

CITY OF SHORELINE COUNCIL OF NEIGHBORHOODS MINUTES

February 3, 2021

Zoom Meeting, 7 pm

COUNCIL OF NEIGHBORHOODS REPRESENTATIVES PRESENT

Briarcrest – Bill Dwyer

Echo Lake – Jeanne Monger, Gidget Terpstra, Marla Tullio

Highland Terrace – Maria Ales, Cyndi Robinson

Hillwood – Gretchen Brooks

Innis Arden – Dom Dellino

Meridian Park – Tom Karston

North City – Dan Dale

Parkwood – Marie Ammerman, Chris Brummer

Richmond Beach – Tom Maihot, Tom Petersen

Richmond Highlands – Pete Gerhard, Kathy Plant

Ridgecrest – Patty Hale, Cindy C-Wilson

Westminster Triangle – John Ramsdell

CITY STAFF PRESENT: Constance Perenyi, Neighborhoods Coordinator; Kendra Dedinsky, Traffic Engineer; Nora Daley-Peng, Senior Transportation Planner.

I. Call to Order Dan Dale welcomed everyone and introduced Councilmember Betsy Robertson.

II Councilmember Betsy Robertson started by noting that the last time she visited CON was last spring. She was so hopeful we'd all be able to participate in regular summer activities. But here we still are, and we're living through it together.

CON will receive a presentation on Prop. 1 in March, but here is a short overview. If approved, Proposition 1 would allow the City to issue up to \$38.5 million in bonds to pay for improvements to eight parks and to acquire and make baseline improvements to new park land. Five of the eight parks will receive significant improvements: Briarcrest Community park, which is informally known as east Hamlin; Brugger's Bog Park; Hillwood Park; James Keough Park; and Richmond Highlands Park. Improvements to these parks will include such things as new play areas, new off-leash dog areas, splash pads, multi-sport courts, walking trails, picnic shelters, and a fully accessible play area for people of all physical abilities. Our goal is to have a comprehensive approach to improving parks across the City.

Additional investments in park amenities include constructing a new off-leash dog area and play area at Ridgecrest Park; upgrading the off-leash dog area and converting the dirt soccer field to grass at Shoreview Park; making the education center and children's garden accessible to people of all abilities at Kruckeberg Botanic Garden; and installing public art throughout the city.

Park land acquisitions will include purchasing land to expand Paramount Open Space, Brugger's Bog, and Rotary Parks (corner of 185th and 10th). We will also look to purchase other property in the light rail station areas and other parts of the city.

Q. Pete Gerhard asked how different this Prop 1 is than the parks add-on to the last measure?

A. The last measure included four parks. This one expands that, touching more properties. James Keogh Park has been added. Shoreview Park will get a new soccer field. And we can now be much more specific about land acquisitions.

Q. Cyndi Robinson asked about improvements to the Richmond Highlands Park for people with special needs? How was that community targeted for that?

A. Richmond Highlands Park, and the Recreation Center there, already offers many services to people with special needs families and individuals. There is already a core there to build on to keep building programs for an underserved population in our community.

Q. Cyndi asked what the “dirt field” is at Shoreview Park?

A. The lowest part of the park.

Q. Cyndi asked about what the plans are for the property at 185th and 15th, where she has taken her lawnmowers for repair.

A. This is a plan in progress. The City will work with Seattle City Light, since they own the lawn mower property and control the Right-of-Way land in that area. The goal is to add a significant number of acres of parkland and green space in the City to keep up with population growth, especially in the light rail/upzone areas.

Patty Hale said that she and some other CON members had attended one of the Prop 1 presentations on Zoom. She encouraged people who don't want to wait until the March meeting to look at the City calendar and find a presentation they can attend soon.

Dan Dale noted that land costs just keep going up, and that if this measure passes, the City will be able to act faster to acquire land before it is even more expensive.

Q. John Ramsdell thanked CM Robertson for being part of a Council that acquired land in Westminster Triangle. He noted that there is a pot of \$3.7 Million dedicated to park development of the new Triangle property and new acquisition on 185th. His understanding is that there are limitations of what can happen at the latter site. Will more than half of the available money then be used on the new Triangle park?

A. CM Robertson said she did not have an answer for that, and urged John to ask the question at the City presentation to CON in March.

CM Robertson noted that passage of Prop 1 in April will be a huge challenge. Not only do we have to have a 60% yes vote, but there are validation requirements on the number of votes that turnout overall based on the last presidential election. We need to have 14,000 vote just to validate, and then 8,455 to vote yes.

CM Robertson moved to COVID Update. We're now in Phase 2 of the Healthy Washington Plan. This allows restaurants to resume serving indoors at 25% capacity and fitness facilities to allow indoor fitness and training at 25% capacity. Live entertainment venues such as museums, bowling alleys, and concert halls will also be allowed to reopen at limited capacity. Bars that don't serve food must remain closed. Indoor social gatherings with a maximum of 5 people from outside your household (limit two households) will also be allowed.

Many people have asked why the City isn't setting up vaccination sites. This gets down to roles and responsibilities in vaccine distribution. Federal government manages the inventory and the allotment to each state. Washington State government determines how the vaccine will be distributed and who is eligible. King County Public Health coordinates vaccine plans and vaccination sites. The City of Shoreline shares information with community and supports the County's distribution efforts. No City staff are certified to give vaccinations. It is possible the Shoreline Fire Department may help in vaccination efforts by going to group homes like has occurred in Seattle, but I don't believe any decision has been made at this point.

III. Traffic in Shoreline

Kendra Dedinsky, City of Shoreline Traffic Engineer, shared information about the most recent traffic report. See below for full presentation.

Contact: kdedinsky@shorelinewa.gov

Q. In reference to the misuse of bus lanes on Aurora, Patty Hale asked who is responsible for enforcing those rules since Aurora is a state route.

A. Kendra replied that the Shoreline Police patrol Aurora and are responsible for enforcing traffic regulations from 145th to 205th.

Q. Dom Dellino asked about NE 10th and 15th NE. It was suggested that the roundabout there was considered temporary. What is that status now? And in regard to Richmond Beach Road, the only deficiency there is that there are no sharrows between Dayton and Aurora on 185th. The bike lane ends and there is nothing. Is that being considered.

A. Regarding 185th, that was a last minute request and we didn't have time to fit that in. It is on Kendra's list, and it will get done this year. In terms of the roundabout, it is considered temporary because it was a construction mitigation. Feedback has been generally good, so if the whole neighborhood and other users support it, the roundabout will stay in place and hopefully be improved further. The central island could make a nice spot for some potential art.

Q. Tom Petersen asked if the collision data on Richmond Beach Road is primarily driven by the intersection at 3rd?

A. That is correct, and we still have some tools we can use to further tweak that intersection.

Q. Cyndi Robinson commented on the sharrows. As a bicyclist, she wants to say "Stop wasting the paint." We're trying to create a culture where bicyclists are allowed on the road whether there is a sharrow or not.

A. Kendra noted that the issue on that part of the road is that the bike lane ends suddenly at 3rd, but bicyclists may not notice it because of the shoulder. The sharrow would even that out, but not extend all the way up 185th.

Q. Cyndi asked about collision stats. How are those related to population growth?

A. In the industry, there has been a move away from just looking at number of rates of collisions, but how many of those involve serious injuries or fatalities. Those outcomes are not acceptable, so the goal is to reach no serious or fatal collisions. The question becomes where are serious collisions occurring the most and how can we get those down?

Q. Cyndi shared that she was a statistic and was hit on her bike in an intersection, with the light in her favor. The collision was witnessed by firefighters who immediately responded. When the police arrived.

Cyndi said she was disregarded, not so much because she was seemingly ok, but because she was on a bike. How is the City interacting with the police around incidents like this?

A. Kendra replied that she works a lot with the police, but not in ways that would influence culture in a case like this. She said she had heard other accounts from bicyclists and pedestrians who were not served by the police in a way they would have hoped. Kendra will pass this concern on to the police.

Question on chat from Tom Petersen: Is it ever OK to designate a short, necessary stretch (as on RBR) as A on chat: as you may already know, bicyclists can legally use sidewalks per RCW 46.61.755. There is not standard signage for this function (per federal guidelines which we must adhere to), but I can look around to see if some other cities have done something similar. Thanks for your question!

IV. Transportation Master Plan Update (TMP)

Nora Daley-Peng, City of Shoreline Senior Transportation Planner, explains and invites participation in the TMP process. See below for full presentation.

Contact: ndaleypeng@shorelinewa.gov

Q: Dom Dellino asked about the numbers on the Metro Bus Connection slide. What do the numbers in the left-hand column mean?

A: Those numbers refer to sequencing that Metro has created to designate local, frequent, and express routes. Those are coded by number, but that allows Metro to create the maps with corresponding colors. If you go to Metro Connects online you can get a fully interactive map with this information. Kendra noted that some of these may overlap existing service.

Q. John Ramsdell asked about the 145th Street Off Corridor Route slide. He is curious about the multimodal system between Linden Avenue and 148th. Also mentioned is the bike path method to get to light rail. Is the 155th Street route temporary until there is a more permanent multi-modal route along 145th to light rail?

A. There needs to be more opportunities for cyclists that are less stress. She noted that as an avid bicyclist herself, she still does not feel comfortable biking on 155th because of the speed and volume. Our goal is to connect the system for people who are less comfortable riding their bikes in traffic, especially as that east-west corridor becomes even more important getting people to and from light rail. Nora referred to the 145th Street Off Corridor Bike Network slide to illustrate a "ladder approach" can create an easy, comfortable connections can be made along the way. She noted that if it is good for bikes, it is good for pedestrians, too.

Q. John followed up by saying that as a cyclist and a fan of light rail, he is interested in a more straightforward approach from his home in Westminster Triangle to the station. Is that going to be a possibility?

A. Nora returned to the Multimodal Corridor Plan slide to show the planned route along 145th. Although there will not be bike lanes on the road, the plan is to widen the sidewalk on the north side of 145th for bike and pedestrian traffic. Kendra added that the current plan is to have a multiuse path along the north side of 145th from the freeway to Meridian. At this time, there is no secured plan to have the multi-use facility go any further west of that. So, it will not be continuous along the length of 145th. There are a couple of back-up plans, the first being the off-corridor network, and the other being on the Seattle side of 145th, possibly on 143rd. Of course, Shoreline will stay aware of any development opportunities to lengthen the multiuse alternative north of Meridian.

Q. Dan Dale asked if at this point, there is any plan for speed reduction in the light rail areas, most specifically right around the stations to make it safer for pedestrians and cyclists.

A. Nora pointed to the design of the road which will slow vehicles. Around the stations, on 5th Avenue for example, there will be bike lanes and sidewalks for pedestrians. Kendra noted that a big influence in designing roads in this area is to reduce speed at “conflict areas” such as intersections. Narrower lane widths, landscaping, all those things factor into slowing speed. In terms of speed limits, there are some early conversations with Washington Department of Transportation and Seattle DOT about lowering speeds on 145th. That is being looked at corridor-wide, basically from Greenwood to SR 522. This represents a multi-jurisdictional benefit, but there is recognition of the value on all sides. In the 185th area, speeds are also being considered. There are design features on both 5th Avenue NE and NE 185th that would call for lower speed limits.

Q. Cyndi Robinson noted that it would be helpful if Nora could give geographic reference points when she talks about parks and transit stations. Cyndi said that she doesn’t know names of them, so needs more information to know what is being referenced. For example, when Nora mentioned Aurora Village Transit Station, Cyndi did not know where that is located so she is spending time trying to figure that out. Cross streets would be really helpful. Cyndi also said that since she rides her bike rather than the bus, she doesn’t understand how Metro, Blue Line, and Rapid Ride interface.

A. Nora thanked Cyndi for her comments about giving more information about places. Aurora Village is by Costco. As far as how different bus services interface, there will be much more interaction at the rail stations. The City has worked with Metro and Community Transit to design bus loops at both stations to provide access by bus. For example, at the 185th station, that loop will have places for Metro and Community Transit (Blue Line) riders to get off and on. Currently in Shoreline, the place where bus lines interface is at the Aurora Village Transit Station next to Costco. Community Transit (CT), which mostly serves Snohomish County, comes into Shoreline right there, and that is its terminus. We have been working with CT on a plan to extend its Blue Line service all the way to the 185th Light Rail Station, which makes sense for riders trying to get to and from the train. Similarly, at the 148th station, Metro is creating service that will run all the way from Woodinville to that rail station.

Q. Cyndi asked if you can transfer from one bus service to another or do riders have to keep buying new tickets.

A. Kendra answered that she is not sure about Community Transit, but that both Metro and Sound Transit both use Orca cards. She is not sure whether riders have to pay for transfers on these specific routes.

Q. Cyndi directed this next question to Kendra. She was driving her car on I-5 Southbound and saw a sign on a reader board that there was a collision on the ramp to Route 523. She had no idea what that referred to until she came up to the accident on 145th. Why couldn’t the reader board have said 145th?

A. Kendra replied that there is a limited amount of space on message boards, but even more important is that the State DOT refers to the route number more consistently. This is more accurate since there may be multiple street names along each route. When Cyndi repeated that this was confusing, Kendra said she would pass her comment on to the State DOT.

Q. Jeanne Monger started with a comment that Echo Lake residents love the new light system at 155th and Meridian. The left turn light works great. She also pointed out that in areas where the speed limit has been lowered, people still use bus lanes, sometimes for blocks and even miles. She hopes that there will be enforcement because this creates hazards. She also shared that she is not a big fan of

roundabouts because people often don't use them the way they are meant to be used. She said that the same is true of traffic circles, such as the one on 192nd and Wallingford, which is really awkward. That leads her to wonder how the proposed roundabout at 145th can work, especially with increased traffic volumes that will back up. She supposed that there would have to be two lanes.

A. Kendra responded that yes, there would be two lanes. She also made a distinction between traffic circles and modern roundabouts. She agreed that the circle at 192nd and Wallingford is awkward, and forces people to slow down and pay attention, which is the point of it being there. Most recent collision data shows it is working as intended. As far as modern roundabouts, there is often general concern from drivers who expect they will be confused by them. Data in the U.S. during the past decade shows that the initial concern dissipates after about 6 months as drivers get the hang of it. The purpose of a roundabout is to eliminate a lot of conflict points, and people have to drive slower. If there are collisions, injuries rates are much lower than they are at standard intersections. Across the board, roundabouts process traffic much faster than at intersections. Look for information on the City website about roundabouts.

Cyndi Robinson commented that when planning for roundabouts and bike lanes, the City is counting on people being familiar with the neighborhoods they are driving in. She said that she doesn't spend all her time in her own neighborhood, and several friends of hers have shared that they end up mistakenly driving into bike lanes and can't get out. Kendra replied that she understands that, but the data proves that with roundabouts and different lane designations, collision numbers go down, and that includes collisions involving pedestrians and bicyclists.

After the last question, Constance invited Nora to share information about the Transportation Master Plan survey, up through the end of February. Watch for more information as it becomes available. It will be shared as always to the CON email list.

V. January Training Debrief

Constance opened the floor to anyone who wanted to share reflections on the January training. She noted that books have now arrived from the publisher and that everyone who requested one will get a copy soon.

Q. Tom Karston asked if there could be an update on the shelter that will be going into to old Oaks Nursing Home.

A. Constance replied that the project is moving forward and that residents should be moving in in March. Pete suggested it could even be as early as mid-February.

Q. Marie Ammerman asked about whether there will be Micro-Grants again this year.

A. Constance said that decision hasn't been made yet, but encouraged neighborhoods with ideas to contact her.

The meeting ended at 9:07 pm

Objectives of Annual Traffic Report

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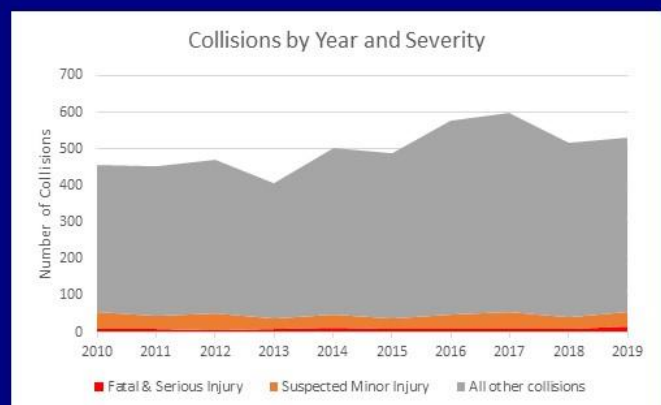
- Provide a summary of collision and traffic data collected in Shoreline.
- Improve traffic safety in the City of Shoreline by identifying collision trends and high accident locations – develop mitigation strategies.
- Used to prioritize improvement and enforcement resources and to identify TIP/CIP projects.



Collision Statistics Summary

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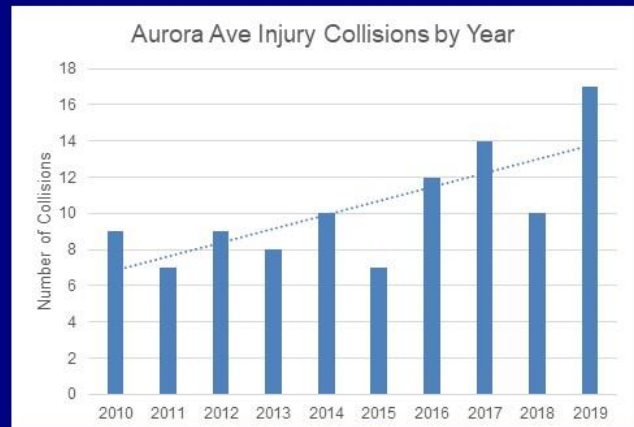
- 528 total collisions in 2019 – 1 fatality, 14 serious injury.
- Minor, serious and fatal injury collisions now on a slightly upward trend, generally accounting for about 10% of total collisions.
- 2019 serious and fatal injury collisions at highest number in 2010-2019 data set – still under 3% of total collisions.



Aurora Corridor Collisions

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- Account for more than 30% of injury collisions.
- Problem spots at access points near signals
 - i.e. 163rd, 198th
- Significant ped/bike collisions



Ped/Bike Collision Locations

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- 5 of 8 ped/bike collision locations are at intersections along Aurora – signal controllers will be replaced in 2021/2022 to allow pedestrian safety signal phasing to be implemented
- New phasing will also be implemented at Midvale/175th if resources allow.
- Evaluate striping improvements for 185th/Meridian

Location	2015-2019 Pedestrian Collisions	10-Year Trend
Aurora Ave N & N 160 th St	5	↑ 0.12
Aurora Ave N & N 192 nd St	5	↑ 0.16
Aurora Ave N & N 185 th St	4	↑ 0.08
Aurora Ave N & N 165 th St	3	↑ 0.01

Location	2015-2019 Bicyclist Collisions	10-Year Trend
Meridian Ave N & N 185 th St	4	↑ 0.07
Aurora Ave N & N 160 th St	3	↑ 0.04
Midvale Ave N & N 175 th St	3	↑ 0.07



Segment Collision Locations

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- Ballinger Way has been a project identified within the TIP but remains unfunded.
- NE 175th from 12th to 15th is new this year – may be considered for addition to the TIP next cycle.
- Improvements recently implemented on Richmond Beach Rd and at 15th Ave NE / Forest Park Dr – will continue to monitor.
- Spot traffic safety improvements slated for 15th Ave NE south of 175th.



Location	2017-2019 Total Collisions ¹	10-Year Trend ¹	2017-2019 Injury Collision	10-Year Injury Trend
Ballinger Wy NE from 19 th Ave NE to 15 th Ave NE	29	↑ 0.22	2	↑ 0.05
15 th Ave NE from Forest Prk Dr NE to Ballinger Wy	14	↑ 0.53	0	↑ 0.02
15 th Ave NE from NE 172 nd St to NE 175 th St	10	↑ 0.28	3	↑ 0.08
Ballinger Way NE from 22 nd Ave NE to 19 th Ave NE	10	↑ 0.35	1	↑ 0.05
NW Richmnd Bch Rd from 3 rd Ave NW to 8 th Ave NW	10	↑ 0.02	2	↑ 0.05
NE 175 th St from 12 th Ave NE to 15 th Ave NE	9	↑ 0.24	1	↑ 0.05

Intersection Collision Locations

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- The number of intersections with average of 3 collisions per year or more decreased by 5 this cycle.
- Recent improvements implemented at 6 locations – will continue to monitor.
- Planned improvements for 2 locations through CIP projects.

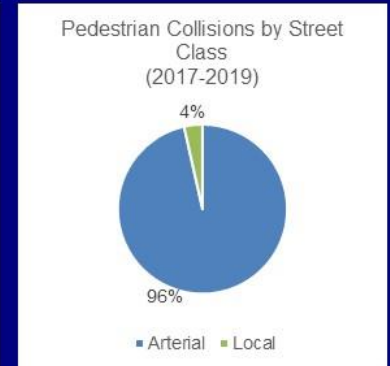
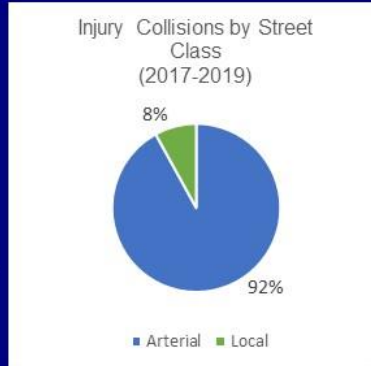


Location	2017-2019 Total Collisions	10-Year Trend ¹	2017-2019 Injury Collisions	10-Year Injury Trend ²
15 th Ave NE & Ballinger Way	24	↓ -1.02	1	↓ -0.04
3 rd Ave NW & NW Richmnd Bch Rd	16	↓ -0.28	4	↓ -0.02
10 th Ave NE & NE 175 th St	15	↑ 0.42	3	↑ 0.03
Meridian Ave N & N 175 th St	14	↓ -0.53	1	↑ 0.06
Meridian Ave N & N 185 th St	14	↓ -0.01	1	↓ -0.01
Midvale Ave N & N 175 th St	14	↑ 0.38	0	↓ -0.10
Fremont Ave N & N 200 th St	13	↑ 0.39	0	↑ 0.02
15 th Ave NE & NE 175 th St	12	↑ 0.15	1	↑ 0.01
19 th Ave NE & Ballinger Way	12	↑ 0.01	3	↑ 0.04
15 th Ave NE & NE 168 th St	10	↓ -0.04	3	↑ 0.11
Ashworth Ave N & NE 185 th St	9	↑ 0.35	1	↑ 0.03
Meridian Ave N & N 155 th St	9	→ 0.00	1	↓ -0.01

Street Classification

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- Arterials account for only 27% of the total roadway centerline miles, but experience 92% of injury collisions, and 96% of pedestrian collisions.
- NTSP ended in 2020, providing more traffic safety resource to be focused on data-driven countermeasures for injury collision reduction.



Other Contributing Factors

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- For 2017-2019, the top 2 considerations related to serious and fatal injury collisions remain intersections (58%) and pedestrian/bicyclists (39%).
- Driver distraction remains a significant causal factor in general, while speeding being cited as a causal factor remains relatively low.
- Travel speed is still a very important factor in injury collisions.



Pedestrian & Bicyclist Collisions

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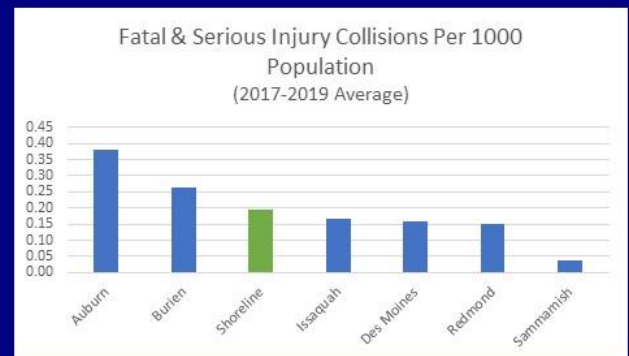
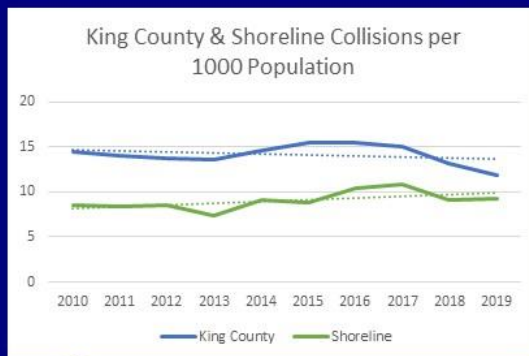
- In 2019, bicyclist and pedestrian collisions accounted for their lowest proportion of injury collisions in the 2010-2019 data set.
- Still trending up, and account for large portion of injuries.



Regional Comparison

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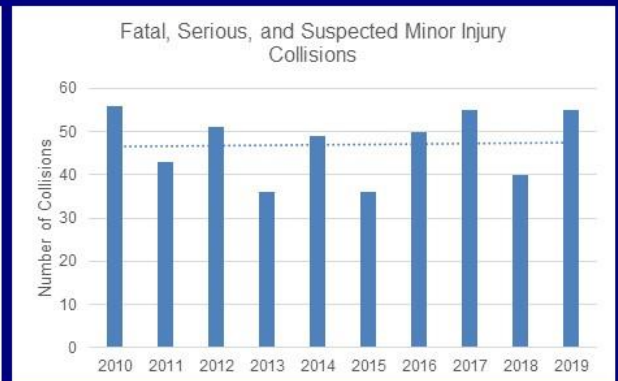
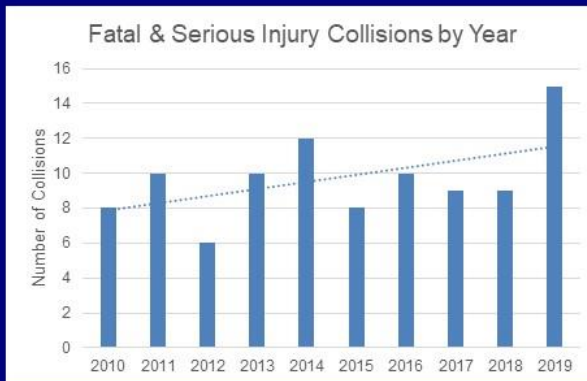
- Shoreline's rate of collision per 1000 population remains lower than overall King County rate but is trending up.
- With 2019 data, rate of fatal/serious injury collisions in comparison to 6 similarly sized cities in King County moved from 2nd lowest to 3rd highest.



Injury Collisions

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- 2019 saw a significant increase in fatal/serious injury collisions.
- Similar trend regionally, and nationwide, per WA State Target Zero Plan update.



Richmond Beach Road

Preliminary “after” collision data

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- After rate for all types of collisions lower in comparison to comprehensive prior rates (data from 2010 to start of project).
- Compared to smaller “before” snapshot (less than 2 years of data), the “after” injury rate is slightly higher.
- Continue to monitor.

	Total	Injury	Pedestrian	Bicyclist
Collisions Before Project (1/2010 - 3/2018)	165	23	12	3
Before Rate (collisions/month)	1.67	1.05	0.55	0.14
Collisions Before Project (1/2016-3/2018)	45	6	3	0
Before Rate (collisions/month)	1.67	0.22	0.11	0.00
Collisions After Project (8/2018 - 5/2020)	28	8	1	0
After Rate (collisions/month)	1.27	0.36	0.05	0.00

Traffic Volumes

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2019:

- Average weekday daily traffic volumes are up by 3.5%.
- The Puget Sound Region gained another 68,740 people in the last year, a 1.7% increase.

2020 COVID-19 Impacts:

- Significant reduction in traffic volumes beginning in March,
- Starting to climb back up in August, aligned with regional trends.



	Baseline Avg Weekday Daily Traffic	March	April	May	June	July	August
Aurora Ave N	35,452	-24%	-39%	-29%	-20%	-15%	-15%
15th Ave NE	14,385	-40%	-53%	-53%	-43%	-35%	-30%
NE 175th St	14,443	-26%	-43%	-32%	-32%	-9%	-6%
Richmond Bch Rd	16,213	-27%	-43%	-34%	-19%	-15%	-15%

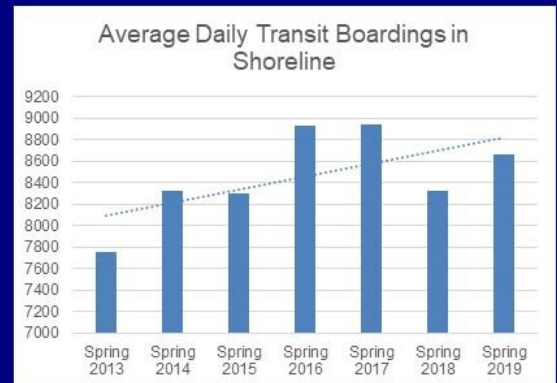
Transit

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- Transit ridership increased by 3.5% in 2019 compared to 2018 ridership.

COVID-19 Impacts:

- In late July 2020, bus ridership was estimated to be 63% lower than 2019 numbers.
- Bus capacity remains limited to ensure social distancing requirements are met.



Speeding

Shoreline Police and Traffic Services continue to work together to identify priority streets for speed enforcement emphasis.

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Streets w/ 85th Percentile 8 mph or more over limit

20 th Ave NW from NW 195 th St to NW 205 th St
N 200 th Street from Aurora Ave N to Meridian Ave N
Midvale Ave N from N 175 th St to N 185 th St
Forest Park Dr NE from 15 th Ave NE to 19 th Ave NE
NE Perkins Way from 10 th Ave NE to 15 th Ave NE
NW 175 th Street from 10 th Ave NW to 14 th Ave NW
6 th Ave NW from NW 175 th Street to NW 180 th St
Carllyle Hall Rd from Dayton Ave N to N 175 th St
15 th Ave NE from NE 175 th St to NE 180 th St
NE 165 th St from 5 th Ave NE to 15 th Ave NE
Dayton Ave N from N 165 th St to St. Luke Pl N
N 165 th St from Dayton Ave N to Aurora Ave N
5 th Ave N from NE 145 th St to NE 155 th St

Enforcement Statistics

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- Several DUI emphases through Target Zero/WTSC grants.
- High School and Shoreline Community College educational outreach conducted.
- Speed and Aurora bus lane emphasis patrols

	Traffic Citations	Arrest	Warning
2019	4,117	214	1,940
2018	5,196	335	2,461
2017	5,324	367	2,321
2016	3,458	411	3,969
2015	5,108	445	3,812
2014	3,649	401	2,897



Recommended Speed Limit Changes

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Based on inputs, a 5 MPH decrease (to 30 MPH) in posted speed limit is recommended for 5 of the 6 corridors as shown below.

N 175 th St - Aurora Ave N to 15 th Ave NE	30 MPH
15 th Ave NE - NE 145 th St to NE 175 th St	30 MPH
Greenwood Ave N - N 145 th St to N 160 th St	30 MPH
Meridian Ave N - N 145 th St to NE 205 th St	30 MPH
Richmond Beach Rd - Fremont Ave N to 3 rd Ave NW	30 MPH
15 th Ave NE - NE 180 th St to NE 196 th St	No Change



Speed Limit Study Background

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- Context sensitive speed limit setting can reduce serious and fatal injury collisions (Target Zero recommendation).
- Speed limit setting practices are changing; new methods more considerate of ped/bike experience & safety.
- Last speed limit study for Shoreline was in 2007; proposal to update study was discussed with Council in 2018.



Collision Reduction Strategies Engineering

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- Speed limit review for some key arterials
- Engineering standard updates
- Multiple CIP efforts
 - Westminster/155th
 - Citywide safety grant projects (ped crossing improvements)
 - Ridgecrest Safe Routes to School
 - Sidewalks
- Ongoing education (radar speed feedback, yard signs)



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Questions?

Kendra Dedinsky, kdedinsky@shorelinewa.gov





Transportation Master Plan Update

February 3, 2021



What is the Transportation Master Plan (TMP)?





What is the TMP?

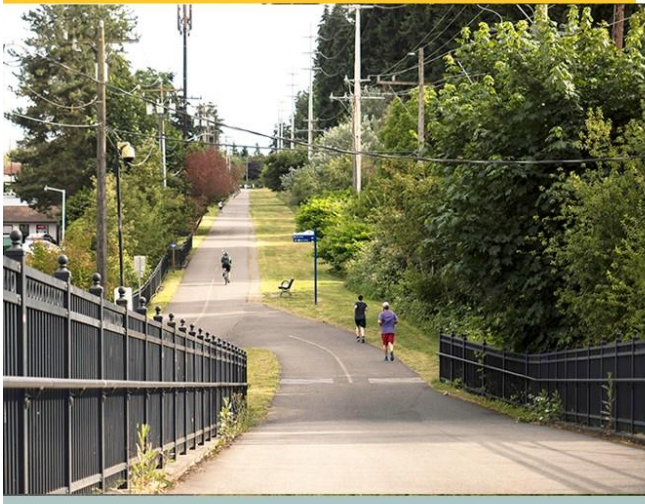
A realistic plan that results in action

The City's TMP will guide transportation investments over the next 20+ years based on the community's needs and priorities.



Why update the TMP?

- The last update to the TMP was in 2011. We must update it by 2023 to
 - Align with the City Comprehensive Plan;
 - Meet the Growth Management Act requirements;
 - Maintain the City's eligibility for pursuing future grant funding, and
 - Set transportation policies for guiding the development of Shoreline.



What will make the TMP successful?

- A clear, consistent vision
- Priorities that reflect community and Council goals
- Policies, programs, and projects that reflect existing work and future needs
- A feasible, financially sustainable roadmap

Project Timeline







Key Considerations

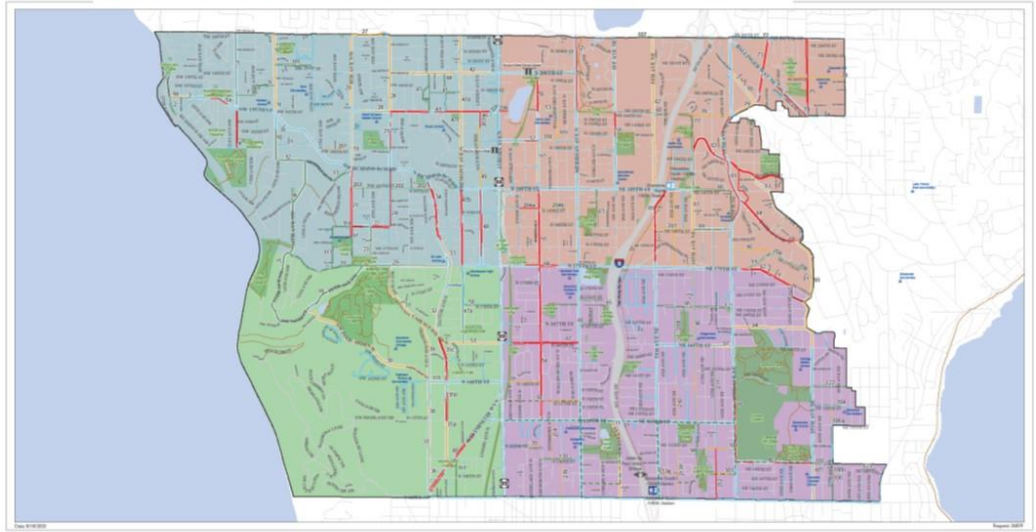
- Substantial growth
- Regional transit investments
- Ongoing transportation issues
- Maintaining quality of life
- Cost constraints
- Emerging technology

What have we done to date?



Sidewalk Prioritization Plan

-  Safety
-  Equity
-  Proximity
-  Connectivity



CITY OF SHORELINE 2018 Sidewalk Prioritization Plan

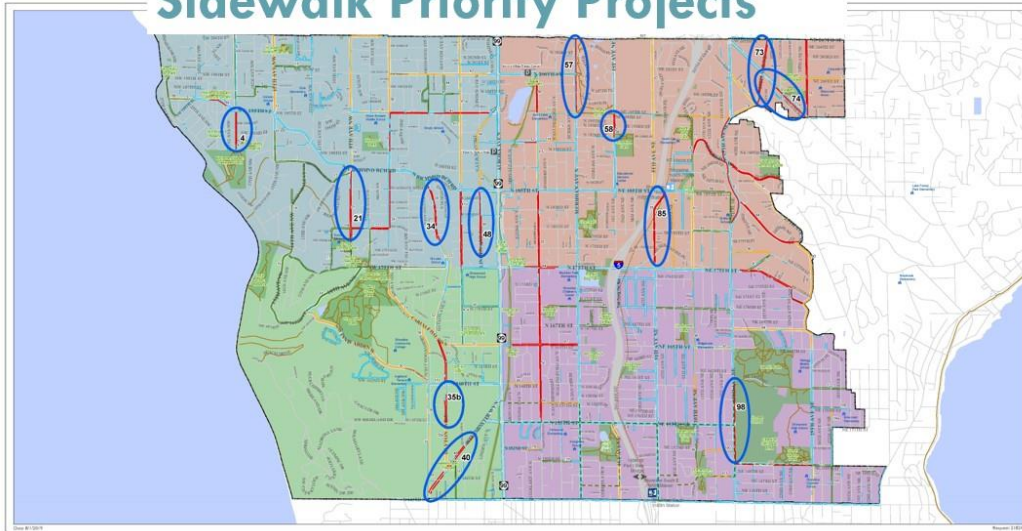
Geographic Information System

Numbers on this map correspond to the project numbers listed in the

Legend		Quadrant	
High	Green Network	NW	NE
Medium	Existing Sidewalk	SW	SE
Low	Existing Trail		
	Planned Trail		

Scale: 0 0.5 Miles

Sidewalk Priority Projects



CITY OF SHORELINE

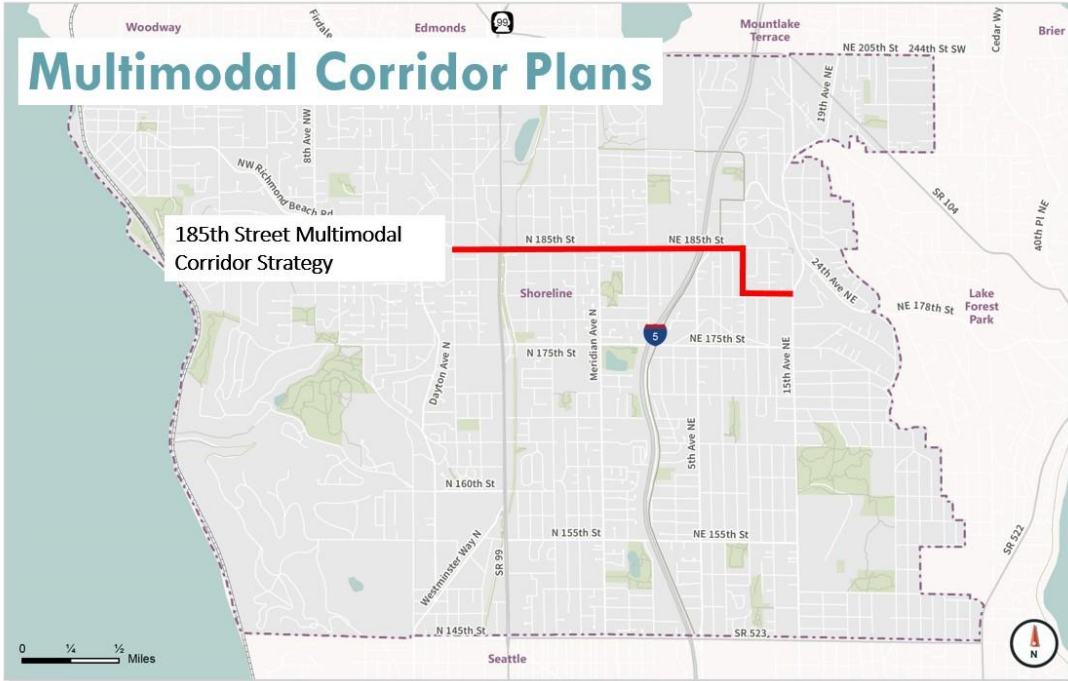
Prioritized Sidewalk Segments Included in the Voter-Approved November 2018 Ballot Measure

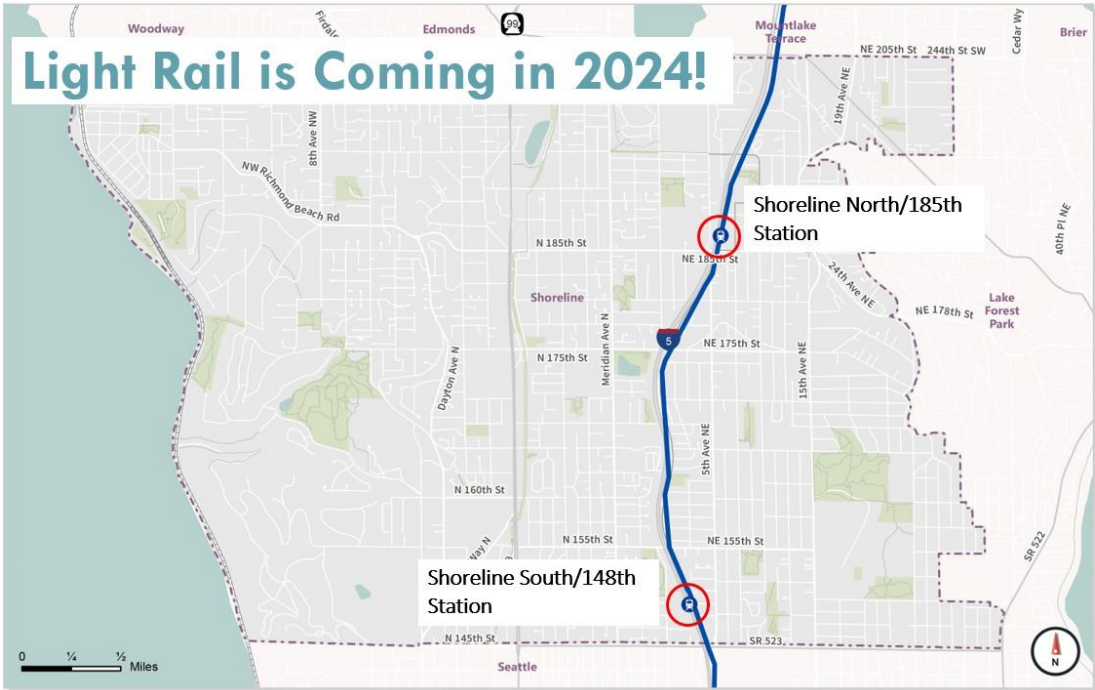
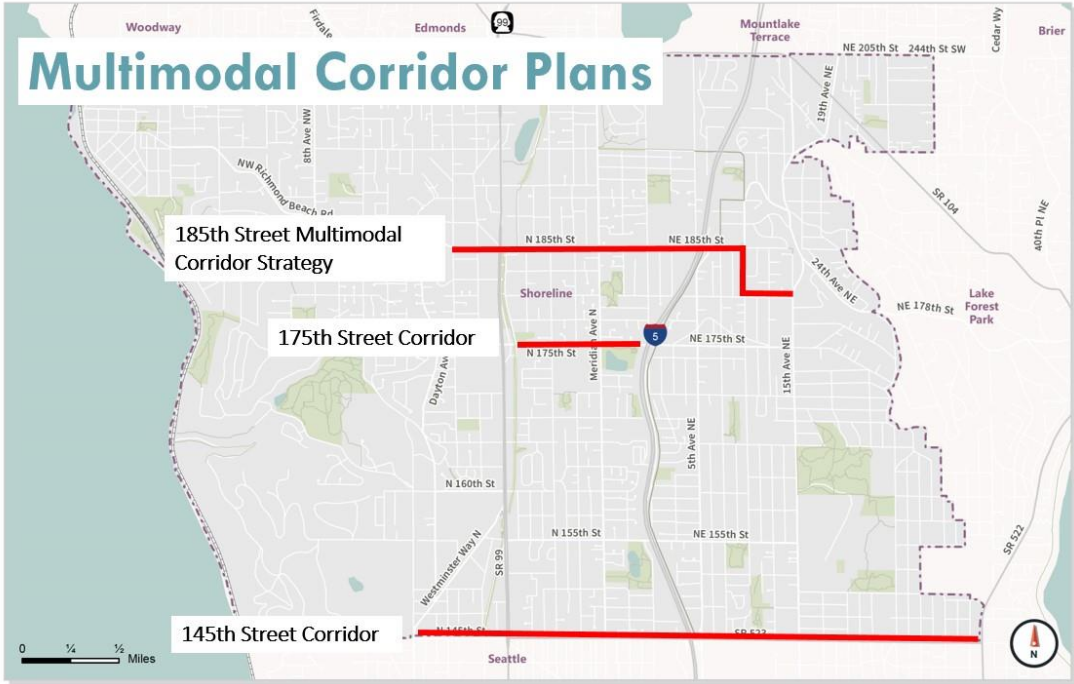
Geographic Information System

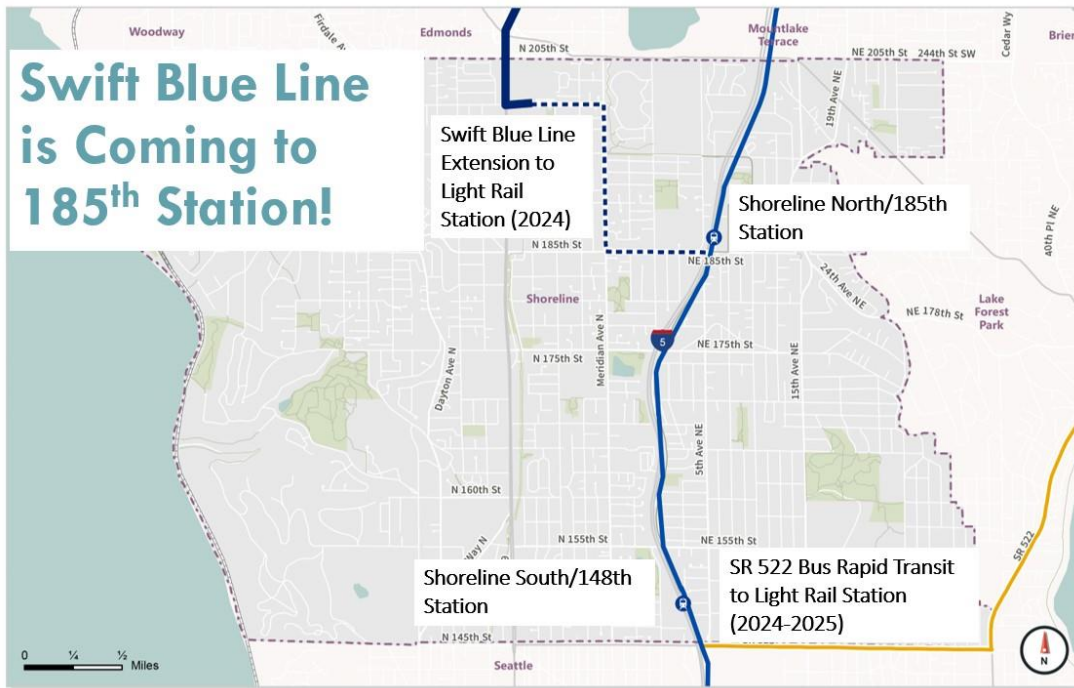
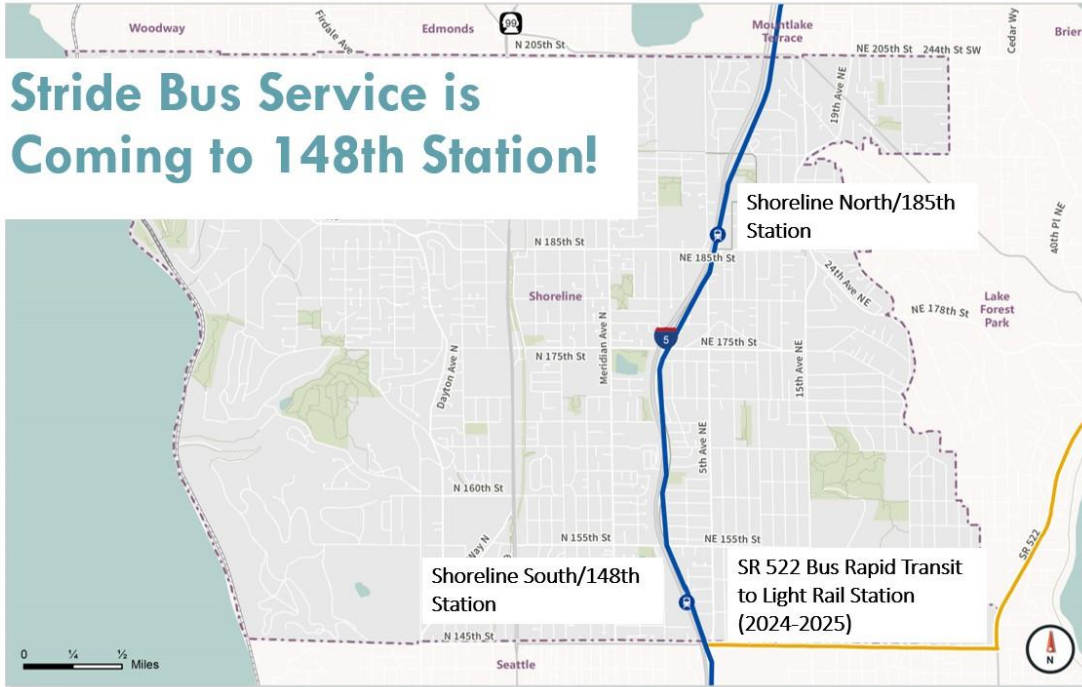
Project numbers listed on this map correspond with projects listed in the Council adopted Sidewalk Prioritization Plan

Legend		Quadrant	
High	Green Network	NW	NE
Medium	Existing Sidewalk	SW	SE
Low	Existing Trail		
	Planned Trail		
	Planned Pedestrian/Bike Bridge		

Scale: 0 0.5 Miles





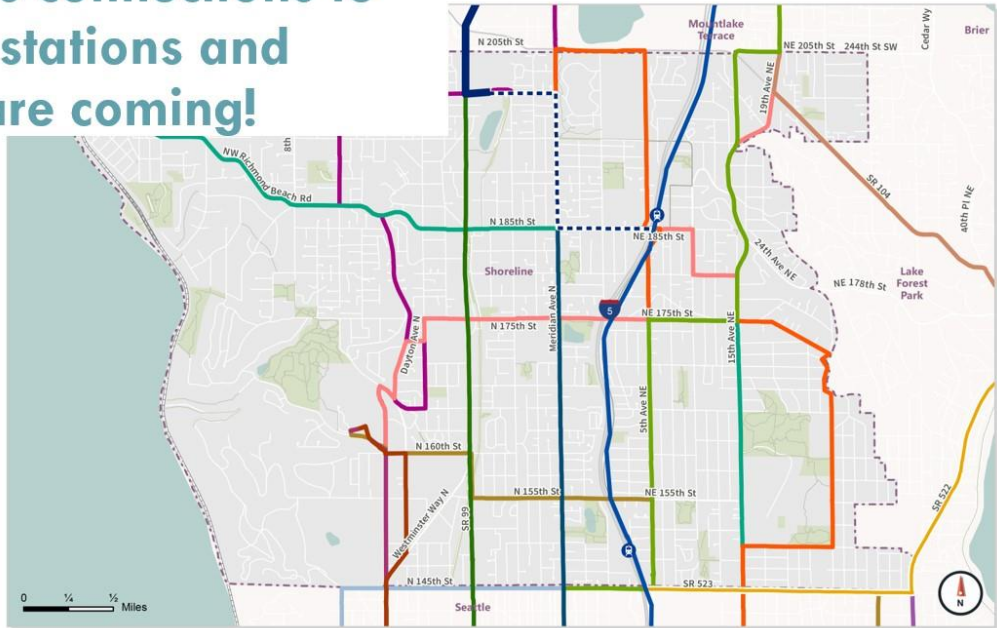


Metro Bus connections to light rail stations and beyond are coming!

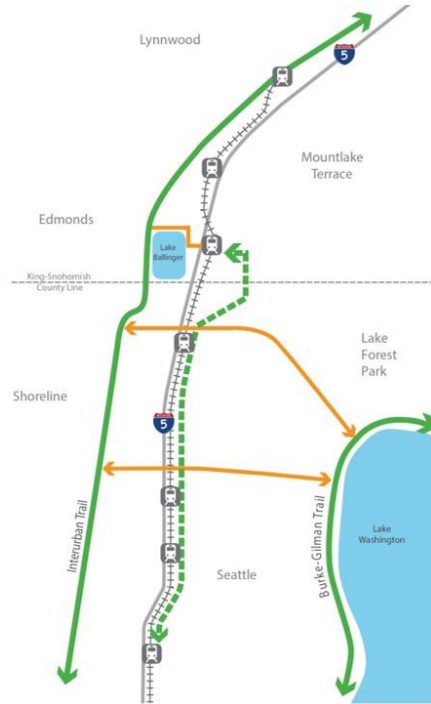
Metro Connects 2040 Transit Plan is currently being revised, complete Summer 2021

King County Metro Connects 2040

- 1001 RR
- 1002
- 1005
- 1007
- 1009 RR
- 1019
- 1215
- 1512
- 1998
- 2518
- 3006
- 3007
- 3205



Trail Along the Rail



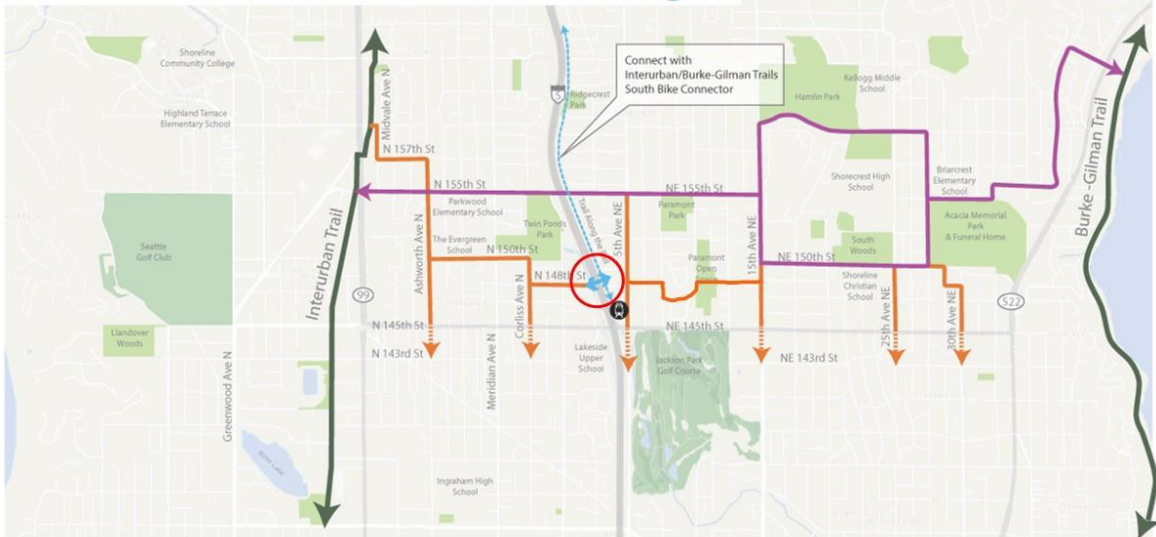
145th St. Off Corridor Bike Network



- Future Off-Corridor Bike Network
- ↔ Future Trail Along the Rail
- ↔ Existing Regional Trail
- ↔ Interurban Trail/Burke-Gilman South Bike Connector
- B Future 148th Non-Motorized Bridge Shoreline South / 145th Station
- Potential Seattle Bike Network Connection



148th St. Non-Motorized Bridge

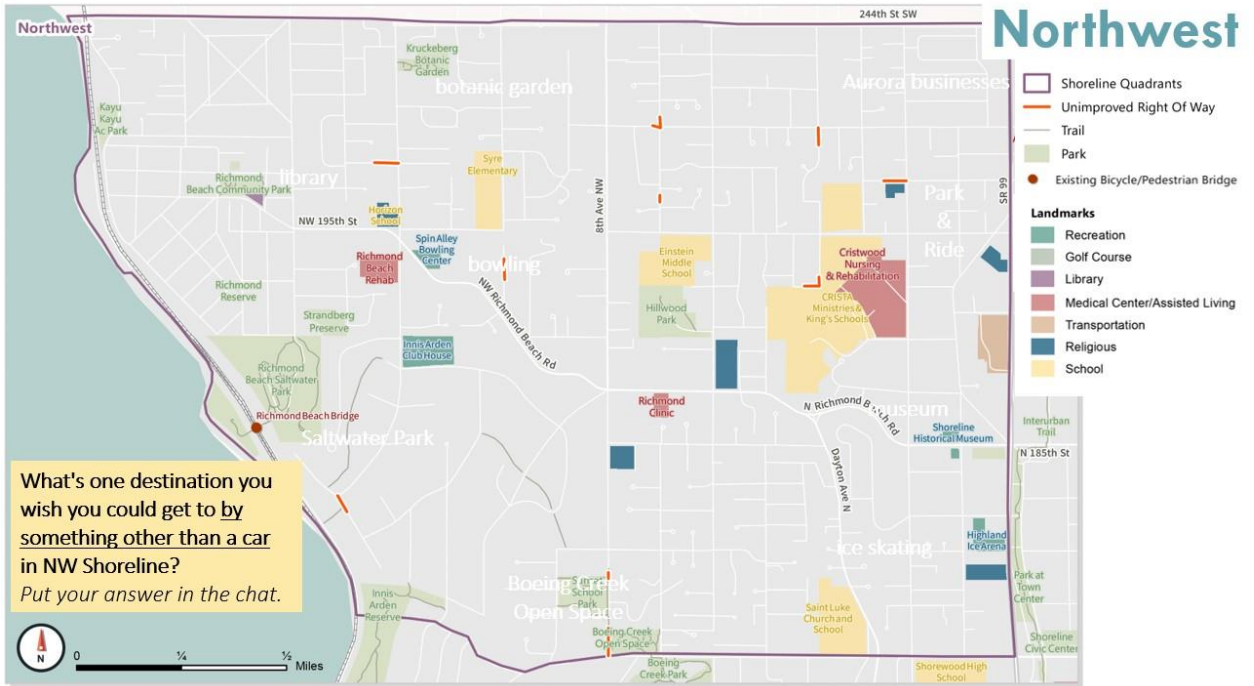
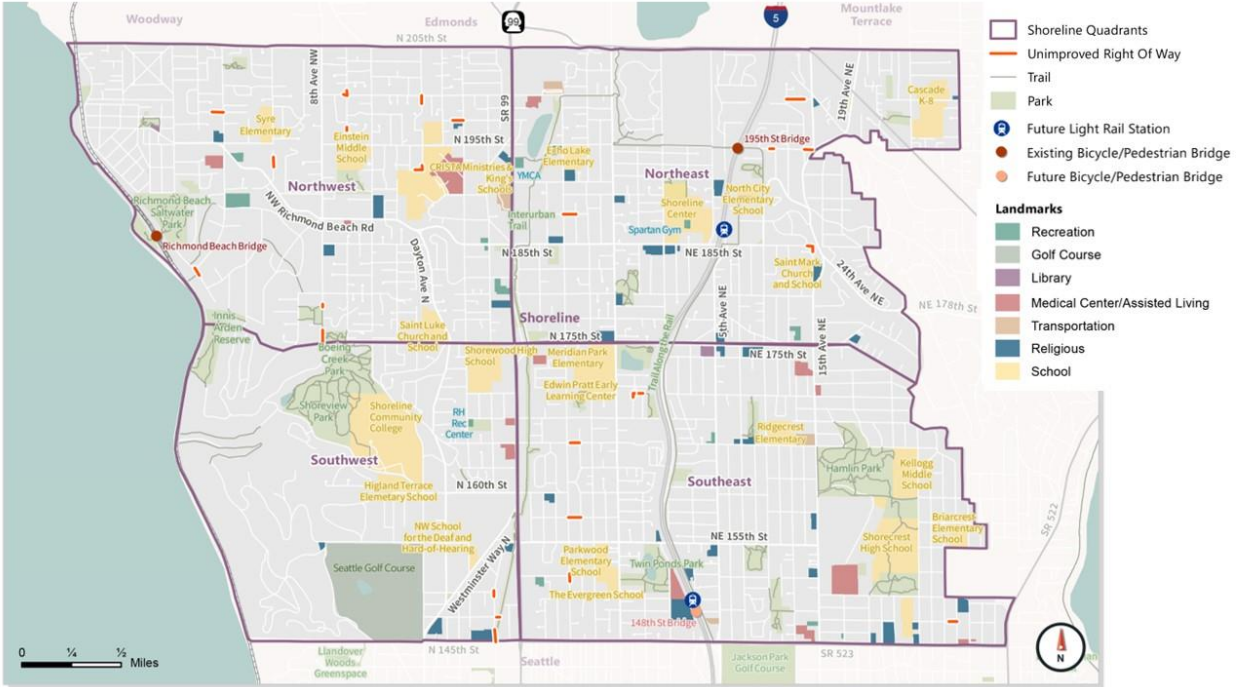


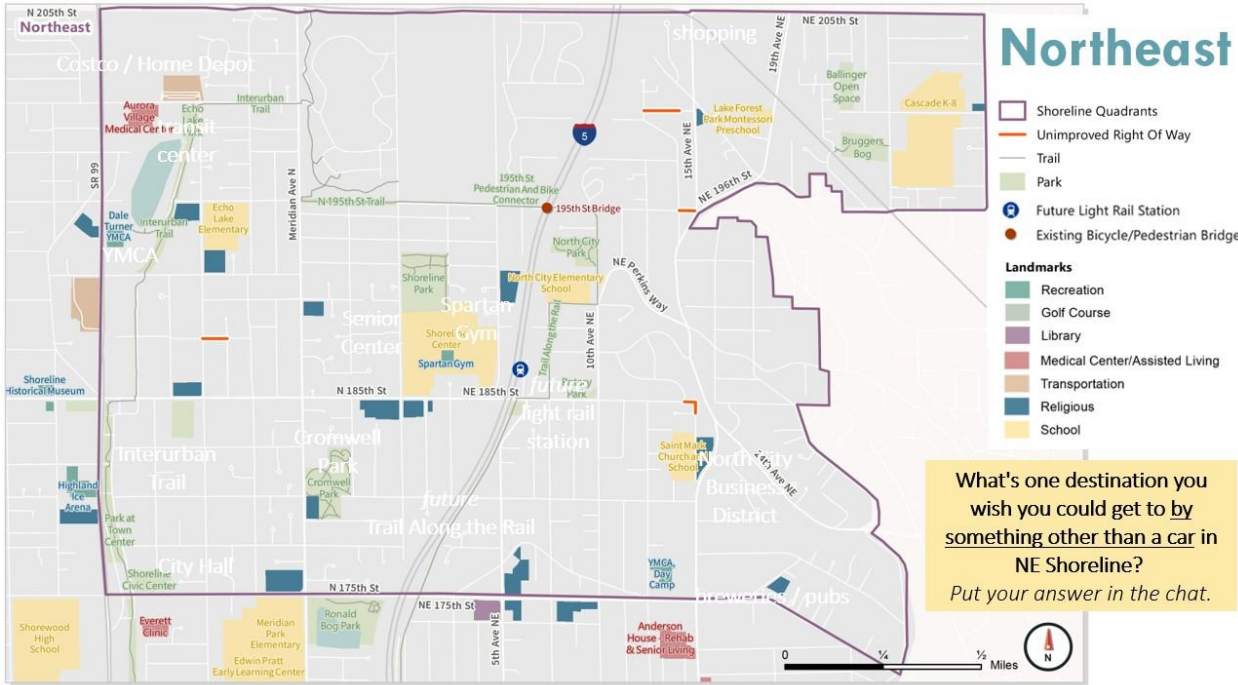
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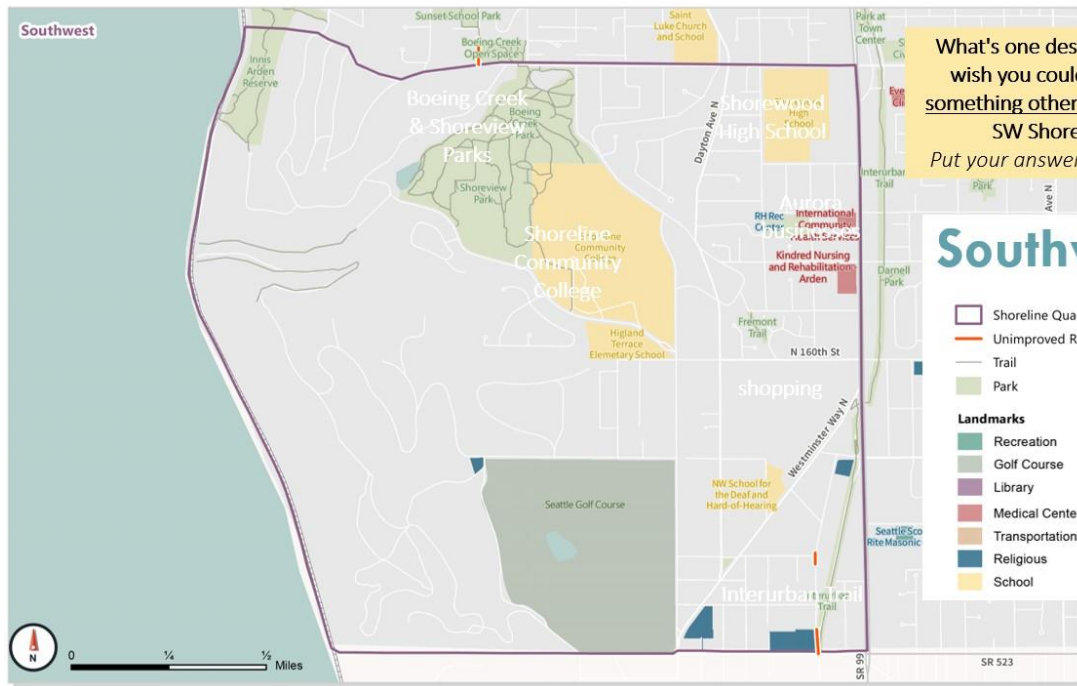
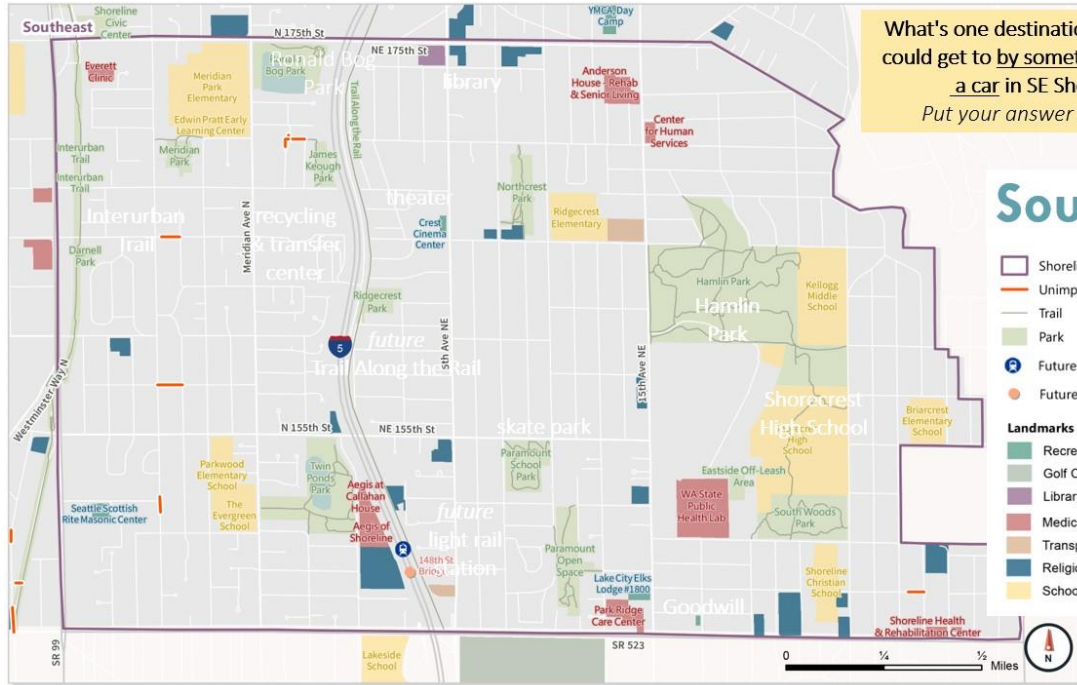


Where do you want
to go?









Q&A



Contact

Nora Daley-Peng
City of Shoreline Project
Manager
ndaleypeng@shorelinewa.gov
(206) 801-2483

Please fill out the survey at
shorelinewa.gov/tmp

- Your participation today will help shape the future of Shoreline!