

DRAFT
CITY OF SHORELINE

SHORELINE PLANNING COMMISSION
MINUTES OF REGULAR MEETING
(Via Zoom)

April 15, 2021
7:00 P.M.

Commissioners Present

Chair Mork
Vice Chair Sager
Commissioner Callahan
Commissioner Galuska
Commissioner Malek
Commissioner Rwamashongye

Staff Present

Rachael Markle, Planning Director
Nora Daley-Peng, Senior Transportation Planner
Steve Szafran, Senior Planner
Carla Hoekzema, Planning Commission Clerk

Commissioners Absent

Commissioner Lin

CALL TO ORDER

Chair Mork called the regular meeting 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 Sager, and Commissioners Callahan, Galuska, Malek, and Rwamashongye. Commissioner Lin was absent with notice.

APPROVAL OF AGENDA

The agenda was accepted as presented.

APPROVAL OF MINUTES

The minutes of April 1, 2021 were accepted as presented.

GENERAL PUBLIC COMMENT

There were no general public comments.

STUDY ITEM: TRANSPORTATION MASTER PLAN UPDATE

Ms. Daley-Peng explained that the City is in the process of updating its Transportation Master Plan (TMP) to better serve the community's current and future transportation needs. The TMP supports all modes of travel, including pedestrian, bicycle, wheelchair, scooter, motorcycle, vehicle, bus, future light rail, etc. The TMP update will guide local and regional transportation investment and define the City's future transportation policies, programs and projects over the next 10 years.

Ms. Daley-Peng emphasized that the TMP needs to be a realistic plan that results in action. She reviewed that the TMP was last updated in 2011, and the City is required to complete the next update by 2023 to align with the City's Comprehensive Plan, meet the Growth Management Act (GMA) requirements, maintain the City's eligibility to pursue future grants, and set transportation policies for guiding the development of Shoreline. As the plan is updated, the intent is to provide a clear and consistent vision, identify priorities that reflect community and City Council goals, and ensure that the policies, programs, and projects reflect existing work and future needs. The plan should be a feasible and financially-sustainable roadmap.

Ms. Daley-Peng reviewed the project timeline, noting that the update started last winter and will be a multi-year process with the goal of completion by the end of 2022. There will be multiple opportunities for the City Council and Planning Commission to provide input, and there will also be numerous opportunities for the community to express their transportation needs and ideas. Staff conducted Outreach Series 1 during the month of February, and they are preparing for Outreach Series 2 in the summer. By the end of 2022, the overall goal is a recommendation from the Planning Commission to the City Council to adopt the update. She advised that, as the update moves forward, some key considerations will include:

- **Substantial Growth.** The entire region, including Shoreline, is experiencing substantial growth, and the TMP will look for opportunities to synergize land use with transportation choices.
- **Regional Transit Investment.** Two light-rail stations will open in Shoreline in 2024, and there will be new frequent bus connections to and from the stations.
- **Ongoing Transportation Issues.** These ongoing issues include traffic congestion and safety that must be addressed.
- **Maintaining Shoreline's Quality of Life.** It is important to preserve neighborhood character and improve access to parks.
- **Cost Constraints.** The TMP will develop a realistic improvement plan to be implemented over the next 20 years.
- **Emerging Technology.** The plan will look towards the future of emerging technology, including electric vehicles, autonomous cars and car sharing, as well as micro-mobility devices such as e-scooters and e-bikes.

Ms. Daley-Peng briefly shared the planning and engineering projects the City has been working on for several years:

- The **Sidewalk Transportation Plan** was updated in 2018 and identified about 75 miles of new sidewalk. Because it would take many lifetimes to construct that amount of sidewalk, it was

necessary to create a prioritization system to help decide which projects should be constructed first. The prioritization work was centered around four main criteria: safety, equity, proximity and connectivity. In November of 2018, the voters approved a Sales and Use Tax for the construction of new sidewalks, which will fund 12 projects over the next 10 years.

- The City has been working on several **East/West Corridor Projects** over the last several years. These include the following:
 - The 185th Street Multimodal Corridor Strategy re-envisioned the 185th Street Corridor to better connect all travel modes to the future 185th Street Light Rail Station.
 - The 175th Street Multimodal Corridor Strategy is currently in progress, from just east of City Hall to Interstate 5. This street moves a lot of people, and the goal is to create a multimodal plan that will better serve all modes of transportation.
 - Several years ago, the City worked with the community to set a vision for the 145th Street Multimodal Corridor Strategy. The City is currently moving into developing designs for segments of the corridor based on the vision. The City is developing a pair of roundabouts at the 145th/Interstate 5 interchange to improve safety and flow. They are also developing design plans for a segment from the interchange to Linden Avenue that connects to the Interurban Trail, and funding has been secured to implement the first phase from Interstate 5 to Corliss Avenue.
- **Two Light Rail Stations** are opening in Shoreline in 2024 as part of the Lynnwood Link Light Rail Extension. The Planning Commission was instrumental in developing the 145th and 185th Street Station Subarea Plans to support dense, diverse, walkable neighborhoods. Sound Transit's Stride (rapid-transit) bus service will provide frequent bus service from Woodinville to the 145th Street Station. Sound Transit's budget has been significantly impacted by the pandemic, and they are reassessing project delivery. They are currently soliciting public input, via an online survey. Community Transit will also extend its Swift Blue Line from the Aurora Village Transit Center (next to Costco) to the 185th Street Station by 2024. Currently, Community Transit service terminates at the Aurora Village Transit Center. The interim route will be from 200th Street to Meridian Avenue to 185th Street to the station, and their long-term route will be on Aurora Avenue N to 185th. The 185th Street project is currently unfunded.
- The **Metro Connects Plan** outlines Metro's vision for providing more frequent connections to the light rail stations, as well as local, express and rapid-ride service.
- The **Trail Along the Rail** is a bold vision of developing a 2.5-mile shared use path that would run roughly parallel to the light rail alignment. The trail will provide pedestrians and cyclists direct access, not only to the light rail stations, but everything in between (parks, schools, business districts, library, etc.). The trail will fit into the City's bigger vision of connecting light rail communities with the regional trail network, and twenty non-contiguous blocks of the trail will be ready to use by the time the light rail stations open.
- The **145th Street Off Corridor Bike Network** is a collection of slower-paced streets that are intended to provide bicyclists and pedestrians with alternate, parallel routes to 145th Street, as well

as key connections to the light rail station, Interurban and Burke-Gilman trails, neighborhoods, jobs and schools.

- The **148th Street Bridge** is a centerpiece of the network. The City is currently working with the community to design the project. The bridge will connect to neighborhoods that have been divided by Interstate 5 for more than 50 years and provide direct access for pedestrians and cyclists to the north side of the future light rail stations.

Ms. Daley-Peng advised that Outreach Series 1 took place during the entire month of February and included an online survey that received 500 responses. While the survey was published in English, Spanish and Mandarin, all of the responses were in English. The City believes that providing communications in multiple languages sets an inclusive and welcoming tone for the project, and they will continue with that approach. The City hosted two online open houses with 16 participants, and staff made live presentations at 10 different stakeholder meetings to discuss the TMP update and solicit feedback about needs and priorities. The stakeholder meetings included the Council of Neighborhoods Board, four Neighborhood Associations, Chamber of Commerce, North King County Mobility Coalition, Puget Sound Regional Council (PSRC), and Parks Board.

Ms. Daley-Peng explained that the 500 people who participated in the online survey represented all of the City's neighborhoods, as well as places beyond Shoreline. People were asked to identify their top priorities, which were safety, proximity, connectivity, travel time, and equity. The survey also sought feedback on how people's travel times had been impacted by the pandemic. People were asked to respond to how they traveled pre-pandemic, during the pandemic and how they expect to travel after the pandemic. When the pandemic started, many people who were commuting by car started telecommuting. Transit ridership decreased and there was a slight increase in bicycling and walking. In the future people expect that the drive-alone number will increase but remain less than the pre-pandemic level. Bicycle and walking trends for the future show more walking and biking than pre-covid conditions, as well.

Ms. Daley-Peng said the survey also asked people to respond regarding their travel for errands prior to the pandemic, during the pandemic and post pandemic. Shoreline is less than 12 square miles in size, and based on national averages, 50% of the trips are within three miles of a home and only 2% are via walking or biking. Short errands are one area where the City could reduce greenhouse gas emissions, but it will be difficult because cars are so handy. She was happy to see that post-pandemic, people envision doing more errands via transit, bicycle or walking rather than driving alone. This means the City needs to provide safe, easy, reliable travel options. She provided a synopsis of the comments that were received during the Outreach Series 1:

- **Safety.** These comments tended to be specific to where people lived and included speeding, sight line issues, lack of lighting, and lack of crosswalks and sidewalks.
- **Transit.** There were a lot of questions about the future of transit and how it will all be connected.
- **Shared-Use Mobility.** This term has to do with providing all of the travel options and completing the 1st/Last Mile Connections to places like transit hubs.
- **Sidewalks and Neighborhood Paths.** There were great discussions around sidewalks, filling gaps and formalizing neighborhood paths. People expressed how much they like getting off the street and walking on informal paths.

- **Bike Facilities.** There were a lot of questions regarding the types and locations of future bike facilities.
- **On-Street Parking.** There is some anxiety around supply and demand, particularly around the light rail stations. Also, as the streets get retrofitted with bike and pedestrian facilities, people are concerned about what will happen to their informal shoulder parking. There were also questions about how to support businesses with on-street parking.

Ms. Daley-Peng said staff is preparing for a summer Outreach Series 2, and she is hopeful they will be able to have a booth at the farmer's market and other opportunities for live engagement. There will be another survey, as well. At that time, staff will present network plans for each of the transportation modes: walking, biking, transit and driving. She encouraged Commissioners and members of the public to visit the project webpage at www.shoreline.gov/tmp. She also encouraged them to sign up for email updates via the Alert Shoreline System by selecting Transportation Projects and Planning.

Chair Mork requested that Ms. Daley-Peng forward a copy of the PowerPoint presentation to the Commissioners.

Commissioner Rwamashongye commented that the City of Shoreline is ahead of the curve, especially when it comes to pedestrian facilities. For example, numerous light poles were removed from along the sidewalks on Aurora Avenue N. He said he tends to walk along the bike lanes that the City has created, but cars end up splashing him with water when it rains. He asked if the City has identified lifelines for the City Shoreline. He suggested this information would be important to include in the TMP to address how the City will respond to emergencies. When it comes to equity, Commissioner Rwamashongye questioned how the City could reach as many people as possible given that in-person meetings are not possible and not everyone has the needed equipment or the ability to participate electronically.

Ms. Daley-Peng thanked Commissioner Rwamashongye for his suggestion that the TMP identify the City's lifelines. She acknowledged that the City is still working to figure out the best way to provide equitable outreach, but emphasized that the City cares deeply about becoming an anti-racist community. They need to start by meeting the needs of those most in need. During the February outreach, instead of relying on a central one-night public meeting, staff asked to be invited to other public meetings. This allowed for smaller group conversations and helped them reach people they might not see at open houses. However, she acknowledged that more needs to be done, and the City's Diversity and Inclusion Coordinator and others have been working to put together community liaisons to help with outreach. The Community Bridge Program will be formalized this summer and will help the TMP team reach out to the people in the community who are most in need. She invited the Commissioners to share their ideas, as well.

Commissioner Galuska noted that all of the planned growth around the station areas will likely put a strain on the east/west connectors. He asked if concurrency is a current or foreseeable problem. If so, does the City have a concurrency plan? Ms. Daley-Peng acknowledged that the projections for congestion based on the current model of level of service (LOS) for vehicles will cause some arterials to fail. Three options were considered as part of the 185th Street Multimodal Corridor Strategy: 3-lane, 4-lane and 5-lane cross sections for 185th Street. The City Council selected the 4-lane option because it would provide the most for many modes. However, it is important to note that not even the 5-lane intersection would meet the

future LOS for the corridor because LOS is based on moving personal vehicles. A big part of the TMP will be reframing how to look at multimodal LOS. For the last 10 years, the City has used a transportation model that does not reflect the station area subarea zoning and other areas of growth, and staff has been working to update the model so that growth can be projected based on land use. She recalled that the City Council adopted a Comprehensive Plan amendment in 2016 that called for looking at multimodal LOS the next time the TMP was updated.

Vice Chair Sager asked if Ms. Daley-Peng had any further updates beyond what is on the City's website regarding the voter-approved sidewalk improvements. She is particularly interested in scheduling and progress. She also asked her to clarify the concept of "formalizing neighborhood paths." Ms. Daley-Peng acknowledged that the website for the Sidewalk Improvement Plan is currently stale, and the City needs to do a better job of communicating the plan to the public. The Engineering Department is currently working to develop an updated webpage, including a short video to provide helpful information to the community. Regarding neighborhood paths, Ms. Daley-Peng said the City is interested in walking streets to identify sidewalk gaps that need to be filled. There are numerous City-owned lands (unopened rights-of-way) that have undeveloped trails, and questions have come up about how the City could use these pathways to provide better connections. She invited the Commissioners to share their ideas, as well.

Commissioner Malek said he was glad that the City has kept the idea of the east/west green trails through the station areas. Providing options for people to easily get to the other side of the freeway would help to activate the space. He recalled that when the TMP was last updated, it was decided that Richmond Beach would be the last neighborhood looked at because of Point Wells, which is still a wildcard. Perhaps it will be time to review that neighborhood as they get closer to final adoption at the end of 2022.

Commissioner Callahan commented that she is excited about the update and its associated plans. She said she remains interested in parking issues and was glad to see that on-street parking was mentioned in the staff presentation. She recalled that, at the last Commission meeting, she was very interested in the light rail station subarea parking study that was done a few years ago and included some good recommendations. She summarized her desire that parking issue be addressed more holistically. If done well, all of the subarea planning efforts will be much more successful.

Chair Mork said she was impressed that the update captured many of the Commission's concerns, and she was thrilled to see bike paths included. However, she asked for more information about how electric charging stations would be addressed in the plan. Ms. Daley-Peng advised that the City is partnering with the University of Washington's Evans School to consider opportunities for mobility hubs, which is a concept of siting the places where people have multiple options to make the last mile trip back to their homes. The team will present its recommendations in June. She explained that the team will create a tier of three: those located right next to the stations, those located in commercial centers, and those located in the neighborhoods. For example, those located right next to the stations will move the most people and should have the most options, including electric charging stations for vehicles, cell phones, etc. She felt that creating mobility hubs could help to solve some of the parking concerns by giving people other options for accessing light rail. The mobility hubs will debut during the Outreach Series 2, and the community will be invited to respond.

Commissioner Malek asked if the light rail parking would be available in the evening hours to friends and family visiting people who live in the light rail subareas. Ms. Daley-Peng said she didn't know, but agreed to find out and report back.

Chair Mork asked why 145th Street is funded and 185th Street is not. Ms. Daley-Peng pointed out that the 145th Street Multimodal Corridor Strategy was finished first, and a plan must be in place before the City can seek funding. She recognized that the two subareas are developing at the same pace, and she expressed hope that the new administration will prioritize transit. Now that a plan is in place, the City will be looking at funding strategies for the 185th Street Corridor, too. She noted that both plans outline incremental implementation, and the cross sections were incorporated into the Engineering Development Manual (EDM) so that when developers do frontage improvements, they match the future vision for the subarea.

UNFINISHED BUSINESS

There was no unfinished business.

NEW BUSINESS

There was no new business.

REPORTS OF COMMITTEES AND COMMISSIONER ANNOUNCEMENTS

Commissioner Malek advised there was nothing new to report regarding Point Wells.

AGENDA FOR NEXT MEETING

Mr. Szafran advised that Director Markle would present a detailed development update on May 6th. The Commission will also discuss their upcoming retreat and provide direction to staff.

ADJOURNMENT

The meeting was adjourned at 8:00 p.m.

Laura Mork
Chair, Planning Commission

Carla Hoekzema
Clerk, Planning Commission