

**TMP Update Open House 2**  
**June 22, 2021, Noon – 1:00 p.m.**  
**Summary of Comments**

Randy Witt, City of Shoreline Public Works Director, welcomed everyone. Nora Daley-Peng, City of Shoreline Senior Transportation Planner, and project team gave a presentation followed by Q&A session.

**Question:** Regarding the survey results from Outreach Series 1, data from residents seems to be compiled from 500 responses, is that data relevant considering the population of Shoreline?

**Answer:** Shoreline population is roughly 55,000, so 500 may seem like a small amount. We need to start somewhere. We hope the momentum of participating in this project continues to grow. If anyone attending this open house has ideas to better spread the word (current outreach/survey is open through July 16) or know of any other groups who might appreciate hearing this presentation, please let us know. The project team did get valuable feedback from the survey. The City has published a summary of the survey on TMP webpage with charts/graphs/narratives of the feedback that we heard from the 500 participants.

**Question:** I still do not understand how the mobility hubs work? Can we bring the shared cars, bikes, scooters back to where we live? Will others bring back to mobility hubs? How does this work?

**Answer:** The City is currently trying to work that out now as “mobility hubs” are a relatively new field of transportation. We see a distinction between mobility options/devices whether car share, scooters, bikes, and the infrastructure that supports them. Mobility hubs serve as collectors for different modal options used to complete short trips such as connections between hubs and destinations like a light rail station, park, or your front door etc. We need to focus on the conditions for using a bike or scooter share; need to re-examine those corridors to make sure they are safe and comfortable for all users. For instance, earlier in the presentation we looked at a whole spectrum around bicycle user comfort; we want to aim for Level 2 which represents people who are interested but cautious and represents most of the population. If we can build a network of comfortable and safe places to walk and bike, then people will do that more. The team is really working on this because it is a new field. Bike share and scooter share companies have approached the City in the past and will likely continue to seek contracts to come to town especially when it gets close to 148<sup>th</sup> and 185<sup>th</sup> light rail stations opening as they see Shoreline as a nexus for different travel modes. The project team is trying to take this planning moment to focus on what shared-use mobility infrastructure the City needs. We appreciate that this is a whole new topic for many, and we will be coming back with more information as we proceed.

In some cases, you may be able to take rideshare options to your house. Bike/scooter companies have collectors to pick up at the end of day and redistribute or bring back to the hub.

**Question:** Is street lighting a part of the plan?

**Answer:** About 2 years ago, the City completed a Streetlight Master Plan with a comprehensive overview and analysis of the streetlight system in Shoreline. Looked at utility poles and where additional street lighting made sense based on spacing and illumination levels. Developed some initial policy around when the City would consider installation of streetlights, how they come in via requests, and how we balance this with the overarching priorities and needs. In general, the priority will be on higher volume/higher speed roadways, and at intersections/crossings. Local streets are considered a lower priority, but the City balances the available budget with 5 priority installations and another 5 on a request basis per year. This is not a lot of lights per year, but that is the current budget. The City has

engineering standards that require developers to install pedestrian scale lighting and in some cases street lighting as part of their redevelopment. This is one way, particularly in station subareas, where we will see our streetlight system being pieced together. The Streetlight Master Plan shows where gaps are and framework for making decisions. See webpage at <https://www.shorelinewa.gov/home/showpublisheddocument/41049/636749354962370000>

**Question:** Where would on-street parking be relevant per the vision and stakeholder feedback? Businesses throughout the City tend to be on arterials and have parking or garages.

**Answer:** A part of the answer will be setting a policy around the priority of how we outfit our streets which could include vibrancy, walkability, support of businesses, etc. In terms of the on-street parking element, the City has more process around this to think about it, but it comes down to the context of a street. The project team will endeavor to set policy around this at a high level. As we conduct these outreach series, we want to hear from public and businesses on their future vision of the street. Are they looking for more outside café space where a sidewalk is currently narrow, or more on-street parking, or more space for people coming to shops via walking or biking? Currently, there are no definitive answers.

What we tend to evaluate as part of these plans is what is the highest and best use of the curb. The curb has lots of different uses. On-street parking is one (could be short-term or all day), others are greenery, accessing transit, micromobility parking for scooter or bike share, “streateries,” Uber/Lyft drop off/pick up. Ride hailing is a use that did not even exist 10 years ago, and right before the pandemic was a significant travel mode choice. As a transportation professional, have seen a shift in curb space premium from that parking space or parking lot behind a business to more of a premium for ride pick-up/drop-off. This plan is not just looking at Shoreline for 2021/2022 but looking all the way out to a 2044 horizon. In looking at a horizon that far out, we want to develop flexible curb space to accommodate modal travel we will be seeing over the next 20 years. Have not even touched on electric vehicles and charging facilities. Curb space is a very dynamic area and something we are paying a lot of attention to over the course of this planning effort. Every street is different; every street will have a different context. The context issue is very important.

The City has ongoing analysis occurring as part of our regular operations. Over the last several years the City has been conducting on street parking studies as part of light rail station subarea redevelopment, going out and taking street by street inventories on how parking is being utilized throughout the day and comparing to redevelopment and the overall supply of both parking on private property and the street. As the City sees more development, there will be more of a demand for managing parking. Like restricted parking zones where one gets a permit to park on the street if you live there. Or 2-hour parking to encourage turnover for businesses or loading zones where they are needed. There is a lot of work that goes into managing parking. The TMP will set broader overarching policies and goals. We will continue to study how we are prioritizing parking in certain areas, how we are responding to businesses, how we are prioritizing moving people over storing cars, etc. The TMP should do a good job to answer these questions, but there will be ongoing and in-depth operational work that continues as Shoreline grows and changes.

**Comment:** May want to try to reach out to PTA groups, local sports clubs, the Chamber of Commerce, and local social influencers.

**Response:** Thank you for the suggestions. If you have specific local social influencers, please let us know.

**Question:** Right now, there is no transit from a bus stop near my house at Aurora/160th to light rail. How will that be addressed next time? The E-Line works as well to get to downtown but has a lot of stops.

**Answer:** Some things that factor into people making the decision to use transit are the number of transfers, how frequent and reliable the service is, cost, and comfort. The E-Line is a “one seat” trip to downtown but has a lot of stops. KC Metro will be starting up the restructuring of bus service to create more east/west connectivity to the future 148<sup>th</sup> and 185<sup>th</sup> light rail stations. It may end up being faster to take an east/west bus connection to the light rail station and transfer than use the E line. This is all still to be determined; King County Metro plan to start outreach this summer. Micromobility options may put another choice on the table for connections to/from light rail stations.

**Thank you** for your attendance and questions during this Q&A session – this dialogue gets our wheels turning for what is needed in the community.

Please visit the project webpage to stay engaged and please take the survey. The project team be using survey results to develop modal plans (driving, walking, bicycling, transit).

Please sign up for Alerts (accessed from the project webpage) to receive updates by selecting “Transportation Projects and Planning.”

Reach out to Nora Daley-Peng with any further questions or information:

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

**Project webpage:**  
[shorelinewa.gov/tmp](http://shorelinewa.gov/tmp)

**Additional links:**

- 185th St Multimodal Corridor Strategy  
[shorelinewa.gov/185corridor](http://shorelinewa.gov/185corridor)
- 175th St Multimodal Corridor  
[shorelinewa.gov/175corridor](http://shorelinewa.gov/175corridor)
- 145th St Interchange  
[shorelinewa.gov/145interchange](http://shorelinewa.gov/145interchange)
- 145th St Multimodal Corridor  
[shorelinewa.gov/145corridor](http://shorelinewa.gov/145corridor)
- 148th St Non-Motorized Bridge  
[shorelinewa.gov/148thbridge](http://shorelinewa.gov/148thbridge)
- Trail Along the Rail  
[shorelinewa.gov/trailalongtherail](http://shorelinewa.gov/trailalongtherail)
- Sidewalks Prioritization  
<https://www.shorelinewa.gov/government/projects-initiatives/sidewalks-prioritization-plan>

- Sidewalk Priority Projects (Sidewalk “landing page”)  
[shorelinewa.gov/sidewalks](https://www.shorelinewa.gov/sidewalks)
- 145th St Off Corridor Bike Network (Bicycle Plan page)  
<https://www.shorelinewa.gov/government/departments/public-works/transportation-planning/bicycle-plan>
- Sound Transit Lynnwood Link Extension (Shoreline light rail)  
<https://www.soundtransit.org/system-expansion/lynnwood-link-extension>
- Sound Transit Stride Bus Rapid Transit (SR-522/NE 145th Street BRT)  
<https://www.soundtransit.org/system-expansion/sr-522-ne-145th-brt>
- Community Transit Swift Blue Line Expansion  
<https://www.communitytransit.org/swiftblue2024>
- King County Metro Connects (Long-Range Plan)  
<https://metro.kingcounty.gov/planning/long-range-plan/>