



AGENDA

PLANNING COMMISSION

VIRTUAL/ELECTRONIC REGULAR MEETING

Thursday, April 15, 2021
7:00 p.m.

Held Remotely on Zoom
<https://us02web.zoom.us/j/83984190047?pwd=OExkRUNKdmx4R3pwRUhiZjVVeThtZz09>

Passcode: 999999

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Written comments will be presented to Council and posted to the website if received by 4:00 p.m. the night of the meeting; otherwise they will be sent and posted the next day.

	<u>Estimated Time</u>
1. CALL TO ORDER	7:00
2. ROLL CALL	7:01
3. APPROVAL OF AGENDA	7:02
4. APPROVAL OF MINUTES FROM:	7:03
a. April 1, 2021 - Draft Minutes	

Public Comment and Testimony at Planning Commission

During General Public Comment, the Planning Commission will take public comment on any subject which is not specifically scheduled later on the agenda. During Public Hearings and Study Sessions, public testimony/comment occurs after initial questions by the Commission which follows the presentation of each staff report. Please be advised that each speaker's testimony is being recorded. Speakers are asked to sign-up by 6:30 p.m. the night of the meeting. Individuals wishing to speak to agenda items will be called to speak first, generally in the order in which they have signed. In all cases, speakers are asked to state their first and last

name, and city of residence. The Chair has discretion to limit or extend time limitations and the number of people permitted to speak. Generally, individuals may speak for three minutes or less, depending on the number of people wishing to speak. When representing the official position of an agency or City-recognized organization, a speaker will be given 5 minutes. Questions for staff will be directed to staff through the Commission.

- | | |
|---|------|
| 5. GENERAL PUBLIC COMMENT | 7:05 |
| 6. STUDY ITEMS | |
| a. <u>Transportation Master Plan Update</u> | 7:10 |
| 7. UNFINISHED BUSINESS | 7:55 |
| 8. NEW BUSINESS | 7:56 |
| 9. REPORTS OF COMMITTEES & COMMISSIONERS/ANNOUNCEMENTS | 7:57 |
| 10. AGENDA FOR Next meeting – May 6, 2021 | 7:58 |
| 11. ADJOURNMENT | 8:00 |

The Planning Commission meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at 801-2230 in advance for more information. For TTY telephone service call 546-0457.

DRAFT
CITY OF SHORELINE

SHORELINE PLANNING COMMISSION
MINUTES OF PUBLIC HEARING MEETING
(Via Zoom)

April 1, 2021
7:00 P.M.

Commissioners Present

Chair Mork
Vice Chair Malek
Commissioner Callahan
Commissioner Rwamashongye
Commissioner Sager

Staff Present

Rachael Markle, Planning Director
Steve Szafran, Senior Planner
Julie Ainsworth-Taylor, Assistant City Attorney
Carla Hoekzema, Planning Commission Clerk

Commissioners Absent

Commissioner Galuska
Commissioner Lin

CALL TO ORDER

Chair Mork called the Public Hearing of the Shoreline Planning Commission to order at 7:00 p.m.

ROLL CALL

Upon roll call by Ms. Hoekzema the following Commissioners were present: Chair Mork, Vice Chair Malek, and Commissioners Callahan, Rwamashongye and Sager. Commissioners Galuska and Lin were absent with notice.

APPROVAL OF AGENDA

The agenda was accepted as presented.

APPROVAL OF MINUTES

The minutes of March 18, 2021 were accepted as presented.

GENERAL PUBLIC COMMENT

There were no general public comments.

PUBLIC HEARING: 2021 DEVELOPMENT CODE AMENDMENTS – BATCH #1

Chair Mork reviewed the rules and procedures and then opened the public hearing.

Mr. Szafran reviewed that Development Code amendments are collected throughout the year, and anyone can submit one for consideration. Most of the amendments included in Batch #1 come from staff and are a mixture of housekeeping and/or time-sensitive amendments that have the potential to affect upcoming projects. He reviewed the 14 proposed amendments as follows:

- **Amendment 1 – SMC 20.20.010(A).** This amendment would change the definition of “Adult Family Home” to be consistent with Washington State Law. Since the last meeting, some changes were made to the language to clarify that Adult Family Homes can provide services for up to six adults, or up to eight adults with State approval. The following sentence was added, “*An adult family home may provide services up to eight adults upon approval of the State under RCW 70.128.006, as amended.*”
- **Amendment 2 – SMC 20.20.012(B).** This is a housekeeping amendment to update the definition of “Best Available Science” to be consistent with Washington Administrative Code (WAC) 365-195, which is the section of the Growth Management Act (GMA) that lists the background, purpose and criteria for establishing Best Available Science.
- **Amendment 3 – SMC 20.30.100.** This amendment would allow public agencies, like the City or Sound Transit, to apply for land use permits without the requirement of the property owner’s signature for property they do not currently own but are in the process of acquiring for public projects within the City.
- **Amendment 4 – SMC 20.30.297.** This amendment would clarify that single-family attached development is eligible for design departures via administrative design review. It also clarifies that landscaping regulations are also eligible for design departures. The amendment will make it possible for applicants to submit alternative landscape designs that meet the purpose and intent of the City’s landscaping code. Many new developments, especially those in the station areas, are having a difficult time meeting the landscaping requirements because of site constraints and a multitude of other regulations that apply to the site. The amendment would not waive the landscaping requirement, but it would allow an alternative design if it meets the purpose and intent of the Development Code.
- **Amendment 5 – SMC 20.40.140.** This amendment would add “parking areas” as a use in the Land Use Table. It clarifies that parking areas are considered accessory uses to the primary uses allowed in the zone. As proposed, The City would not allow standalone parking areas when not associated with an approved use such as a residential dwelling unit, commercial business, transit park-and-ride, etc.
- **Amendment 6 – SMC 20.40.467.** This section is new and is related to Amendment 5. The City has received inquiries about standalone pay parking areas on land around the stations, and this

amendment would further clarify that parking areas are only allowed as accessory to the primary uses allowed in the zone.

- **Amendment 7 – SMC 20.50.020(1).** This is a privately-initiated amendment that is related to Amendment 9. The amendment seeks to clarify how density is calculated when one parcel has multiple zoning categories. Currently, if a parcel has more than one zone, the area of each is calculated separately and rounded by the zoning area. Examples were provided in the Staff Report showing how density would be calculated.
- **Amendment 8 – SMC 20.50.020(2).** This amendment would reduce the front yard setback requirement in the MUR-70' zone to zero, regardless of the street classification. When the light rail station subarea plans were adopted, there was concern that large buildings in the MUR-70' zone with zero setback would create a canyon effect. However, the Development Code has provisions that guard against this such as step backs, pedestrian street front amenities, weather protection, and windows and glazing. Reducing the front yard setback to zero would treat the MUR-70' zone like all of the other commercial zones and help foster new development within the station subareas.
- **Amendment 9 – SMC 20.50.020(B).** This is a privately-initiated amendment related to Amendment 7. It clarifies that the density for a parcel with multiple zoning districts will be rounded after the density of each zone is calculated. Examples of current and proposed density rounding was provided in the Staff Report.
- **Amendment 10 – SMC 20.50.390.** This amendment would allow the Director to determine parking requirements for uses that are not listed in the City's Development Code. The Director's decision would be based on expert analysis by a professional transportation engineer or other qualified professional. Currently, when an application is submitted for development for a use that is not listed in the City's Land Use Table, staff tries to find the closest match and base the parking standards on that. The amendment would allow an applicant to submit a parking demand study for a proposed use that is not listed in the code, and the Director could approve it based on the professional analysis.
- **Amendment 11 – SMC 20.50.400.** This amendment clarifies when staff can approve a 25% parking reduction when a new development is proposed within ¼ mile of either of the two light rail station areas and other high-capacity transit facilities. Staff believes it is necessary to have the flexibility to approve parking reductions before the light rail is fully operational. Buildings constructed a year or two before the opening of the stations should still qualify for the parking reduction so that developers do not have to construct excess parking and incur unnecessary expenses. If approved, the applicant would have to provide a Parking Management Plan that addresses how parking would be managed between the time the building is constructed and when the station opens for regular service.
- **Amendment 12 – SMC 20.50.410.** This amendment would strike the last sentence, "*Parking for residential units shall be assigned a specific stall until a parking management plan is submitted and approved by the director.*" The code has been amended numerous times over the years, and

currently, the parking requirement for studios and one-bedroom residential units is .75 spaces per unit. If a building were all studios and one-bedroom units, it would not be possible to assign one parking space per unit.

- **Amendment 13 – SMC 20.50.457.** This amendment is related to Amendment 4 and makes it possible for an applicant to submit an alternative landscape design that meets the purpose and intent of the City’s landscaping code.
- **Amendment 14 – SMC 20.50.630.** This amendment revises the incentives for buildings developed under the Deep Green incentive Program. Expedited review is a major incentive for developers and can come at a significant cost to the City if projects need to be sent out for consultant review. The City has limited capacity to offer this incentive when there are high levels of development activity. Expedited permit review should be reserved for projects with a higher level of environmental achievement, especially since green building is already required in the MUR zones. The amendment would raise the threshold to allow expedited permit review for Tier 1, 2 and 3 projects under the Deep Green Incentive Program.

Mr. Szafran said staff recommends approval of all 14 of the amendments as presented in the Staff Report, as well as the revision to Amendment 1 (Definition of Adult Family Homes) as noted earlier by staff.

Vice Chair Malek referred to Amendment 3 and said it is important to make sure the current owner of a property is given notice that the public agency is applying for permits or design plans. Mr. Szafran answered that notice would be given to the property owner.

Commissioner Callahan said she was happy to see Amendment 11, which refines the parking requirement for development in the MUR zones. While they don’t want to overbuild parking, they also don’t want to create problems in the neighborhoods. She asked what type of information an applicant would be required to provide in a Parking Management Plan. Mr. Szafran responded that staff is also concerned about the gap between when a building is constructed and when the light rail station comes on line. The Parking Management Plan would include measures to address this gap such as on-street parking, shared parking, a garage attendant to direct traffic, etc. Commissioner Callahan summarized that the Parking Management Plan could include a wide variety of measures. Mr. Szafran said Parking Management Plans would be reviewed by the City’s Transportation Engineer to ensure that the proposed measures would sufficiently mitigate traffic and parking.

Commissioner Callahan said she reviewed the City’s website regarding parking, which provides information about the parking study that was done for the light rail station areas. She asked if there will be an opportunity to update the study at some point in the future so that all of the parking issues can be addressed holistically. Mr. Szafran said he isn’t sure about the schedule for updating the study, but the last time he reviewed was about a year ago, the capacity for on-street parking in the light rail station areas was substantial. Commissioner Callahan noted that the current study is dated October 28, 2019, and one of the recommendations is that the 2022 budget include a dedicated position for parking enforcement, which will be important given all of the changes that are happening in the station areas. Another recommendation is the need for more restricted parking zones around the stations to prevent people who live in the nearby residential units, who aren’t intended to have cars, from using the on-street parking. Mr.

Szafran agreed and said that restricted parking zones can also help address overflow commuter parking when the light rail station opens and the parking garages start to fill up.

Chair Mork referred to Amendment 14, which raises the threshold of eligibility for expedited review. She asked if development in other parts of the City that are not in the light-rail station areas would be eligible for expedited review if they achieve Tier 4. Mr. Szafran answered no and explained that Tier 4 is basically 4-Star Built Green, which is low and easy to obtain. Staff doesn't believe it should warrant expedited permitting, as the incentive is costly for the City to implement.

Chair Mork opened the public comment period, but no one indicated a desire to participate. She closed the public hearing.

Vice Chair Malek asked if the kiss-and-drop, non-motorized bridge, and walk-over to the woonerf are still part of Sound Transit's plan. Assistant City Attorney Ainsworth-Taylor answered that the bridge is partially funded via Sound Transit and plans are well underway. The Public Works staff is doing its best to obtain grant funding, as well.

VICE CHAIR MALEK MOVED THAT THE COMMISSION RECOMMEND THE CITY COUNCIL ADOPT BATCH 1 OF THE 2021 DEVELOPMENT CODE AMENDMENTS, AS PRESENTED IN THE STAFF REPORT AND WITH THE CHANGE TO AMENDMENT 1 AS FOLLOWS:

“Adult Family Home: A residential home in which a person or persons provide personal care, special care, room and board to more than one but no more than six adults who are not related by blood or marriage to the person or persons providing the services and licensed by the State pursuant to Chapter 70.128, as amended. An adult family home may provide services to up to eight adults upon approval from the State under RCW 70.128.066, as amended.”

COMMISSIONER RWAMASHONGYE SECONDED THE MOTION.

Vice Chair Malek expressed his belief that the proposed amendments are necessary, and he appreciates the succinct way they were put together and delivered. He said he is especially grateful for the amendments that change the design standards for the MUR zones, which he believes are much needed. Commissioner Rwamashongye concurred.

Commissioner Callahan again said she would like an update on the parking study that was done for the light rail station areas. Mr. Szafran agreed to provide the update, as requested.

Commissioner Sager said she is also very pleased with how the proposed amendments were presented. She commented that all of the justification provided by staff for each amendment was very clear and thorough and helped her a lot.

Chair Mork also commended staff for a very clear report. She said she would be interested in learning how many Tier 4 projects have been done or are in progress outside of the light rail station areas. Depending on the numbers, she suggested it might not be that onerous on staff for the City to offer

expedited permitting for these projects. While she isn't interested in delaying the vote on the Batch 1 amendments until this information is available, she would like the idea to be considered further in the future. The City should do everything possible to encourage deep green development.

THE MOTION CARRIED UNANIMOUSLY.

UNFINISHED BUSINESS

There was no unfinished business.

NEW BUSINESS

Election of Chair and Vice Chair

Ms. Hoekzema reviewed the rules and procedures for electing Commission Chair and Vice Chair and opened the floor for nominations for Chair.

COMMISSIONER RWAMASHONGYE NOMINATED COMMISSIONER MORK TO SERVE AS CHAIR OF THE COMMISSION.

VICE CHAIR MALEK NOMINATED HIMSELF TO SERVE AS CHAIR OF THE COMMISSION.

There were no other nominations, and Ms. Hoekzema closed the nominations and requested a vote by the Commissioners.

THE MAJORITY OF COMMISSIONERS (MORK, CALLAHAN, RWAMASHONGYE AND SAGER) VOTED IN FAVOR OF COMMISSIONER MORK TO SERVE AS CHAIR OF THE COMMISSION.

Chair Mork opened the floor for nominations for Vice Chair.

COMMISSIONER CALLAHAN NOMINATED COMMISSIONER SAGER TO SERVE A VICE CHAIR OF THE COMMISSION.

COMMISSIONER MALEK NOMINATED COMMISSIONER RWAMASHONGYE TO SERVE AS VICE CHAIR.

COMMISSIONER RWAMASHONGYE NOMINATED COMMISSIONER MALEK TO SERVE AS VICE CHAIR.

There were no other nominations, and Chair Mork closed the nominations and requested a vote by the Commissioners.

THE MAJORITY OF COMMISSIONERS (MORK, CALLAHAN AND SAGER) VOTED IN FAVOR OF COMMISSIONER SAGER TO SERVE AS CHAIR OF THE COMMISSION.

REPORTS OF COMMITTEES AND COMMISSIONER ANNOUNCEMENTS

Chair Mork asked staff to provide an update on a proposed Comprehensive Plan amendment and concurrent rezone request that the City Council recently considered for property on 192nd Street. Mr. Szafran reported that at their March 29th meeting, the City Council considered adding a private amendment to the 2021 Docket to change the Comprehensive Plan land-use designation from Public Facility to High-Density Residential and concurrently rezone the property from R-18 to R-48. A lot of public comment letters were received, and there were numerous public comments at the meeting. The City Council ultimately decided against adding the amendment to the docket, so the Public Facility land-use designation and R-18 zoning will remain unchanged.

Mr. Szafran further advised that staff has been engaged with King County Metro for the park-and-ride lot at the corner of 192nd Street and Aurora Avenue N and there was a request to put that parcel on the docket to change the land-use designation from Public Facility to Mixed-Use 1. As one third of the park-and-ride lot is zoned R-18 and the rest is zoned Mixed Business, a concurrent request would be to rezone the entire property to Mixed Business. King County Metro is looking to locate transit-oriented development on the site. The City Council decided to add this amendment to the 2021 Comprehensive Plan Amendment Docket.

Vice Chair Malek requested an update on the Point Wells development. Assistant City Attorney Ainsworth-Taylor advised that she participated in the appeal hearing before the Snohomish County Council on BSRE's resubmittal of the application that the Hearing Examiner denied. The Council voted unanimously to uphold the Hearing Examiner's decision. The ball goes back into BSRE's court as to whether they will appeal the decision to the King County Superior Court.

Vice Chair Malek asked if the applicant could escalate the matter from the Superior Court to the Supreme Court. Assistant City Attorney Ainsworth-Taylor answered that the Superior Court would have to make a ruling on it, and then the applicant would have to ask for direct review before the Supreme Court. The Supreme Court will only take direct review if it is an issue of statewide concern that would be able to bypass the Court of Appeals review. She felt it would be unlikely that the Superior Court would take the case on directly, without requiring it to step through the Superior Court and Court of Appeals.

Commissioner Rwamashongye acknowledged the efforts of Chair Mork and Vice Chair Malek in leading the Commission over the past year. He said he appreciated how they worked well as a team, and he learned a lot from them.

AGENDA FOR NEXT MEETING

Mr. Szafran announced that Nora Daley-Peng, Senior Transportation Planner, will provide a progress report on the City’s Transportation Master Plan Update at the Commission’s April 15th meeting.

Commissioner Malek said it would be interesting to hear what kind of monies have accrued from the traffic impacts fees associated with recent development, as well as how the funds will be used. He would also be interested in an update on the City’s progress with regard to sidewalk improvements. Mr. Szafran agreed to forward this request to Ms. Daley-Peng.

ADJOURNMENT

The meeting was adjourned at 7:48 p.m.

Laura Mork
Chair, Planning Commission

Carla Hoekzema
Clerk, Planning Commission

PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Transportation Master Plan Update
DEPARTMENT: Public Works
PRESENTED BY: Nora Daley-Peng, Senior Transportation Planner

- | | | |
|--|--|--|
| <input type="checkbox"/> Public Hearing | <input type="checkbox"/> Study Session | <input type="checkbox"/> Recommendation Only |
| <input checked="" type="checkbox"/> Discussion | <input type="checkbox"/> Update | <input type="checkbox"/> Other |

INTRODUCTION

This staff report provides the overview to tonight’s presentation and discussion about the Transportation Master Plan (TMP) update. No action is required tonight.

OVERVIEW OF TMP UPDATE

The City is currently updating its TMP to better serve the community’s current and future transportation needs. The TMP supports all forms of travel – by foot, bicycle, skateboard, scooter, stroller, wheelchair, transit, motorcycle, automobile, etc. With the coming arrival of light rail transit, new and higher frequency bus service, new pedestrian/bicycle connections, and land use changes and growth, the TMP update provides an opportunity to better align transportation goals, objectives, and policies with the City’s Comprehensive Plan vision.

The TMP update will guide local and regional transportation investments and define the City’s future transportation policies, programs, and projects for the next 20 years. In this way, the City can assess the relative importance of transportation projects and programs; and schedule their planning, engineering, and construction as Shoreline growth takes place and the need for improved and new facilities is warranted. The TMP update will also establish a methodology/criterion for prioritization of projects to be included in future Transportation Improvement Plans (TIPs) and Capital Improvement Plans (CIPs).

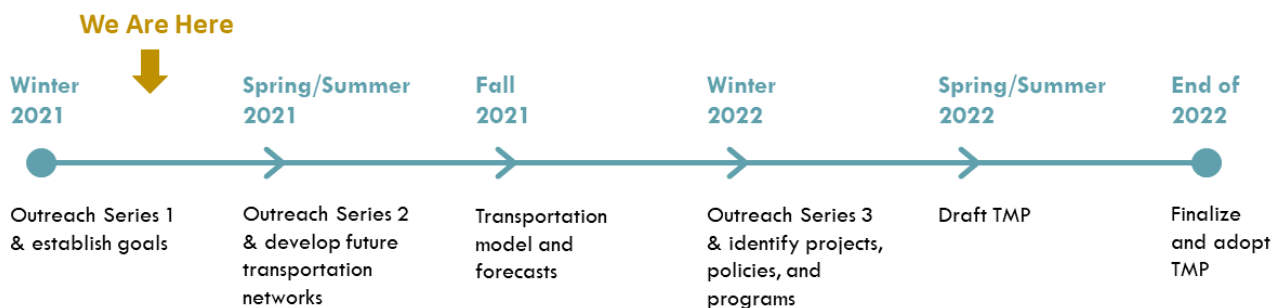
The last update to the TMP was in 2011. The TMP, which serves as the supporting analysis for the City’s Comprehensive Plan Transportation Element, must be updated by 2023 to align with the City’s Comprehensive Plan 2025 periodic update and meet the Growth Management Act requirements; maintain the City’s eligibility for pursuing future grant funding; and set transportation policies for guiding the development of Shoreline.

Since the TMP update will require an amendment to the Comprehensive Plan, the role of the Planning Commission will be to provide feedback on the development of the TMP

update and ultimately make a recommendation to City Council to adopt the TMP update through the Comprehensive Plan amendment docket process.

SCHEDULE

The City recently launched a two-year process to update the TMP with the goal of adoption by the end of 2022. City staff will brief the Planning Commission and City Council throughout the process and seek their feedback on the development of the TMP update. An overview schedule for the TMP update process is presented below. See Attachment A for a detailed project schedule.



PROJECT GOALS

The TMP update will assess city-wide multimodal transportation needs and guide prioritization of investments that serve Shoreline residents, businesses, and visitors over a 20-year planning horizon. In doing so, the TMP update will define transportation goals, policies, programs, and projects to align with the City’s Comprehensive Plan vision.

The TMP update project goals are to provide:

- A clear, consistent vision.
- Priorities that reflect community and Council goals.
- Guidance for policies, programs, and projects that reflect existing work and future needs.
- The need for a financially sustainable roadmap for the next 20 years of transportation investments.

KEY CONSIDERATIONS

To prepare for the future, the TMP update will respond to transformations that are occurring through zoning changes and transportation infrastructure investments as well as address emerging policy and technology trends. In addition, the TMP update will incorporate broader concepts such as equity, health, safety, maintenance, shared-use mobility, accessibility, sustainability, and livability, among others.

Key considerations of the TMP update include:

- **Substantial growth** – The City of Shoreline is part of one of the fastest growing regions in the nation. The TMP update will look at ways to synergize growth with multimodal transportation options.
- **Regional transit investments** – The TMP update will seek to maximize the benefits of the two light rail stations opening in Shoreline by 2024 and future

frequent bus service by planning transit-supportive infrastructure such as BAT (Business Access and Transit or sometime referred to as Bus and Turn) lanes, pedestrian and bike access improvements to transit stops, and mobility hubs that provide options for completing trips without a personal vehicle e.g. bike share, scooter share, car share, etc.

- **Ongoing transportation issues** – The TMP update will use data to analyze and address ongoing transportation issues such as traffic congestion and safety.
- **Shoreline’s quality of life** – The TMP update will seek to enhance the community’s quality of life by strengthening neighborhood character through improving access to parks and trails, supporting businesses, and providing safe, convenient, and reliable transportation options.
- **Cost constraints** – The TMP update will develop a realistic, fiscally-constrained improvement plan to be implemented over the next 20 years.
- **Emerging Technology** – The TMP update will prepare for the future by planning for emerging technology such as electric vehicle charging stations, car sharing, ride-hailing, autonomous vehicles, micromobility devices such as e-scooters and e-bikes.

PUBLIC INVOLVEMENT PROCESS

Public involvement is an essential component of the TMP update process. There will be multiple opportunities throughout the process for the public and stakeholders to learn about future transportation needs, envision improvements, and give feedback.

The project team conducted Outreach Series 1 over the entire month of February. Outreach activities included two identical online open houses on February 17 and February 23, numerous neighborhood associations and stakeholder group online presentations, and an online survey that ran throughout the month of February. See Attachment B for a detailed summary of Outreach Series 1.

Overall, 130 people participated in Outreach Series 1 online meetings. At each meeting, City staff presented an overview of the City’s major corridor projects and the pedestrian/bike-related plans as a foundation for the TMP update to build on. Participants asked many questions about the 145th Street Corridor, 145th Street/I-5 Interchange roundabouts, the 145th Street Off-Corridor Bike Network, 148th Street 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>

The following provides a summary of key discussion topics from Outreach Series 1 meetings:

- **Safety** – Participants expressed pedestrian safety concerns 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/NE 145th BRT. There were also many questions about

how King County Metro 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.

- **Shared Use Mobility** – Some participants shared their interest in car-free options to make short trips (sometimes referred to as first/last mile trips) to parks, commercial centers, light rail stations, etc. Shared use mobility 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/government/departments/public-works/transportation-planning/sidewalks>
- **Neighborhood Paths** – Many participants said they enjoy using formal and informal paths in their neighborhoods. They expressed their 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 the City corridor projects on 145th St, 175th St, 185th St, and 5th Ave NE as well as the 145th Street 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.

In addition, the City received feedback from approximately 500 people who participated (not all respondents answered every question) in the online survey which ran during the month of February. Respondents were representative of all Shoreline neighborhoods, as well as several surrounding communities. The survey asked about people's transportation priorities and travel patterns before the pandemic, currently during the pandemic, and how they expect to travel after the pandemic. It also asked people to identify types of destinations they would like to travel to without relying on a personal vehicle and barriers that currently prevent them from using other modes. The survey also included several questions to gauge people's interest in using mobility hubs that provide choices for completing trips without a personal vehicle through options such as bike share, scooter share, car share, etc.

NEXT STEPS

Over the spring 2021, the project team will prepare a city-wide transportation needs assessment report that will include a review of relevant plans and projects, an evaluation of existing conditions, opportunities, and challenges, as well as anticipated future conditions. In addition, the project team will develop draft TMP goals based on

what was heard from the public and stakeholders about their transportation priorities and needs during Outreach Series 1 as well as from City staff input expressed during a recent TMP Goals Setting Workshop.

Building on the knowledge gained from Outreach Series 1 and the needs assessment report, the project team will develop a draft layered transportation network of modal plans for pedestrian, bicycles, transit, shared use mobility, and auto/freight modes. In addition, the project team will draft multimodal level of service (MMLOS) policies.

The project team will conduct Outreach Series 2 in early summer to summarize Outreach Series 1 results, get feedback on draft goals, and explain what a “layered network” and “multimodal level of service” means and how those apply to draft modal plans.

ADDITIONAL INFORMATION

For more information about the TMP update, please visit the project webpage shorelinewa.gov/tmp or contact Nora Daley-Peng, Senior Transportation Planner, at ndaleypeng@shorelinewa.gov or (206) 801-2483.

RECOMMENDATION

Tonight’s presentation is for discussion only. No recommendation action is required.

ATTACHMENTS

Attachment A – Detailed TMP update schedule.

Attachment B – TMP update Outreach Series 1 summary report.

Shoreline TMP Schedule

Revision Date: March 24, 2021

Task	Key Components	Approximate Schedule
Phase 1 – Nov 2020 to Oct 2021		
1. Project Management	<ul style="list-style-type: none"> Kickoff meeting Bi-weekly check-in calls Monthly invoices and progress reports 	Nov 2020 – Dec 2021
2. Laying the Groundwork	<ul style="list-style-type: none"> Priorities workshop 	Nov 2020
3. Public Meetings, Planning Comm (PC) and City Council (CC) Meetings	<ul style="list-style-type: none"> Public Involvement Plan Public Outreach <ul style="list-style-type: none"> Outreach Series 1: What is a TMP, vet priorities, existing challenges/opportunities Outreach Series 2: Modal plans & MMLOS City Council and Planning Commission meetings <ul style="list-style-type: none"> PC1 and CC1 Meetings: TMP Overview, Outreach Series 1 results PC2 and CC2 Meetings: Modal plans, MMLOS policies, prioritization criteria, Outreach Series 2 results 	Nov/Dec 2020 Jan – Mar 2021 Jun – Aug 2021 Apr/May 2021 Oct/Nov 2021
4. Technical Foundation	<ul style="list-style-type: none"> Data Collection Travel Demand Model Forecast Updates & LOS Analysis Planning Context and Existing Conditions 	Nov 2020 – Mar 2021 Nov 2020 – Apr 2021 Dec 2020 – Apr 2021
5. Modal Network Development and MMLOS Policies	<ul style="list-style-type: none"> Creation of Layered Network Develop MMLOS Policies 	Apr – Jul 2021 Apr – Jul 2021
Phase 2 – Nov 2021 to Dec 2022		
6. Project Management	<ul style="list-style-type: none"> Bi-weekly check-in calls Monthly invoices and progress reports 	Nov 2021 – Dec 2022
7. Project Prioritization, Selection, Costing, Funding Identification, and Policies Update	<ul style="list-style-type: none"> Street Typologies Prioritization Criteria/Performance Measures Future Year Modeling Project List Development Project Costing Funding Assessment Transportation Element (TE) Policies Update 	Mar – Sep 2021 Aug – Nov 2021 Aug 2021 – Jan 2022 Jan – Mar 2022* Jan – Mar 2022* Jan – Mar 2022* Jan – Mar 2022*

* We should have the first substantial cut at these by Mar 2022, but we expect to revise up to Aug 2022 based on Outreach Series 3 and Draft Plan feedback.

Task	Key Components	Approximate Schedule
8. Document Production	<ul style="list-style-type: none"> • Administrative Draft Plan • Draft Plan • Final Plan • SEPA Support 	Mar – Apr 2022 May – Jun 2022 Aug – Dec 2022 May – Jun 2022
9. Public Meetings, Planning Comm (PC) and City Council (CC) Meetings	<ul style="list-style-type: none"> • Public and Stakeholder Outreach <ul style="list-style-type: none"> ○ Outreach Series 3: Draft projects, programs, and policies • City Council and Planning Commission meetings <ul style="list-style-type: none"> ○ PC3 and CC3 Meetings: Prioritization and draft projects ○ PC4 and CC4 Meetings: Draft Plan (Public Hearing) ○ PC5 and CC5 Meetings: Final Plan ○ CC6 Meeting: Comp Plan Amendments (TE update) ○ CC7 Meeting: TMP Adoption 	Feb/Mar 2022 Apr/May 2022 Jun/Jul 2022 Sep 2022 Nov/Dec 2022 Nov/Dec 2022

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.

¿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 para acceder a las jornadas a puertas abiertas y la encuesta. Se encuentran disponibles copias impresas de la encuesta a pedido.

Habrà 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
- Finales de 2022:** Finalización y adopción del TMP

Obtenga más información en shorelinewa.gov/tmp

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

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.

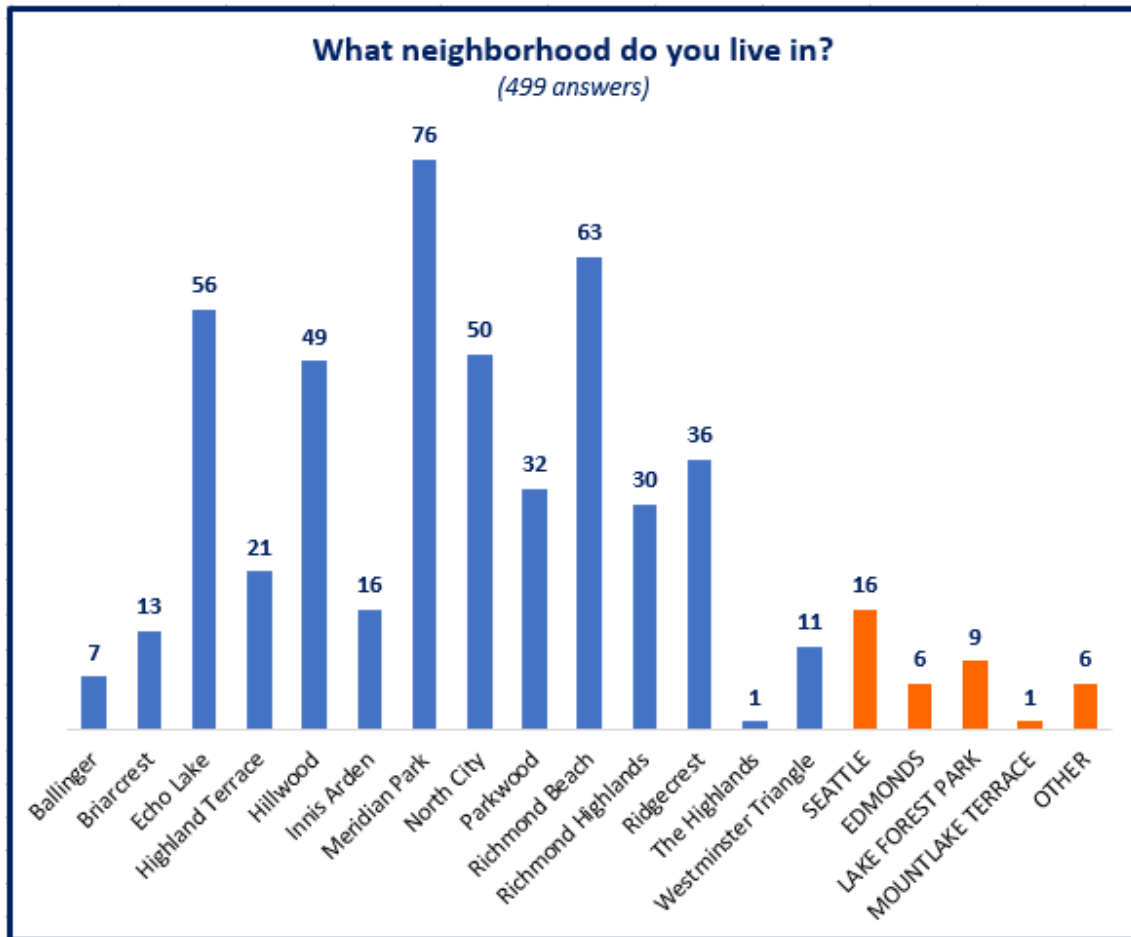
Bicycle Facilities – Many participants were interested in knowing what type of bicycle facilities are proposed for City corridor projects on 145th St, 175th St, 185th St, and 5th Ave NE as well as the 145th St Off-Corridor Bike Network and the Trail Along the Rail. More information about proposed bicycle 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

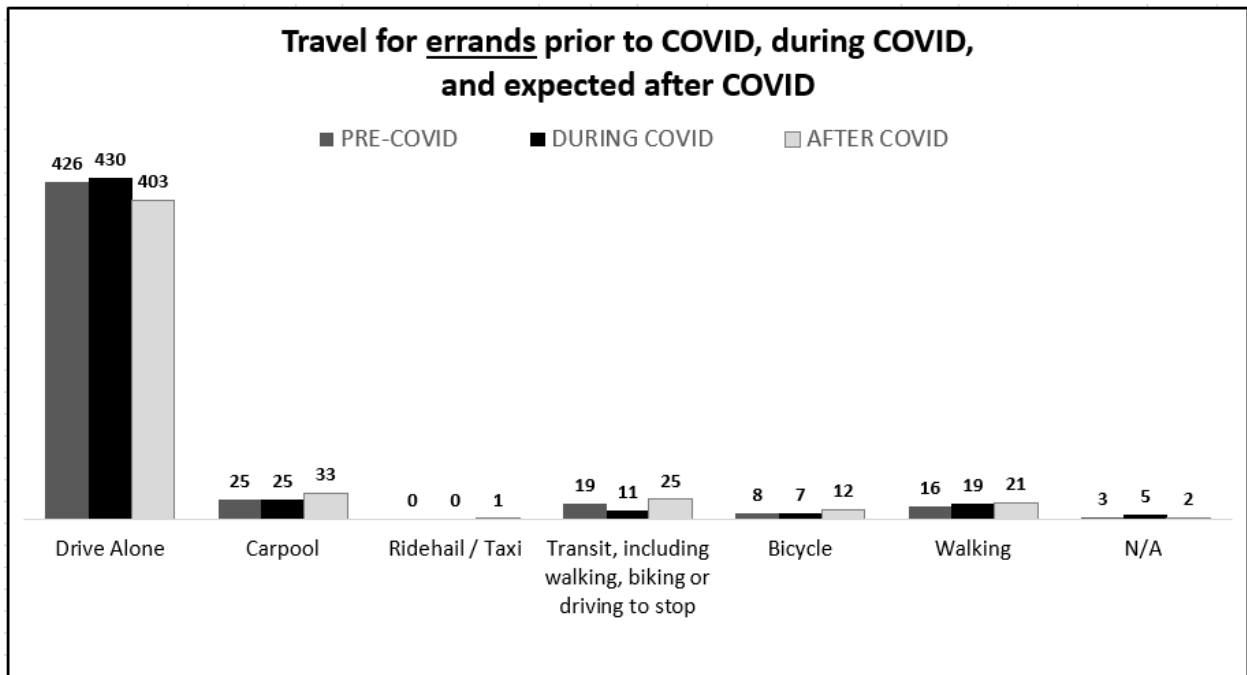
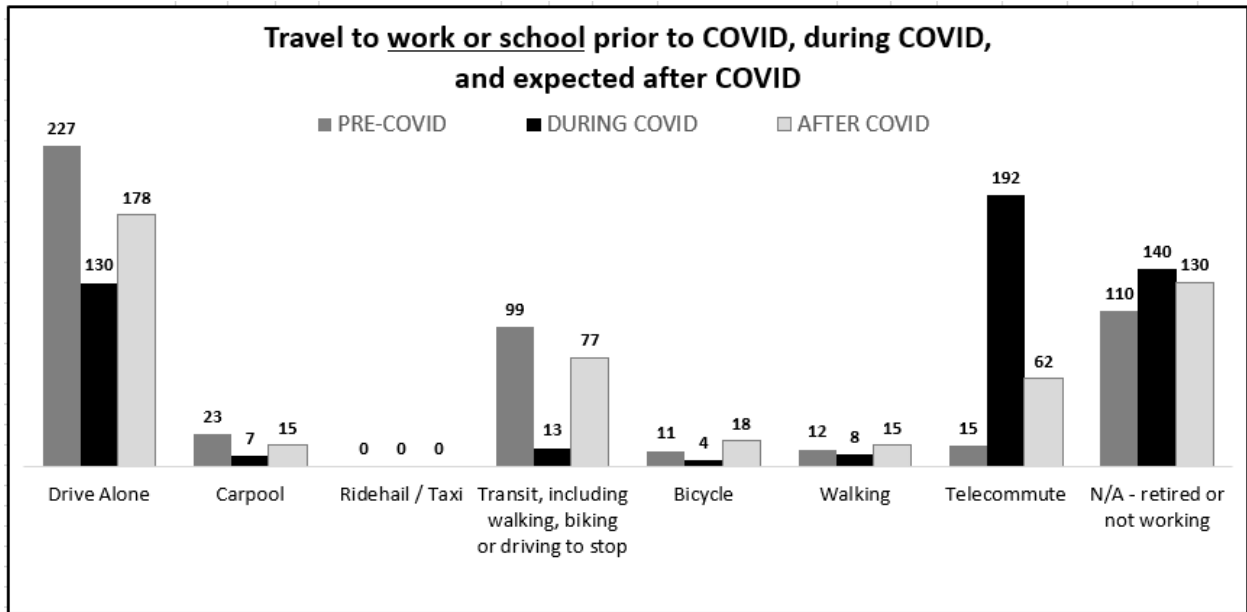
Approximately 500 people participated in the online survey which ran during the month of February (not all respondents answered every question). Respondents were representative of all Shoreline neighborhoods, as well as several surrounding communities.



“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.



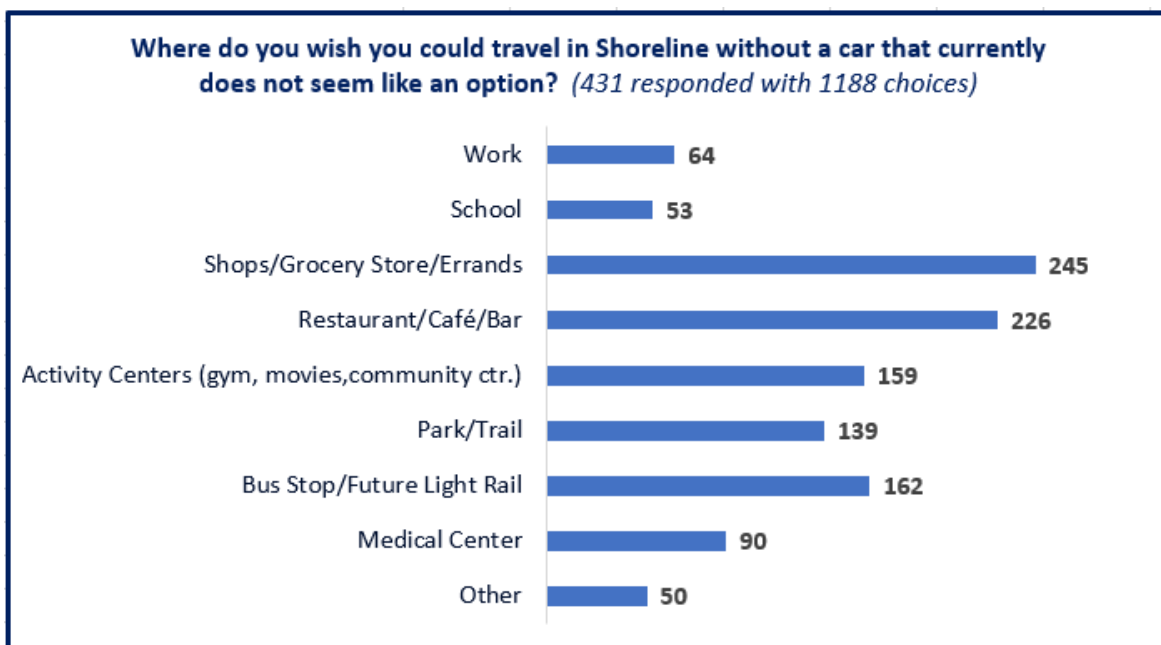
The two tables show a marked difference between travel habits for work/school commute and those for running errands. The majority of participants use personal vehicles to conduct errands, and this outcome is consistent regardless of COVID with only minor exceptions.

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.



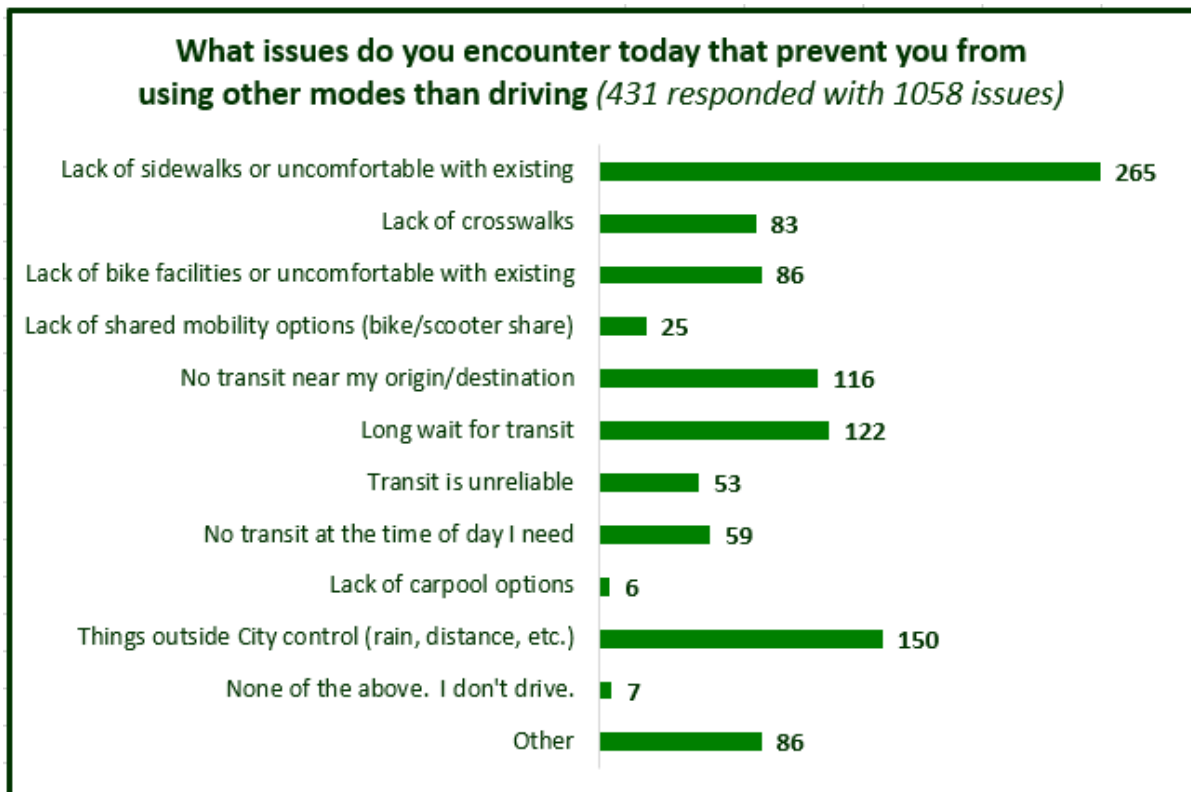
The following is a summary of "other" destinations that were listed:

- 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.

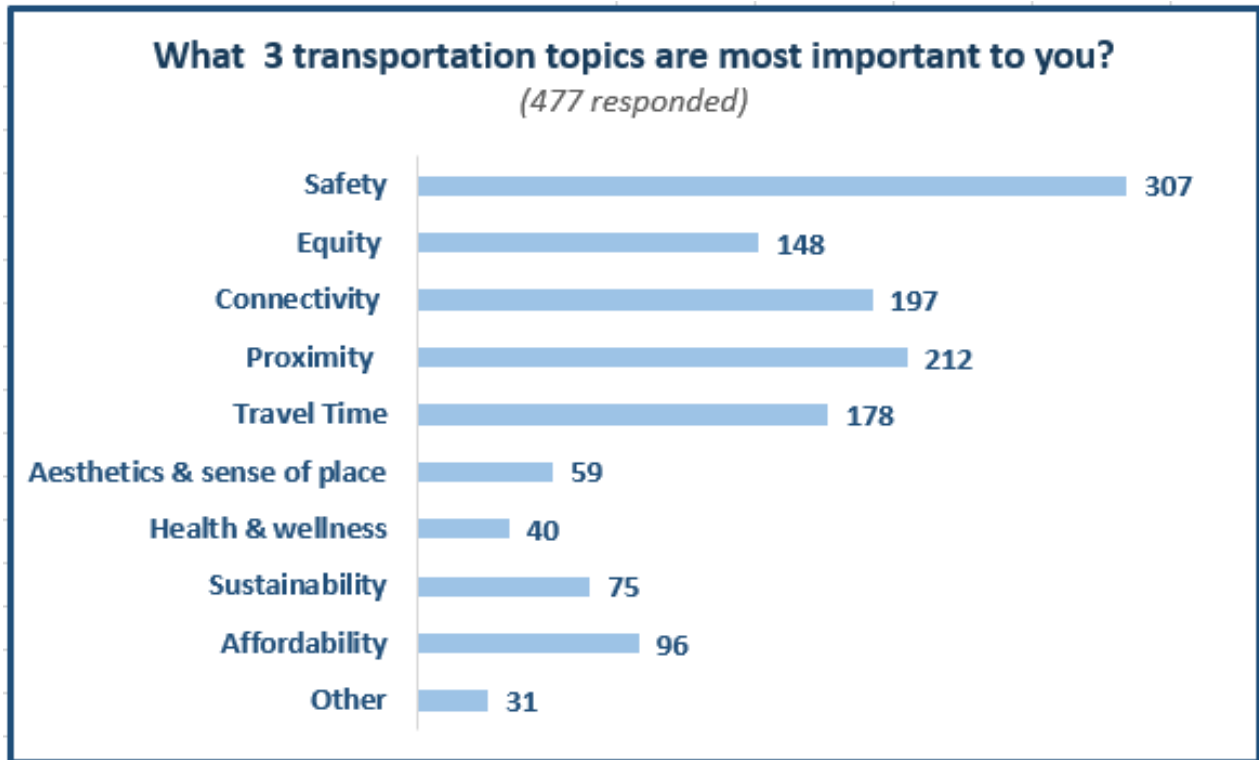


The lack of sidewalks is the number one issue identified by participants with various transit issues and issues outside of the control of the City also ranking higher. The following is a summary of “other” comments that further explain some of these:

- **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.

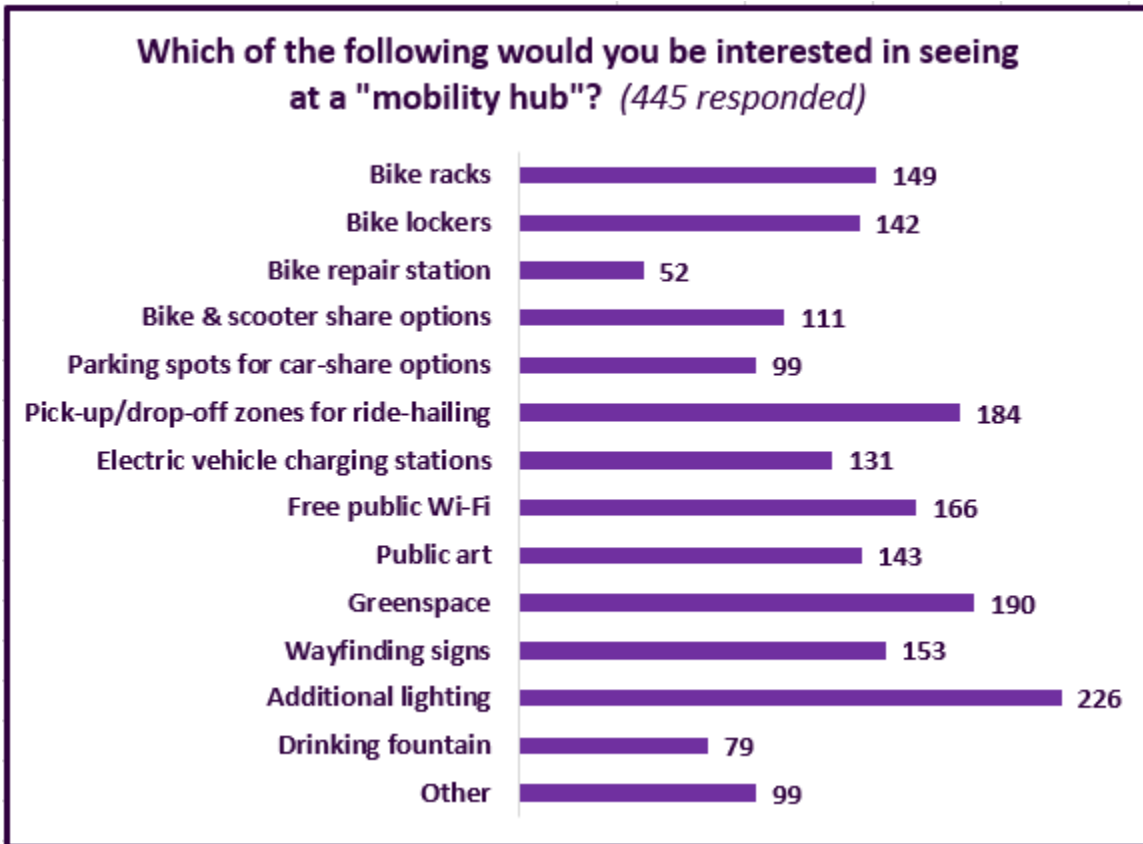


Safety was clearly the top priority choice. Proximity, Connectivity, and Travel Time were the next highest options followed by Equity.

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.

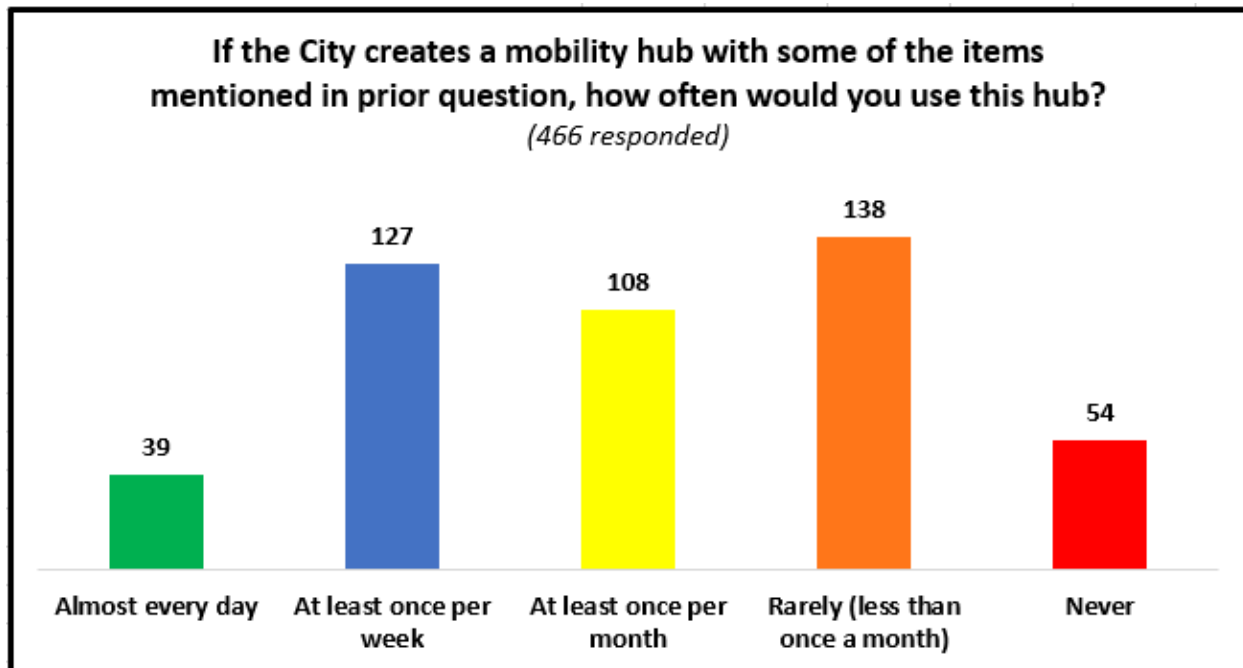
There were 99 "other" comments summarized as follows:

- 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 th 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 th St Corridor improvements

Date	Meeting	Key Topics
Feb 23	Online Open House - Series 1	145 th St Off Corridor Bike Network Lighting Future transit service 185 th 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 th , 175 th , and 145 th 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