



# CITY OF SHORELINE TRANSPORTATION MASTER PLAN – PHASE 1

## Outreach Series 1 Summary

### OVERVIEW

The City is currently updating its Transportation Master Plan (TMP). The TMP supports all forms of travel – by foot, bicycle, skateboard, scooter, stroller, wheelchair, transit, motorcycle, automobile, etc. The TMP will guide local and regional transportation investments and define the City’s future transportation policies, programs, and projects for the next 20 years.

The last update to the TMP was in 2011. The City must update the TMP by 2023 to align with the City Comprehensive Plan and 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.

This document outlines the methods implemented during Outreach Series 1 and a summary of feedback received.

*It is the City’s policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities.*

### OUTREACH SERIES 1: February 2021

Outreach Series 1 introduced community members and stakeholders to the TMP process, offering opportunities to learn about the TMP and share early input on their priorities.

By providing multiple ways to engage, efforts reached a range of community members—particularly some groups less likely to participate in City projects. The City offered day and evening options for the Open Houses and posted the meeting recording to the project webpage for those unable to attend. The City secured invitations to and presented at several neighborhood meetings. These smaller group conversations created opportunities for community members to engage in targeted, specific conversations about their interest in the TMP at a time and place that was convenient and comfortable for them. An online survey invited people to share their thoughts without participating in a real-time meeting, resulting in 500 community members sharing their priorities for the TMP.



## **IN-PERSON AND ONLINE ENGAGEMENT**

Outreach Series 1 provided the community with diverse opportunities to share their feedback and priorities for the TMP, as well as speak directly with City staff and the project team. Posters/flyers, yard signs, and fact sheets advertising the open house and survey were created in English, Spanish, and Mandarin. The online survey was also available in these three languages.

### **ONLINE SURVEY**

**Available February 1–28, 2021**

- 500 responses in English; no responses in Spanish or Mandarin
- Provided an extended opportunity for community members to share their feedback on travel habits and transportation priorities
- Respondents were representative of all Shoreline neighborhoods, as well as several surrounding communities.

### **ONLINE OPEN HOUSES**

**February 17, 2021 and February 23, 2021**

- 16 participants; while participation was low, input was high-quality
- Recorded for convenient viewing on project web page by those unable to attend

### **TARGETED SMALL GROUP MEETINGS**

**Throughout February 2021**

- Total of 114 participants
- Meetings with:
  - Council of Neighborhoods Board
  - Neighborhood Associations: Hillwood, Echo Lake, Ridgecrest, and Parkwood
  - Chamber of Commerce
  - North King County Mobility Coalition
  - Shoreline Parks, Recreation and Cultural Services / Tree Board

Combined open house and small group meeting attendance resulted in 130 participants. The lower turnout at the open houses could likely in part be attributed to the fact that those who attended the neighborhood meetings knew they were receiving the same presentation that would be made at the open houses.

**SHORELINE**  
CITY OF SHORELINE  
SHORELINE CITY HALL

## ¿Cómo podemos mejorar la red de transporte de Shoreline?

**Cuéntenos sobre sus necesidades y prioridades de viajes.**

- **Participe en una jornada a puertas abiertas en línea.** Estas dos reuniones idénticas incluirán una breve presentación y una sesión de preguntas y respuestas:
  - MIÉRCOLES 17 DE FEBRERO DE 2021**  
DE 7:00 P. M. A 8:00 P. M.
  - MARTES 23 DE FEBRERO DE 2021**  
DEL MEDIODÍA A LA 1:00 P. M.
- **Complete la encuesta.** Ingrese a [shorelinewa.gov/tmp](http://shorelinewa.gov/tmp) para acceder a las jornadas a puertas abiertas y la encuesta. Se encuentran disponibles copias impresas de la encuesta a pedido. Habrá múltiples oportunidades de brindar comentarios sobre sus necesidades e ideas relacionadas con el transporte durante los próximos dos años.

**¿Qué es el Plan Maestro de Transporte (Transportation Master Plan, TMP)?**

El TMP apoya todas las formas de viaje: a pie, en bicicleta, patineta, monopatin, cochecito, silla de ruedas, transporte público, motocicleta, automóvil, etc. Guiará las inversiones locales y regionales relacionadas con el transporte y definirá las políticas, los programas y los proyectos futuros de transporte de la ciudad durante los próximos 20 años.

**¿Por qué debe participar? La actualización del TMP realizará lo siguiente:**

- Tomar decisiones ahora que afectarán a nuestra comunidad durante los años venideros.
- Establecer metas, políticas y proyectos de transporte para los próximos 20 años.
- Desarrollar redes de transporte para todos los usuarios (gente que camina, anda en bicicleta, utiliza el transporte público, conduce, etc.).

**Timeline:**

- Invierno 2020:** Serie de difusión n.º 1 y establecimiento de metas
- Primavera/Verano 2021:** Serie de difusión n.º 2 y desarrollo de las futuras redes de transporte
- Ototoño 2021:** Modelo y predicciones del transporte
- Invierno 2022:** Serie de difusión n.º 3 e identificación de proyectos, políticas y programas
- Primavera/Verano 2022:** Redacción del borrador del TMP
- Final de 2022:** Finalización y adopción del TMP

**Obtenga más información en [shorelinewa.gov/tmp](http://shorelinewa.gov/tmp)**

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*Spanish Translation of Online Open House flyer*



## **NOTIFICATION STRATEGIES**

Notifications were shared broadly with the community to provide notice of TMP engagement opportunities:

### **Shoreline Currents**

- Released February 2021
- Distributed via mail to each household in Shoreline

### **Flyer/Poster**

- Distributed via social media and posted at locations throughout the City
- Fully translated to English, Mandarin, and Spanish; included translation in additional languages for how to communicate with the City about the TMP

### **Fact Sheet**

- Hard copies provided at City Hall and posted on web page
- Fully translated to English, Mandarin, and Spanish; included translation in additional languages for how to communicate with the City about the TMP

### **Yard Signs**

- Posted 100 signs at locations throughout the City
- Fully translated to English, Mandarin, and Spanish

### **Shoreline Alerts** at <https://www.shorelinewa.gov/our-city/stay-informed/alert-shoreline>

- Emailed alert to all who signed up for TMP alerts on February 8, 2021 with a wider notification to all registrants for Alerts on February 18, 2021.

### **Social media posts**

- Posted January 27, February 5, and February 19, 2021
- Event announcements and reminders via City's social media accounts

### **Web page** at <https://www.shorelinewa.gov/tmp>

- Launched prior to Outreach Series 1
- Provides project overview and updates
- Hosts TMP development documents and Outreach Series 1 materials

### **City Calendar** at <https://www.shorelinewa.gov/our-city/events-meetings/calendar>

- Posted public open house information to City's online calendar



*Yard Signs installed along the side of the road.*



## **WHAT WE HEARD: KEY THEMES**

These were key discussion topics heard during the Outreach Series 1 meetings, organized by theme.

**Safety** – Participants expressed concerns about the safety of people walking in Shoreline due to drivers speeding, lack of street lighting, lack of crosswalks, lack of sidewalks, and sight lines obscured by overgrown vegetation and cars parked too close to intersections.

**Transit** – Participants wanted to know how they will get to and from the future light rail stations in Shoreline. Participants asked about future bus rapid transit (BRT) to the light rail stations via Community Transit’s Blue Line Expansion and Sound Transit SR 522/145th BRT. There were also many questions about how King County Metro’s bus routes through Shoreline would change when the Northgate light rail station opens, as well as interest in Metro’s upcoming Lynnwood Link Light Rail restructuring process and Metro Connects long-range plan for bus service through Shoreline.

**Micromobility** – Some participants shared their interest in car-free options to make short trips (sometimes referred as first/last mile trips) to parks, commercial centers, light rail stations, etc. Micromobility options such as community van/shuttle, bikeshare, and ride hailing were discussed as potential ways to complete trips without personal vehicles.

**Sidewalks** – Participants asked about the implementation of new sidewalks from the voter-approved sales and use tax. They wanted to know when sidewalk gaps in their neighborhood would be filled. More information about sidewalk improvement projects is located on the City of Shoreline website at <https://www.shorelinewa.gov/sidewalks>.

**Neighborhood Paths** – Many participants said they enjoy using formal and informal paths in their neighborhoods. They expressed an interest in formalizing, beautifying, and extending a network of neighborhood paths to key destinations such as schools, parks, and commercial centers.

**Bicycle Facilities** – Many participants were interested in knowing what type of bicycle facilities are proposed for City corridor projects on 145th St, 175th St, 185th St, and 5th Ave NE as well as the 145th St Off-Corridor Bike Network and the Trail Along the Rail. More information about proposed bicycle facilities for these projects is located on the City of Shoreline website at <https://www.shorelinewa.gov/government/projects-initiatives>.

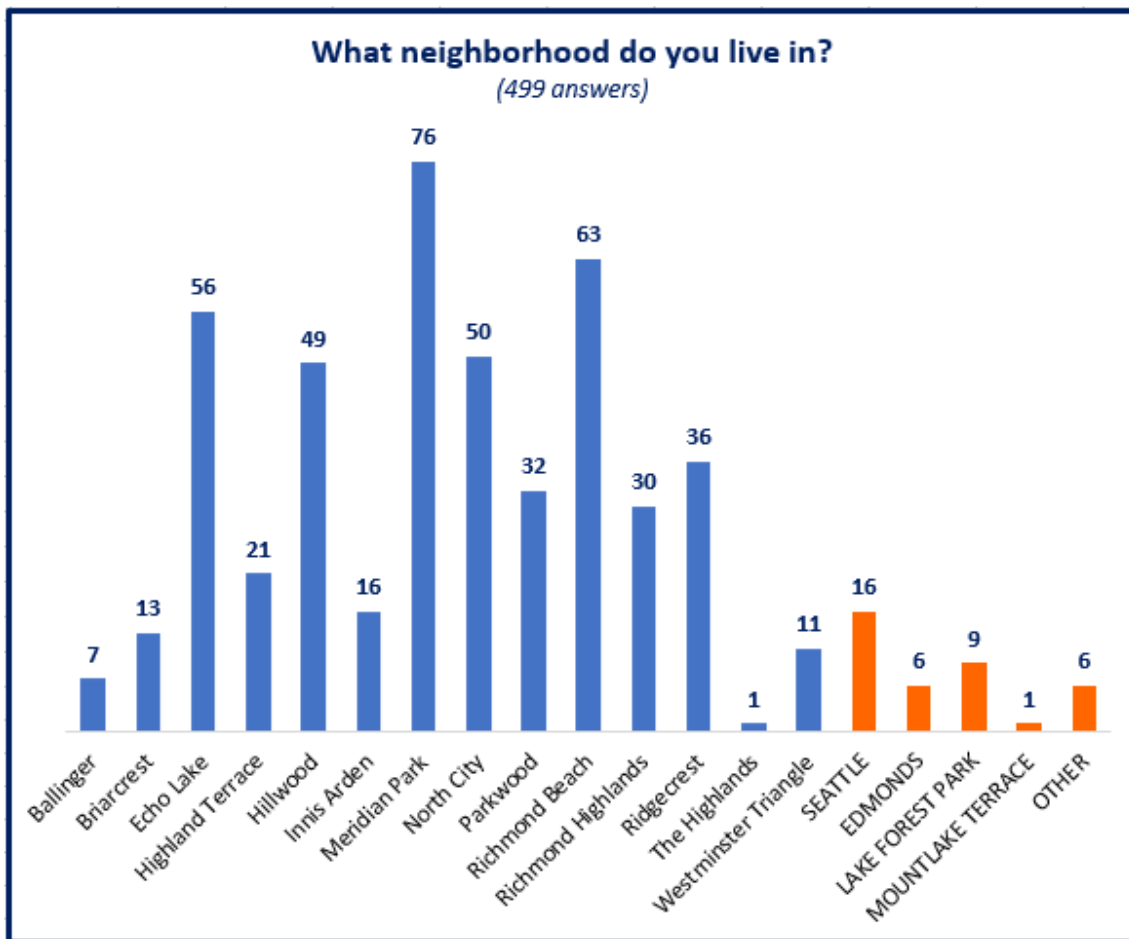
**On-Street Parking** – Some participants expressed concern about the anticipated loss of on-street parking when the City builds sidewalks and bicycle facilities. Other participants voiced a need for on-street parking to support neighborhood businesses.

**City Projects** – The presentation at Outreach Series 1 meetings included an overview of the City’s major corridor projects and the pedestrian/bike-related plans as a foundation for the TMP update to build from. Participants asked many questions about the 145th St Corridor, 145th St/I-5 Interchange’s roundabouts, the 145th St Off-Corridor Bike Network, 148th St Non-Motorized Bridge, Trail Along the Rail, and Sidewalk Prioritization Plan. More information about capital improvement projects is located on the City of Shoreline website at <https://www.shorelinewa.gov/government/projects-initiatives>.



**RESULTS OF ONLINE SURVEY**

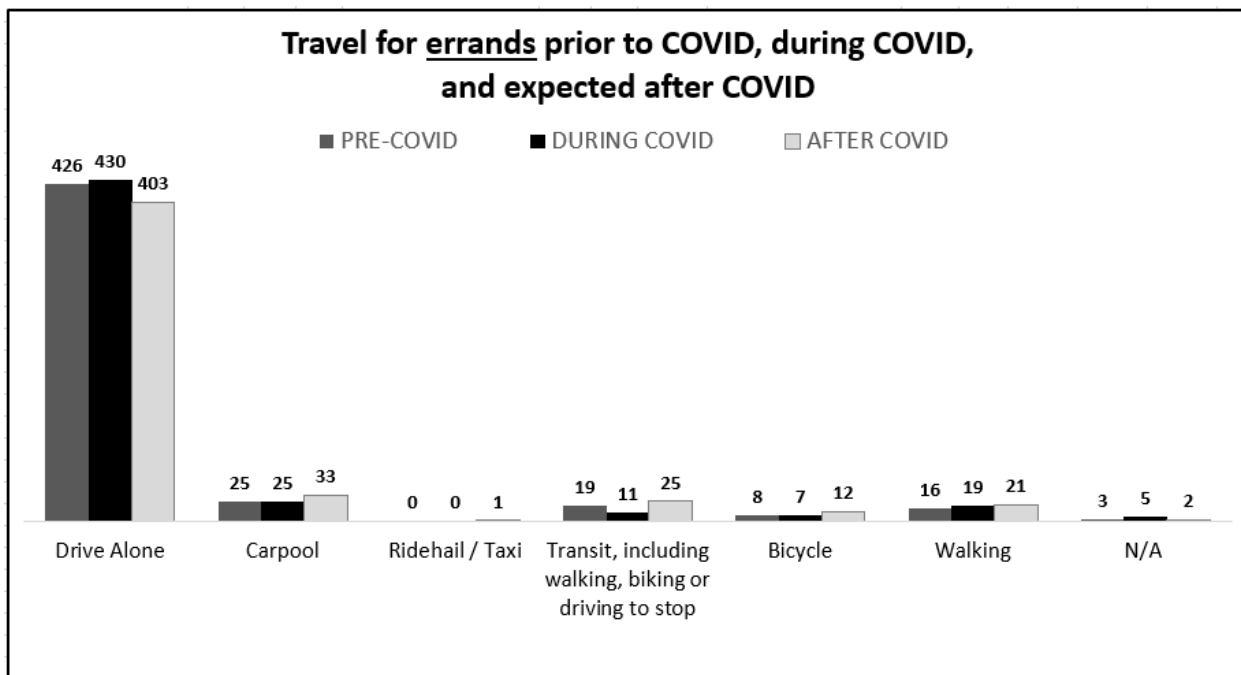
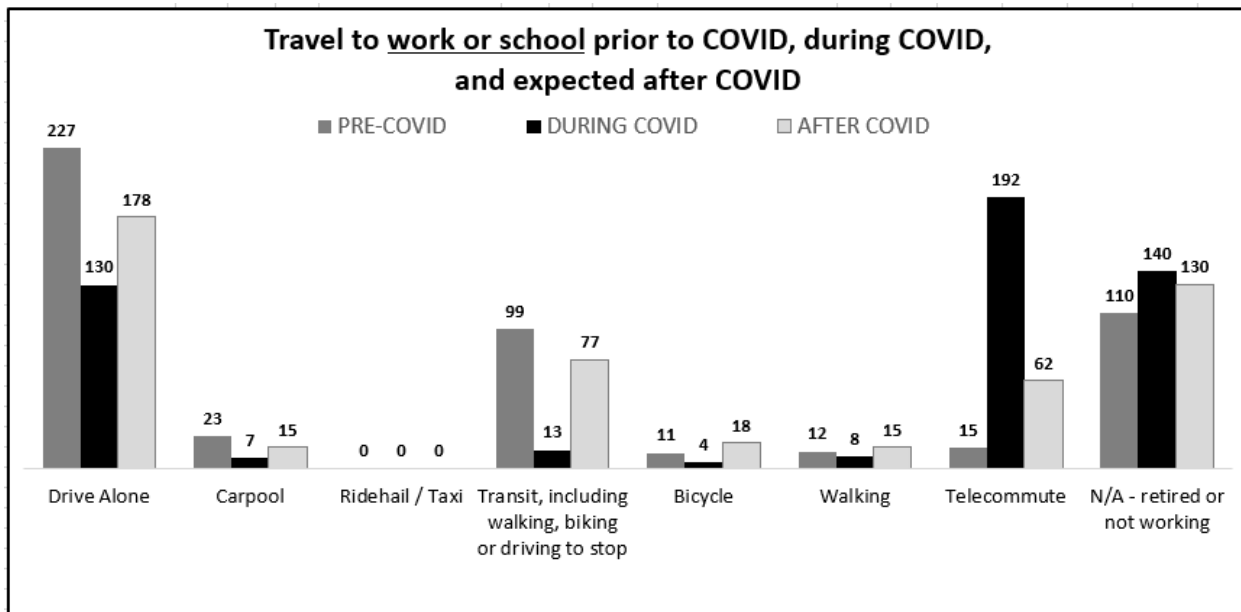
Approximately 500 people participated in the online survey which ran during the month of February (not all respondents answered every question). Respondents were representative of all Shoreline neighborhoods, as well as several surrounding communities.



“Other” included SeaTac, Redmond, Snohomish, Kenmore, someone who just purchased a house in Richmond Highlands, but has not moved in yet.

Travel Habits to Work/School and Running Errands

The project team wanted to collect information on individual travel habits through this survey realizing that today’s habits may not be representative of what has or will be the norm given the ongoing COVID-19 pandemic. In a series of initial survey questions, participants were asked to provide information on their habits traveling to work or school and their travel habits for running errands. For each of these, the question was asked of what their travel was prior to COVID, currently during the pandemic, and what they expect to do after COVID.



The two tables show a marked difference between travel habits for work/school commute and those for running errands. The majority of participants use personal vehicles to conduct errands, and this outcome is consistent regardless of COVID with only minor exceptions.

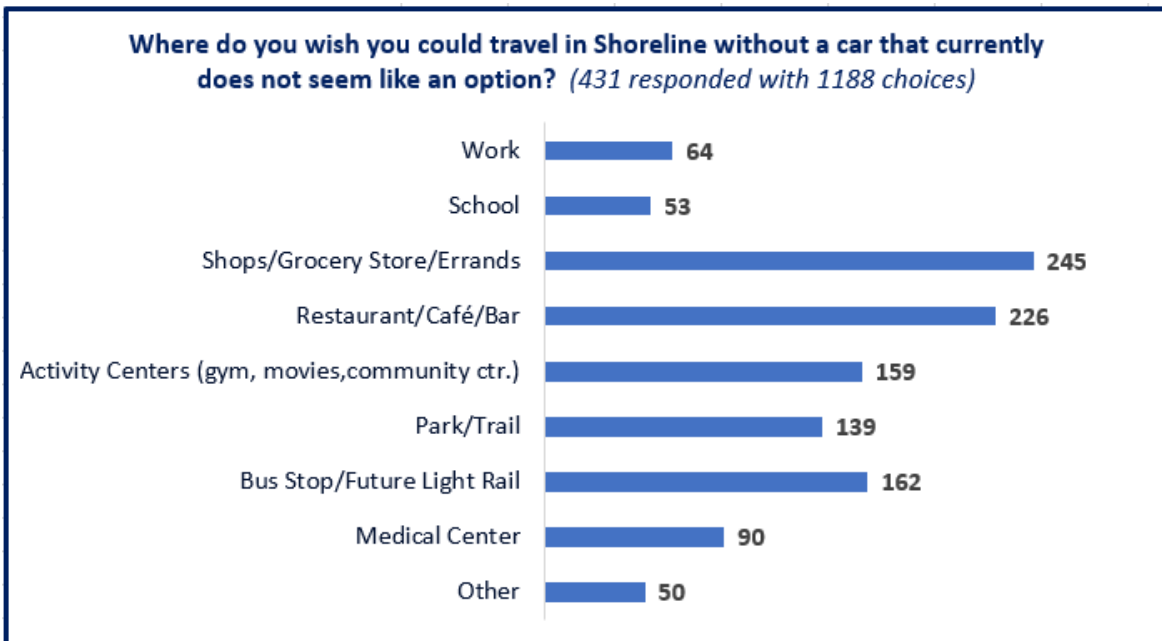


For work/school commute, there is an understandable dip in numbers for most travel options currently during the pandemic with an abrupt increase in telecommuting and a bit of an increase in the non-applicable column which includes not working or retired. Of interest is the drop in drive alone numbers that are anticipated after COVID. The bulk of this decrease appears to be the result of more people continuing to telecommute after the pandemic, although the telecommuting numbers during the pandemic are considerably higher than after, which is also reflective of more people returning to their drive alone habit after the pandemic.

For the work/school commute, there is a small increase of usage after the pandemic in the individual travel modes of bicycling and walking. Interesting is that the communal travel modes of carpooling and transit drop after the pandemic. Further questions would need to be asked to try to determine if this drop was due to a lingering concern of contagious disease, continued telecommuting, or other reasons.

Multimodal options - Leaving the Car Behind – Destinations & Issues

The TMP evaluates all modes of travel. The project team was interested in identifying the types of destinations participants may be interested in without having to rely on a car. Given that there may be this interest, a follow-up question tried to identify what issues are currently preventing this capability. These questions allowed participants to choose from a pre-populated list as well as to write in "other" destinations/issues. A summary of the "other" comments for each of these questions appears under each of the charts that follow.



The following is a summary of "other" destinations that were listed:

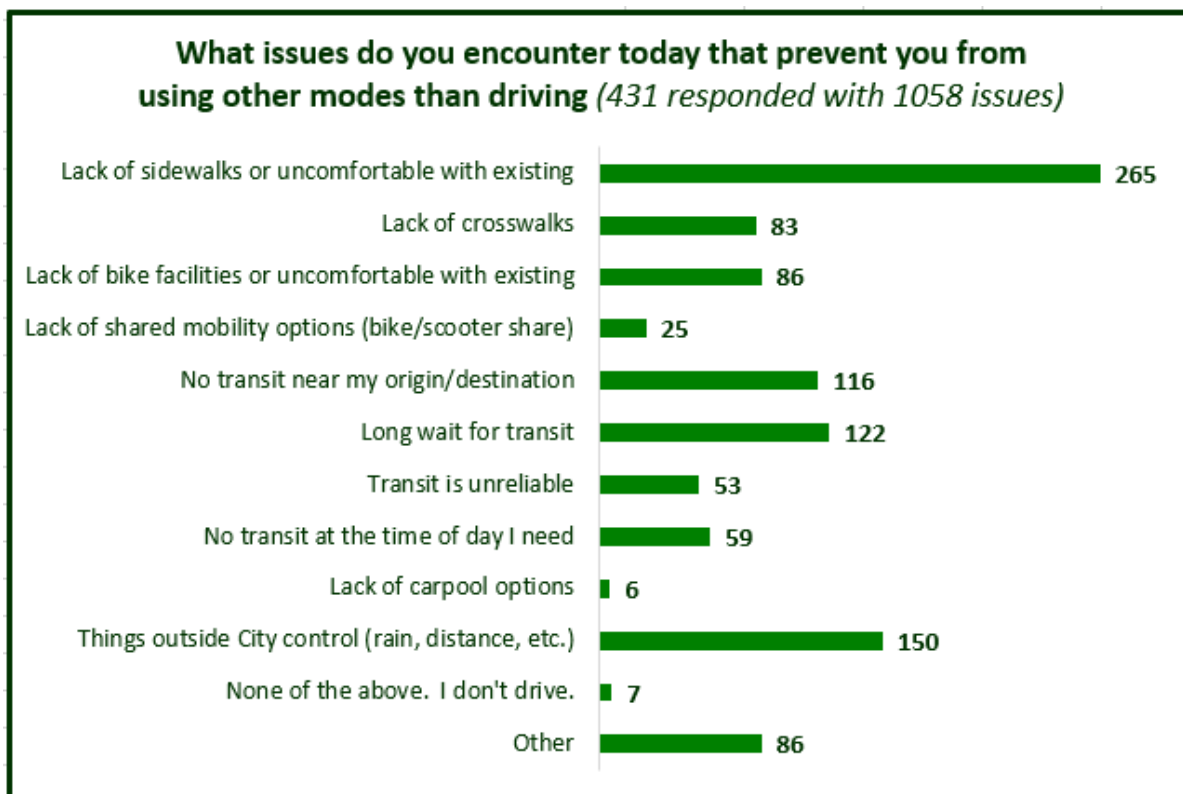
- Beach, parks, Saltwater Park, pool
- Visit out of town family and medical facilities



- Future light rail, transit station, Edmonds Amtrak Station, better off peak/and fewer transfer transit connections
- Throughout neighborhood, church, theater, library, Shoreline Community College classes and events, City Hall, post office, and Bartells/Walgreens

Many “other” responses indicated that the survey participant felt these destinations were not applicable, were satisfied with transit options, or had no wish to travel without a car (prefer car), etc. Other comments indicated they currently walk a lot or find most destinations accessible via walking/transit/etc. Also, a comment to access public right-of-way that has been closed off by private ownership.

Looking at the results, top choices for places people would wish to travel to in Shoreline without a car are shops/grocery store/errands, restaurant/café/bar, and bus stop/future light rail, followed closely by activity centers and parks/trails. This gives only part of the story, so the next question was asked to better understand the issues preventing these trips without use of a car.



The lack of sidewalks is the number one issue identified by participants with various transit issues and issues outside of the control of the City also ranking higher. The following is a summary of “other” comments that further explain some of these:

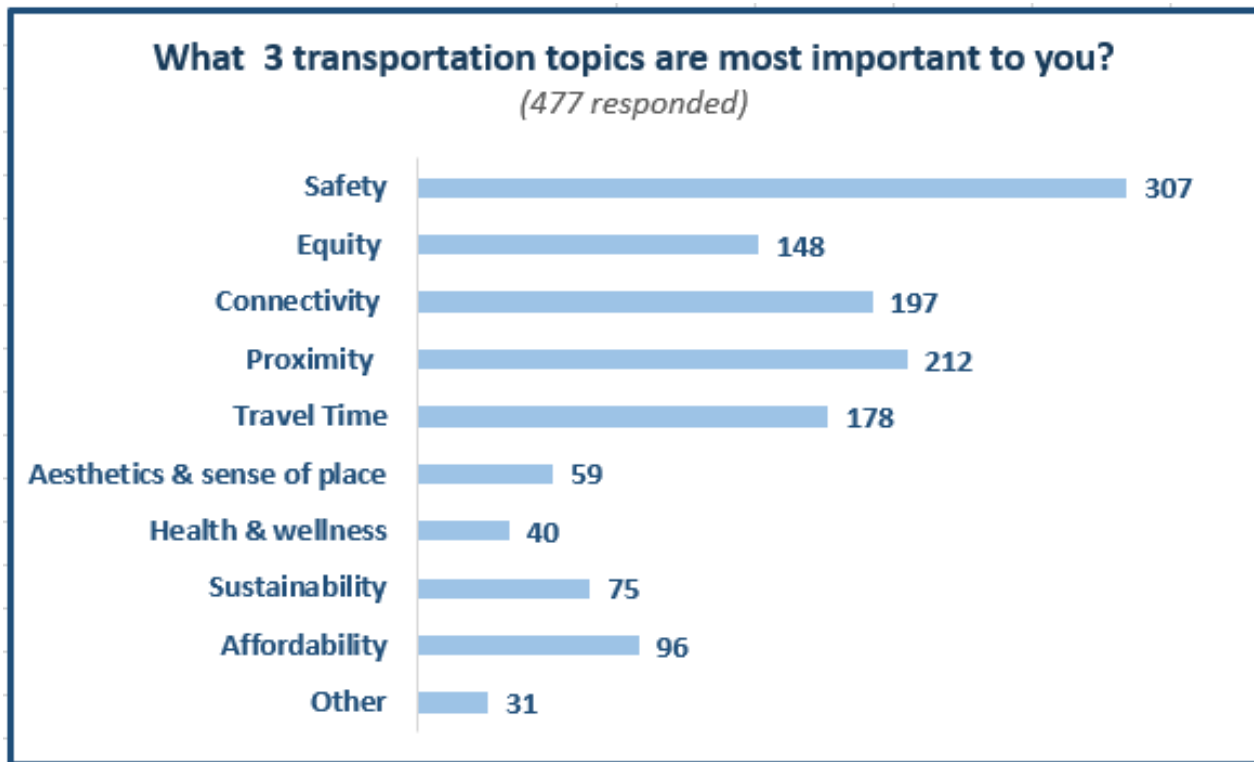




- **Transit issues:** Safety using transit, too many homeless/drug users – Metro does not enforce fares, security concerns at bus stops; amount of time it takes with transit; not convenient or advantageous; lack of service in evening/at night; non-direct routes – too complicated with transfers, too much time to connect – driving is faster/easier; not riding due to COVID; unsanitary conditions; no issue, just won't use public transit; lack of parking at Park & Rides; reverse commute; if there is an emergency, don't want to rely on transit; takes too long; long walk to nearest bus stop; transit usually doesn't provide straight-shot travel option to where I'm headed - requires many transfers and longer travel time than just hopping in car.
- **Lack of amenities close-by:** Lack of walkable, activated streets and dense community; no shops, grocery stores, restaurants, entertainment, activity centers near enough to walk; lack of medical facilities; no place to go – Shoreline has not attracted desirable shops and destinations; poor distribution of businesses; lack of businesses on ground floor of multi-floor complexes; Shoreline needs a nice downtown of shops not next to Aurora.
- **Pedestrians and Bicyclists:** Uncomfortable environment due to excessive speed; unsafe driver behavior; no or narrow sidewalk; safety concerns – do not like walking alone; hills in the area; bike lanes on busy streets feels dangerous; existing physical obstacles in facilities; distance to destinations; if bike lanes ran north/south and east/west would be more apt to bicycle; lack of bike parking at destination or comingling of bikes and cars in parking lots; not easy to walk long distances with small children; feel unsafe with homeless and drug-addicted people on trails and in some neighborhoods.
- **General:** Size of products hinders any mode other than car (i.e. Costco); type and place of work; pick-ups are generally drive-throughs; dangerous to get out of neighborhood any way but driving; access for the disabled; fading ambulatory mobility.
- **A very honest answer:** Laziness, need to explore options

### Priorities

The project team will be developing policies and lists of prioritized projects as part of the TMP update. Priorities and a set of criteria to measure these will need to be a part of the process. To help inform this, survey participants were asked to choose three topics that were important to them. Choices were from a pre-populated list of options as well as an opportunity to include "other" topics.

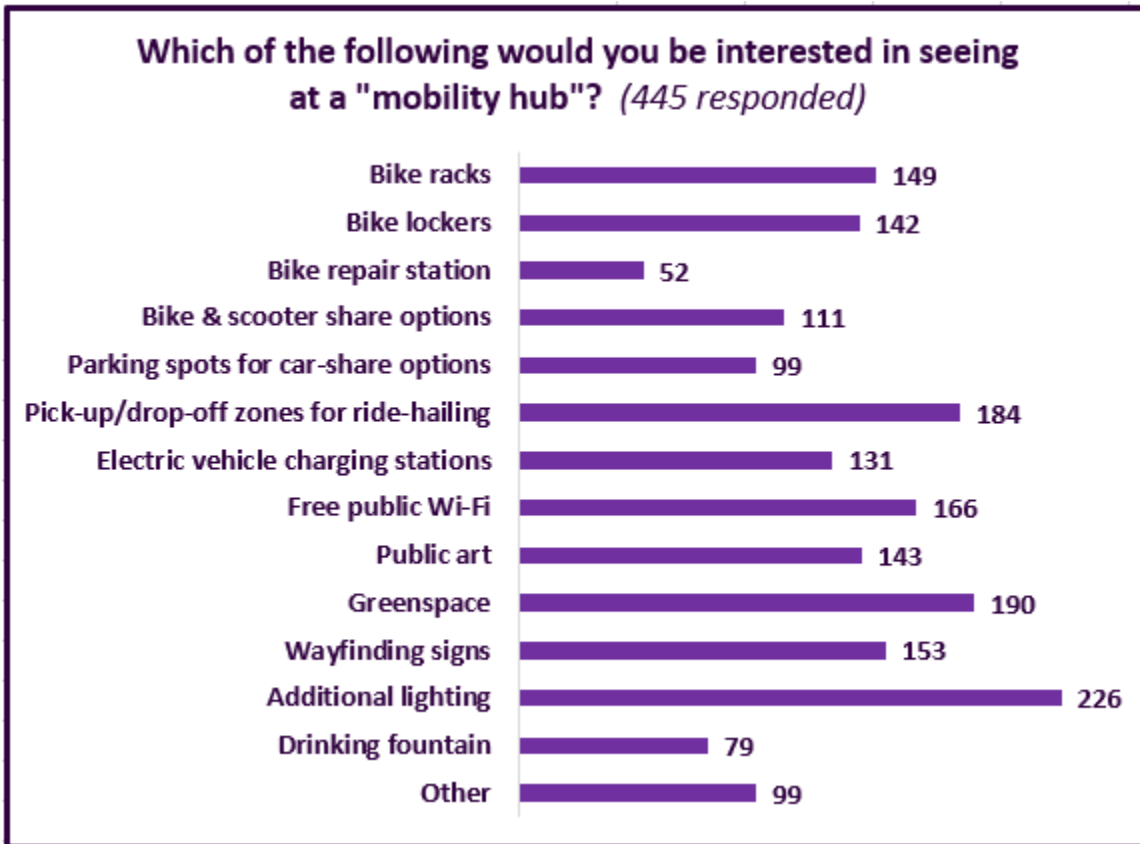


Safety was clearly the top priority choice. Proximity, Connectivity, and Travel Time were the next highest options followed by Equity.

Other topics not listed above included practicality, convenience, maintenance of facilities, separated facilities for different modes, access for disabled, environmental impact/carbon emissions, congestion, easier access to transit and major destinations served, sidewalks, cost benefit (including free Park & Ride use). Safety comments ranged from the criminal or homeless element to speeding vehicles/traffic enforcement. Other concerns included installation of bike lanes that are not used, need for sidewalks, tree protections, and charging stations.

#### Mobility Hubs

The project team is fortunate to have a group of UW Evans School students conducting a study on mobility hubs. Mobility hubs will connect various modes of travel for some of those critical first/last mile connections.



The table shows the top three elements were additional lighting, greenspace, and pick-up/drop-off zones for ride-hailing which all receive over 180 selections. Free public Wi-Fi and wayfinding signs received over 150 selections. The amenity with the least selections but still at 52 was a bike repair station.

There were 99 "other" comments summarized as follows:

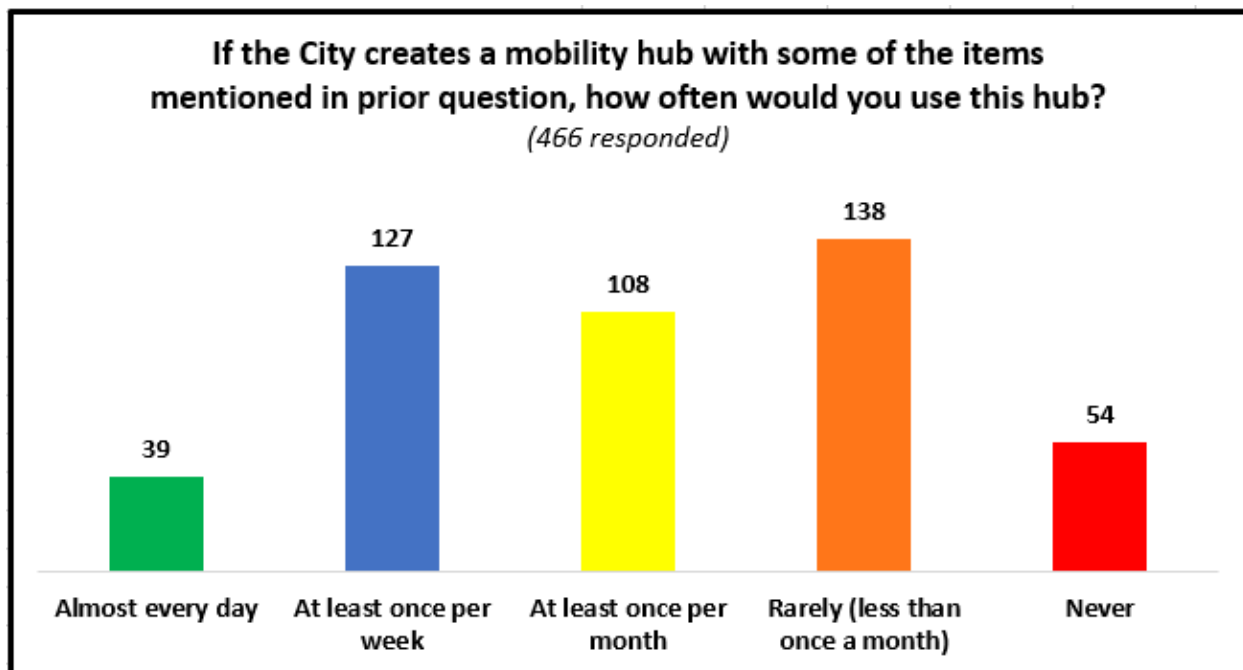
- Restrooms (24 comments on this)
- Safety elements such as emergency phone/police call button; policing to keep hubs free of homeless, drugs, and crime; supervision/monitoring cameras; guards and/or volunteers; visibility to street.
- Pedestrians: Good walking paths separate from other modes; lots of sitting areas, covered areas.
- Bicycles: Secure outlet inside lockers to charge e-bikes.
- Parking comments: General use vehicle parking; park and ride vehicle spaces; building codes should require enough parking for all units within the developed property; parking for personal pick-up/drop-off; handicap parking.



- Access comments: Frequent bus service at hubs; access for disabled; no stairs; essential shopping and restaurants nearby; signs/guides in multiple languages; transit information; connected system of trails/connected unimproved right-of-way
- General: Shelter from wind and rain; seating areas; outlets for charging phones; regular maintenance to keep clean; trash cans; water bottle filling station; food and drink for sale - news/coffee stand; local vendors; space for food trucks
- Hubs will not work, are not a good use of money, would not use/is not applicable, is just a fad, Shoreline is not Seattle – do not want hubs in Shoreline, use funds elsewhere (22 comments not in support or would not use)

Some comments pointed out it may depend where the hub is located as to what facilities should be there. Others pointed out that the success of the hubs would depend on connectivity which is lacking; suggest working on the connectivity before investing in the hubs.

A final survey question asked participants if they would use mobility hubs if created in the City. The results are across the board with approximately similar numbers of those that would use the facility daily/weekly (166 participants) to those that would rarely or never use these (192 count). Over 100 participants indicated they would use these about once a month.





## **NEXT STEPS**

The project team will use Outreach Series 1 feedback to inform the development of Shoreline's future transportation system. The next round of public participation is scheduled for Summer 2021.

The effort to update the TMP will be a multi-year process with the goal of adopting a final TMP by the end of 2022.



## APPENDICES

This table captures key topics discussed by meeting during Outreach Series 1.

Date	Meeting	Key Topics
Feb 1	Hillwood Neighborhood Assoc Board	Neighborhood paths Future of neighborhood grants
Feb 3	Council of Neighborhoods	Future transit service Future bike network Roundabouts Traffic calming
Feb 9	Ridgecrest Neighborhood Assoc Board	Future local and regional transit service Trail Along the Rail Roundabouts Sidewalk gaps
Feb 10	Chamber of Commerce	Sidewalk gaps Funding Roundabouts Access and parking for businesses Mobility hubs - options for car-free or car-light living, aging in place
Feb 16	Echo Lake Neighborhood Assoc	Mobility hubs - options for car-free or car-light living, aging in place, local trips 185 <sup>th</sup> St Multimodal Corridor – how it will be phased in. Neighborhood paths Bicycle facilities and parking Improving pedestrian/bike access to businesses (e.g. AVTC, Gateway Plaza) Future transit service Parking in station sub areas
Feb 17	Online Open House - Series 1	Sidewalk Implementation Bicycle facilities and on-street parking Trail Along the Rail
Feb 22	Parkwood Neighborhood Assoc	Pedestrian safety - Sidewalks, crosswalks, visibility, speeding, lighting Trail Along the Rail Roundabouts 145 <sup>th</sup> St Corridor improvements



Date	Meeting	Key Topics
Feb 23	Online Open House - Series 1	145 <sup>th</sup> St Off Corridor Bike Network Lighting Future transit service 185 <sup>th</sup> St Multimodal Corridor Strategy Sidewalk Implementation Fircrest Redevelopment
Feb 25	North King County Mobility Coalition	Mobility options for disabled and special needs populations Access to transit, gaps in pedestrian/bike connects to transit Future transit service Mobility Hubs 185 <sup>th</sup> , 175 <sup>th</sup> , and 145 <sup>th</sup> corridor projects
Feb 25	PRCS/Tree Board	Pedestrian/bike access to and through parks Developing active edges along parks Future bike and scooter parking at parks