY PARK

The Shoreline Parks, Recreation, and Open Space (PROS) Plan identified this collection of parcels and utility rights of way as an opportunity site for adding more public space within the light rail station area.

Favorite Programming Options for Site #4 (top four favorite options are highlighted in green. Community garden and splash park tied for third place):

Flexible lawn space	53
Play area	48
Community garden	44
Splash park	44
Picnic tables/Seating	42
Paths	40
Food trucks	34
Off-leash dog area	28
Stage	14

Feedback themes:

- **Open Space** – This site will be surrounded by many new housing developments, so there will be a need for open space that can accommodate many different types of users and uses.
- **Family amenities** – The site should prioritize amenities for families and neighborhood residents.

SURVEY TAKE-AWAYS AND NEXT STEPS

The intent of the survey was to gather ideas and feedback from community members and stakeholders about how these sites could benefit the community and the environment. Overall, outreach participants responded favorably to activating these sites while being mindful of maintenance and security needs.

Feedback on draft concepts for Site #1, #2, and #4 received during this process will be shared with the City's Parks, Recreation, and Cultural Services (PRCS) Director and the PRCS/Tree Board. Feedback on Site #3 received during this process will be shared with the Public Works Director and the Trail Along the Rail project manager.

Currently, there is no funding for programming these sites. Draft concepts of community gathering places are fodder for the start of a longer process of programming potential public spaces with design features that will nurture a sense of place and enhance the quality of life for the community.