

# **City of Shoreline Climate Action Plan Update**

Workshop #2 - Walk, Ride, Roll, and Plug - Decarbonizing Shoreline's Transportation

# **WORKSHOP OVERVIEW**

This document summarizes participation, discussion, questions, and feedback from the City of Shoreline's second Climate Action Plan (CAP) public workshop, held on Zoom on March 2<sup>nd</sup>, 2022, at 6:00–8:00 pm PST. This input will be used to inform upcoming community conversations and the development of the CAP update.

- 90 people registered and 51 people attended (in addition to City and consultant staff).
- Workshop agenda is below:

Time	Торіс
6:00 pm (15 min)	Welcome and introductions
6:15 pm (50 min)	Presentation: Review of CAP Goals, Workshop #2–4 Goals
6:20 pm (30 min)	Presentation: Transportation Overview, Goals/Targets, Action List
6:50 pm (5 min)	Transition to Breakout Rooms
6:55 pm (55 min)	Breakout Group Discussion: Transportation Actions
7:50 pm (10 min)	Wrap-up and adjourn

### **WORKSHOP OBJECTIVES**

- Review CAP process
- Recap feedback from Workshop #1 and share goals for Workshops #2-4
- Introduce proposed transportation strategies and actions
- Review actions with community members

# **OVERARCHING FEEDBACK & TAKEAWAYS**

- Participants generally strongly supported all strategies and actions discussed but brought to light many
  considerations and concerns about each action for the City to consider.
- The strongest support was shown for actions that promoted walkability and bikeability.
- Participants showed strong concern for lack of sidewalks.
- While there was support for Goal T-2, to accelerate EV adoption, participants expressed large amounts of
  concern regarding the cost of electric vehicles. It was noted in three breakout rooms that even with incentives
  and rebates, EVs are still inaccessible to most.
- Participants noted that until alternative modes of transportation like biking, walking, or taking public transit are
  more convenient, more desirable, or less expensive than using a personal vehicle, there will not be widespread
  behavior change.

### **ICEBREAKER**

Participants were asked to answer the question "Imagine it is 2050... What does transportation look like in an ideal Shoreline?" in the chat. Participants' vision for the future of transportation in Shoreline included sidewalks, accessible and convenient local and regional public transit, electrified buses and personal vehicles, bike lanes, and better overall walkability.



- Sidewalks! Bike lanes!
- Hopefully less cars.
- Electric cars along tree lined streets.
- Lots of public transportation--electric buses, and more bike lanes!
- Seamless public transportation.
- Zero emissions. fully accessible.
- Lots of bikes and bike lanes.
- Everyone has EVs and there are community charge stations.
- Link rail connection throughout the region; bike lanes; more walking trails.
- Every vehicle is electric. There are multiple bike lanes. Tree planting in all areas of Shoreline.
- Multiple light rail routes. Free public transit with lots of walking and biking paths. Charging stations for electric cars.
- Sidewalks are widely available able to walk and bike safely, and take public transportation everywhere.
- 15 min city.

# **ZOOM CHAT Q&A**

Throughout the workshop, attendees were encouraged to submit their questions into the Q&A box on the Zoom platform. City and consultant staff provided verbal answers to some questions during designated Q&A sessions. Some questions asked in the chat have been edited for clarity and grammar.

- What Shoreline has does done so far to reduce climate impacts?
  - O Answered verbally: In general, Shoreline is ahead of the curve when looking at climate resilience planning. We've completed a climate impacts and resiliency study which stemmed from looking at stormwater infrastructure. We will do a deep dive into that study and community resiliency at the March 30<sup>th</sup> workshop!
- Are there other municipalities that are way ahead that we can learn from?
  - Answered verbally: In terms of climate, the Shoreline community is really what's driven actions so far. As a city, we're a part of K4C, a group of King Counties cities working together to address climate impacts. As cities go, we're near the front of the pack. In terms of looking to others, we can draw inspiration from other larger cities that have more resources to take on robust climate action in the U.S., Canada, and Europe.
- From looking through the 2013 plan, the thought I had was that the way it's formatted, is there a more accessible document? The CAP feels like a document that's meant to receive praise because it shows off what the City has done, rather than being created as a tool for Shoreline's residents.
  - Answered verbally: With this Climate Action Plan compared to the 2013 Plan, we're not starting from nothing—we have a baseline and existing experience with best practices, so the goal for this CAP is to have it be much more digestible and shorter. We will hopefully at least have some summary documents that are easy to understand and accessible.
- Is the City happy with community engagement in the process thus far, and what are is the City doing to increase community buy-in in this process?
  - o So far, the City has been actively engaging residents in a variety of ways, including:
    - Community Climate Conversations series
    - Creating and seeking input from a group of Community Climate Advisors
    - Outreach using the City of Shoreline website, social media accounts, and listservs
    - Engaging Shoreline high school students
    - Targeted engagement using postcards and poster boards.
    - Survey on the City website to understand community priorities

We look forward to continuing to gather community feedback on the plan via surveys, outreach at community events and meetings, and working with student groups and our Community Climate Advisors over the next few months.

- What percentage of Shoreline residents seem to think that Climate Change is not a threat?
  - Answered in Zoom chat: I don't have great recent data on opinions related to climate change for Shoreline specifically, but I do have a question about this in the survey that is open on www.shorelinewa.gov/climate. Yale also produces some good data on this that can be broken out by county/metropolitan area: <a href="https://climatecommunication.yale.edu/visualizations-data/ycom-us/">https://climatecommunication.yale.edu/visualizations-data/ycom-us/</a>.

    This data shows that over 80% of people in our area think global warming is happening and 70-85% perceive it as a threat in one way or another.
- RE: Bike parking, is this for transportation hubs or anywhere? Is there a secure lock system to keep patrons bikes safe (free of theft) while bikes are parked? Is there a fee for that?
  - Answered verbally: This is citywide; we need to do an inventory of where bike parking is needed and see if existing parking is adequate in terms of technology. Many older bike racks don't adequately secure bikes.

- Answer via Zoom chat from a community member: Regarding bike parking Light rail stations have bike lockers. It's limited space (Northgate has < 20 I think) and they're \$0.05/hour for up to 10 days. Otherwise, riders need to bring a lock.
- Are there current new development requirements for EV charging stations?
  - Answered verbally (CORRECTED): Shoreline has an EV ready ordinance, which requires a percentage of EV-ready spots in multifamily, commercial, and single-family residential buildings. (SMC 20.50.390E requires that 20% of parking spots for new multifamily buildings, 10% at new non-residential buildings, and at least one space for new single-family residential buildings have electrical service capacity for EV charging.)
- With the Light Rail station at 185th, and not really close to a lot of amenities, what are the plans for public transportation from the 185th station to say Aurora, etc.?
  - Answered verbally: The City did a corridor study (185th multimodal corridor study) which envisioned a roadway system that provides transportation to and from the light rail station, up to north city and to Aurora, etc.
- What is the plan to provide more amenities close to the stations?
  - Answered verbally: We have a website, Destination 2024 which focuses on transportation projects, including the 185th St Station and implementation projects in and around it.
- Are there any plans in Shoreline to introduce micro-transit?
  - Answered verbally: We're currently in the middle of the TMP Update—we currently aren't considering micro-transit but if that's something that you'd like to see in Shoreline, get involved in the TMP update to share your opinions!

# **BREAKOUT ROOM DISCUSSIONS**

Participants divided into five randomly assigned breakout rooms to provide feedback on the draft transportation strategies and actions. Key themes from the breakout room MURAL board responses are shown below for the goals and strategies. The discussion focused around support, concern, and equity considerations for the draft actions. The workshop MURAL board can be seen at <a href="https://discussion.org/linearing/linearing/">https://discussion.org/linearing/</a> and screenshots of the MURAL board notes are included in the Appendix.

# **Support:**

Q1. How supportive are you of these actions?

### **Concerns:**

Q2. Do you have any changes you'd like to make to this action or any concerns about this action that you'd like to flag?

### **Equity:**

Q3: Looking at this action, are there groups of people that would be most burdened or benefited by this action?

### **Gap Analysis:**

Q4: Are there crucial strategies or actions missing and/or do you have new ideas for actions not currently reflected in this action list?

# Goal T-1: Reduce Community-Wide Driving (Total VMT)

Action	Support	Concerns	Equity
T1.1 Encourage walkable business development	<ul> <li>Suggestion that making places appealing to walking is important, and usually done by making them</li> </ul>	- This needs to include pedestrian friendly roundabout, chicanes, etc.	

accessible to all	attractive (with art, nature,	- Strong concern for current	
neighborhoods	etc.).	lack of sidewalks, especially	
	- By making streets attractive,	in neighborhood areas.	
	it's more enjoyable to walk,	- Consider the need for	
	which is how to encourage	sidewalk maintenance, and	
	walking even when parking	funding for it.	
	is available.	- Speeding concern: needs	
	- Suggestion to consider	enforcement.	
	raised sidewalks to preserve	- Visibility concerns: hills and	
	trees and celebrate nature.	corners.	
	This will prevent old growth	- Lighting concern: needs	
	trees being removed for	more lights for walking to	
	walkability purposes.	be safe, and it's hard to see	
	- Increasing walkability is the	when drivers have bright	
	single most accessible and	headlights.	
	equitable goal.	- This should include spaces	
		for sitting/resting between	
		locations because long	
		walks without rest points	
		might deter walking.	
T1.2 Reduce parking in mixed-		- Limited parking results in	
use and commercial centers		parking where not allowed	
		causing safety concerns and	
		moving to problem to a	
		different location instead of	
		solving it.	
T1.3 Purchase path or street	- Suggestion to use a 5K fun	- Current lack of a connected	
connections in light rail	run on the Interurban Trail	network, which is partially	
station areas	to promote awareness.	due to unsafe pathways.	
		- Currently difficult to follow	
		signage for Interurban -	
T4 4 Curata and	Compared for more re-	Burke Gilman Trails.	Constitution to marrial ODCA
T1.4 Create safe	- Support for more	- Concern for safety of	- Suggestion to provide ORCA
infrastructure for walking,	investments in SR2S,	walking students from	cards for Shoreline
biking, and transit around	walking school bus, & bike	traffic.	students.
schools	skills training to school kids.		
	- Support for this action.		
	- Sidewalks are a large		
T1.5 Expand safe, low-stress	component of this safety.	- Need to encourage safe	- Bike racks on public transit
bike and ped network	- Suggestion for a networking		not accessible, difficult to
bike and ped network	opportunity with local bike shows and clubs.	biking and walking,	·
	- Support for this action but	discouraging distracted transportation	use.
	places an emphasis on the	- Concern for bicycling safety,	
	importance of having	especially in areas with poor	
	residents feel safe on the	quality roads.	
	road.	- Strong need for protected	
	Toda.	bike lanes before it will be	
		low-stress, although there is	
		limited space for this right	
		now, until biking is more	
		common.	
	l	common.	

T1.6 Inventory and increase bicycle parking near businesses and City facilities  T1.7 Host cycling education and encouragement programs	- Support for increased bike parking, but it should be covered bike parking.  - Support for this action - Suggestion to include bike rodeos or grants for helmets for kids, because when people feel safe on their bikes, they're more likely to use them Suggestion to do helmet giveaways.	<ul> <li>Infrastructure needs to be responsive to bikers needs.</li> <li>Helmets need to be required, possibly by law enforcement.</li> <li>Concern for lack of room on bus bike racks, resulting in cyclists being left behind</li> <li>Consider aesthetics of traffic calming efforts.</li> <li>Suggested example of safe biking area: Linden Ave - Interurban Trail in Seattle.</li> <li>Concern about bike theft and lack of secure infrastructure.</li> <li>Need to invest in bike lock infrastructure</li> <li>Consider that e-bike storage is different than for manual bikes.</li> <li>Add "road safety education."</li> </ul>	- Suggestion to create bike programs in schools (classrooms, PTA events, etc) to reach a diverse audience. This gained strong support in the discussion This is especially important because kids bring home the information to their parents This action needs to involve engaging different
			communities in different languages.
T1.8 Create shared-use mobility hubs			- Include bike trailers for families.
T1.9 Pilot e-scooter/e-bike share or no-cost e-bike library	- Support for this action Support for e-bikes and other e-mobility, as well as manual bikes.	<ul> <li>Are e-bikes allowed on bike trails?</li> <li>Concern that these will be taken advantage of and left laying around, not returned.</li> <li>There will be a need for widely available charging infrastructure for these e-bikes and scooters.</li> <li>Consider that e-bikes may not be a great option considering that they are only guaranteed it for one leg of their trip if going</li> </ul>	<ul> <li>A smartphone is needed to get the app and pay for ebikes</li> <li>Teenagers for more affordable access to e-bikes, scooters, etc.</li> <li>Need to have City events teaching how to use e-bikes and scooters.</li> </ul>

T4 10 Daniila in antina an		round trip, someone else can rent it. There needs to be a system where they can be returned to any location.  Need an incentive to return to a station instead of being abandoned.  Consider the need for safe places to lock these.	
T1.10 Provide incentives or discounts for e-bikes			<ul> <li>E-bikes are expensive, this money could be put toward different things like scholarships, reduced rates on the bike share, etc.</li> <li>Even with incentives and discounts, e-bikes are still unaffordable to most.</li> <li>Not all will have a space to store an e-bike, even if they can afford it.</li> </ul>
T1.11 Increase transit service, especially cross-city and to the new light rail stations	<ul> <li>It's important to increase transit to get people to light-rail, and important to have the cross-city connections</li> <li>Support, but include multicity as well – residents want to go places outside of Shoreline.</li> <li>These routes should be expanded to help people go where they need to go at other times of the day and week than just 9-5 on weekdays.</li> </ul>	<ul> <li>Metro services currently are not convenient.</li> <li>Concern that there not be enough coverage and small neighborhoods could get missed.</li> <li>Transit needs to accommodate mobility/accessibility challenges (shopping carts, wheelchairs, etc.)</li> <li>This service needs to be flexible to keep up with how people use transit.</li> <li>Concern that snow will cause problems for transit.</li> </ul>	<ul> <li>Transit is tied to the housing crisis</li> <li>Routes need to be available for odd hours/outside "traditional" commuter times</li> <li>Mass transit needs to be affordable and more readily available than cars to actually make it convenient.</li> </ul>
T1.12 Modify roadways to increase bus speed and reliability	<ul> <li>Support for this action.</li> <li>These routes should be expanded to help people go where they need to go at other times of the day and week than just 9-5 on weekdays.</li> </ul>	- Concern for lack of reduction of carbon footprint, until buses go electric.	<ul> <li>Buses need to be safer, cleaner, more convenient, quicker</li> <li>Shorter routes to common places (ex – Costco) need to be available.</li> </ul>
T1.13 Encourage affordable, transit-oriented redevelopment of Park and Rides			
T1.14 Encourage telecommuting at local businesses and organizations	- Support for advocating for Shoreline residents to work remotely.		- Many frontline jobs can't be done remotely.

T1.15 Expand the City's	- Clarify who these employers	
Commute Trip Reduction	are.	
program to major employers		

### What's missing?

- "Pedestrian friendly" streets:
  - O Designation on some streets to alert drivers that it's a privilege that they get to take a car on the street, and signal that pedestrians are priority.
  - Creating pedestrian-only streets
- Traffic calming action to reduce speeding
- Action to address lack of sidewalks
- Reducing speed limits
- Action to remove garbage bins from sidewalks due to accessibility issues
- Safe Streets/Neighborhood Greenways
- Bike repair facilities
- Incentive for small businesses to settle in neighborhoods to reduce distance needed to travel to them.
- Green roofs to cover trails to protect bikers and walkers from rain.

### General Feedback:

- Ensure that any for any infrastructure installed is climate resilient and using sustainable materials
  - o Ex: Asphalt vs concrete for sidewalks, or low CO<sub>2</sub> concrete.
- Need to consider wheelchair accessibility in all actions
- This process needs to purposely engage low income and BIPOC residents.
- Internal coordination needs to happen to share feedback with Metro.
- Locations were previously identified for traffic circles/speeding treatments, which hasn't happened.
- Suggestion for specific engagement for different types of transit-users, especially those who walk often, to see what infrastructure they feel they are missing.
- Focus on the actions that influence the most people and don't assume financial means.
- Consider Seattle's weather when looking at feasibility of walking and biking.
- The biking actions are not what will be the most cost-effective actions for the City because they largely will require redoing of streets.

# Goal T-2: Accelerate EV Adoption

Action	Support	Concerns	Equity
T2.1 Provide an electric vehicle (EV) car-share program			- This is most likely to mitigate EV inaccessibility.
T2.2 Provide education about EVs and existing rebates	- Opportunity to partner with auto dealers in Shoreline to promote EV education and awareness.	<ul> <li>Education is a big part of change, this needs to be a high priority action.</li> <li>How do you create engagement around this topic?</li> </ul>	- Engage residents using multiple types of media to broaden the campaign. Target engagement to schools, community places, etc.

T2.3 Partner to offer more		- Where does the funding for	- Consider how to further low
rebates and incentives for EVs		these incentives come from?	the cost of EV's to consumers – they're still to expensive for most to afford Concern that taxpayers are paying for EV drivers.
T2.4 Support fleet electrification by local schools, businesses, and utilities	<ul> <li>This is an opportunity to partner with schools.</li> <li>Suggestion to support business looking into their fleets to become carbon free.</li> <li>Support for this action.</li> <li>Consider what businesses are using EV's and encourage it.</li> </ul>	- The City expects the community to embrace moving into EV's, which may not be the case.	
T2.5 Strengthen our EV-ready ordinance for new multifamily and commercial buildings	<ul> <li>Support for this action.</li> <li>These EV ready spaces should have fast chargers – slow chargers are impractical.</li> <li>Share the details of this ordinance with residents.</li> </ul>	- Barrier to upgrades to EV's can come from the need to upgrade a home's electrical panel. These upgrades need to be incentivized or required.	<ul> <li>Multifamily home charger amounts have limits to how many can charge – close public chargers are needed if chargers at home are unavailable.</li> <li>Will this keep residents from garaging a gas vehicle in their garage? Who can afford to buy near charging stations?</li> </ul>
T2.6 Assess and support public EV charging stations at City facilities and key locations		<ul> <li>Most people who own EV's charge at home, so this action will be minimally important.</li> <li>Need for education surrounding fast vs. slow chargers.</li> </ul>	- These stations need to have a time limit to allow for more widespread usage.
T2.7 Public education and maps of EV charging stations	<ul> <li>Support for this action.</li> <li>This promotes the switch to EV's when residents see how many chargers already exist.</li> </ul>	<ul> <li>Maps don't seem very effective – use online resources, but make maps available in mobility hubs to avoid equity issue.</li> <li>Include education of what to do if your EV battery runs out.</li> </ul>	- These chargers should be free.
T2.8 Promote existing incentives and resources for building owners to add EV chargers		- Does this include churches?	
T2.9 Transition City light-duty vehicles to all electric by 2030	- Support for this action.		

T2.10 Transition Police vehicles to all electric by 2050	- Support for this action because EV's accelerate rapidly.	- 2050 is too late to replace the city fleet. A slow transition is okay, but then should be started ASAP to finish earlier.	
T2.11 Transition City heavy- duty vehicles to all electric or alternatives by 2050	- Support for this action.	- 2050 is too late to replace the city fleet. A slow transition is okay, but then should be started ASAP to finish earlier.	
T2.12 Install chargers at City facilities for fleet and employee vehicles			
T2.13 Replace City gas- powered maintenance equipment with electric models	- Support for this action.		

# What's missing?

- Multi-family/Commercial EV ready retrofit funding—partner with utilities to expand charging infrastructure.
- Sustainable Transportation Fair.
- Shoreline should put money toward the use of non-hydropower renewables such as solar, or wind poles.
- Power charging stations partially with solar.

### General Feedback:

- If the goal is to reduce carbon emissions, the incentives should relate to getting older cars off the road, rather than transitioning to electric cars.
- There is a need for places where the community can be heard, potentially organized by neighborhood.
- General concerns regarding the lack of sustainability in EV culture. Ex: oil used to build the car, promoting SOV usage, use of conflict materials (equity issue), etc.
- There are currently very limited number of EV's used.
- Concern over different types of renewable energy. Hydro is not carbon neutral, wind turbines are dangers to bats and birds, etc.
- There is currently no statewide incentive to produce EV's resulting in a car shortage which is a challenge to EV adoption. There is also currently a microchip shortage causing long wait times for EV's.

# **APPENDIX**

Below are screenshots from MURAL for each set of questions, showing the raw notes that facilitators took during breakout rooms.

### Breakout Room 1 - Cameron





Safe, maintained bike lanes and paths
Bike Education
Sidewalks
Speeding/Traffic Calming Enjoyable/walkable space

Action Support

1. How supportive are you of these actions?

L. Do you have any changes you'd like to make to this action or any concerns about these actions that you'd like to flag?

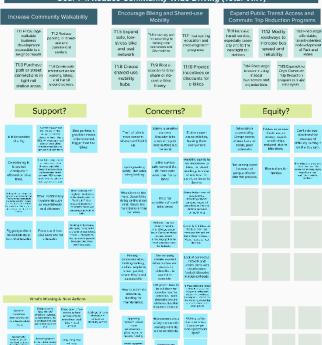
Equity

1. Looking at this action, are there groups of people that would be most burdened or benefitted by this action?

Gap Analysis

1. Are there crucial strategies or actions missing and/or do you have new ideas for actions not currently reflected in this action list?

# Goal T-1: Reduce Community-Wide Driving (Total VMT)



### Goal T-2: Accelerate EV Adoption

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Encourage Community-wide EV Adoption	Expand the Public EV Charging Network	Electrify the City Fleet
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Support?	Concerns?	Equity?
What's Missing & New Actions		

### Breakout Room 2 - Nora







Action Support

1. How supportive are you of these actions?

### Concerns

Councettis

1. Do you have any changes you'd like to make to this action or any concerns about these actions that you'd like to flag?

Equity

1. Looking at this action, are there groups of people that would be most burdened or benefitted by this action?

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# Goal T-2: Accelerate EV Adoption

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T2.1 Provide an electric vehicle (EV) car-share program	T2.2 Provided action about EVs and existin rebates	1	T2.5 Strong out EV-te criticance new nutile and comme building	dy support p for EV charg mily stations a rotal facilities an	ablic ping LGLe ad key	T2.9 Transition City light outy vehicles to all electricity 2030	T2.10 Transition Police vehicles to all electric by 2050	T2.11 Transiti City heavy-o vehicles to electric or atternatives 2060
T2.3 Partner to offer more rebates and incentives for EVs	local scanni	by s.	T2.7 Fish edication responding charging stations	OV endinging SV endingous published	entions per for nots to	charge: facilities and en	s et City pow for Tout mainte poloyes equipm	ered mance
Su	ipport?		C	Concerns	?		Equity?	
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What	s Missing & Nov	a Actions.						

	Go	al T-1: R	educe Comn	nunity-Wi	de Drivir	ng (Total Vi	MT)	
Increase C	Community W	alkability	Encourage	Biking and Sh Mobility	ared-use		ublic Transit Trip Reduction	
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T1.3 Perciputh or st connection light re station as	reet infrastruct.	are for Iking sett	T1.8 Create shared-use mobility hubs	T19 Pilot o scooter/e-bike share or no- cost e bike library	T110 Provide incentives or discounts for e-bikes	terec E busin	onmuting City flocal rip cases and prop	5 Expand the dis Commute o Medication (ram to major moleyers
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What's	Miss	nç &	New	Actions

# Breakout Room 3 - Eric

-EV charging and multi-family housing Hoxido trensit for all of the mobility challenges Going electric with city and school fleets -Making walking easier - seating, connections to schools, connecting across the city.

Action Support

1. How supportive are you of these actions?

Concerns

L. Do you have any changes you'd like to make to this action or any concerns about these actions that you'd like to flag?

Equity 1 Looking at this action, are there groups of people that would be most burdened or benefitted by this action?

Gap Analysis

1. Are there crucial strategies or actions missing and/or do you have new ideas for actions not currently reflected in this action list?

# Goal T-1: Reduce Community-Wide Driving (Total VMT)

	Encourage Biking and Shared-use	Expand Public Transit Access and
Increase Community Walkability	Mobility	Commute Trip Reduction Programs
111 Encourage vivolación by 5 1985 development societés de la all neighborhocos	TLB Expand 30'0, low- stress bike and ped complete City scrittes metwork  TLB here way not increase by type- gendral tree; education and education and endourngement purposes.	Titl increase in the state of t
T1.3 Purchase path or street connections in making, oring light rai station aloas around schools	T1.8 Create shared use shared use shared use there on cost e-bike hulbs shared in the shared on the	11/4 Processing tablecommuting of coal histocommuting of coal histocommuting organizations organizations complayers
Support?	Concerns?	Equity?
### Important to concentration of the important to the important of the im	this evilations to along the consideration of the c	distribution that remains a distribution of the determinant of the determinant of the distribution of the
chile advocate for three sine of 2 M2 more recorded to work reamonary global.	Vo. If the to be been provided by the Selety of been coop for the selection of the selection from selection from selection from selection for the selection of	Walking presents to over die lierges
5 spect values one offer seconds / 18 is Suparet. Important to have support and two supports and two or residency.	heard charging feelines for ehilant	Note: Since the Jacobs No. Jacobs
	colors are orbitible (II.3) limited space outpoint (III.5). If the provided have been also such as the provided have been also such as the provided have been also such as the provided by the	
What's Missing & New Actions		

### Goal T-2: Accelerate EV Adoption

ncourage	Community- Adoption	wide EV		Public EV Ch Network	narging	Elec	trify the City FI	eet	
T2.1 Provide an electric education vehicle/EV/ about EVS and civiling program rebates		n electric education chicle (EV) about EVs and censhare existing		Modifie education our Expensive suggest studies of CE(EV) about EVs and one of the cover at fronty stations of CEy share and cover at fronty stations of CEy and commercial sections of CEY.		oblic ring t City of key	T2.9 Transition City I ght-duty vehicles to all electric by 2030	T2.10 Transition Police vehicles to all electricity 2050	T2.8 Transit- City heavy-th vehicles to a electric or stransivos 2050
T2.3 Parti- to offer m robatos a incentives EVs	ore flori electrification	n Dy ols,	12.7 Publi couration a meter of B charging stations	ond widing ind	nti Nesi les for rens to	T2:12 Ins. 81 Charge's at City facilities for Beet and comployee and comployee experience experience experience		Replace yicas- yicas- vered terraneu nent with cinodels	
4	Support?		(	Concerns	?		Equity?		
Susport lectrifying dity floot.	t25 support out conserned about buildings sleady with Papine to report to ne ode Evicanglig?	(2.4 support business looking received fleets to accome carbon free.	12.5 mos. Introductions already tiere. How to oderess thet?	Every in multi- tamile housing limits was con- clarge. If building coesn't provide, need there subtle therepens	head incorrived to help deciple purchase levis.	Cost of EV	Munitarity Exesting leaks changing facilities.		

What's Missing & New Actions

### Breakout Room 4 - Gretchen



lots of support for converting to EVs but concerns about access and equity 
-speed up timeframe for when need to convert (2000 too far out) 
for out) 
lots of support for public transit if accessible, safe, efficient 
goes where you need it to go, alfordable 
be more supported of bits usage (detayls/curlly for ooth 
date not the bits 
takes they responsibility 
be more supportive of pedic stars goldery 
be once supportive of pedic stars goldery 
to be more supportive of pedic stars goldery 
reducing need for mobility (in promoting working from 
ticme)

Action Support

1. How supportive are you of these actions?

### Concerns

Outcerns

1. Do you have any changes you'd like to make to this action or any concerns about these actions that you'd like to flag?

 $\frac{Equity}{L \, Looking \, at \, this \, action, are \, there \, groups \, of \, people \, that \, would \, be \, most \, burdened \, or \, benefitted \, by \, this \, action?}$ 

Gap Analysis

1. Are there crucial strategies or actions missing and/or do you have new ideas for actions not currently reflected in this action list?

### Goal T-2: Accelerate EV Adoption

	i i zi Acceleiate z v Adopti	
Encourage Community-wide EV Adoption	Expand the Public EV Charging Network	Electrify the City Fleet
T2.1 Provide an electric vehicle (EV) care-hare program education about EVs and rebotts	T2.8 Suising their course of support suits or EV heady connector for any multifersty and commercial buildings of their suits o	T2.9 Transition City light-dury vehicles to all solicitis by 2030  T2.10 Transition City heaved by vehicles to all solicitis by 2030  T2.20 Transition City heaved by vehicles to all vehicles
T.2.3 Partner to offer motories and inconvolves for EVs.	T22 Public exception and maps of CV excepting stations of the company stations of the company of	12-10 leasts: Chargers at City facil its for fact and complexity vericials  vericials  vericials  vericials  vericials  vericials  vericials  vericials
Support?	Concerns?	Equity?
Really like let of support for except requirement 2.13 Extraorition requirement requiremen	CO and CO COME.  COLUMN TO COLUMN TO COME.  COLUMN TO COLUMN TO COME.  COLUMN TO COLUMN	com of BV in road to have income where the season of the s
0-4 pring commany statisfeeding section 240 pc sections according to the control of the control	or half a size on point process or compared to come our formation money to example the command of the compared to the compared	IZ 5 - visual 1 likery person - to company a gas visit (se from a groups) - visual groups - visual cross (se tuy sour change of visual change of visual

	mars mesery	N New Action							
249 Metalony, none of partial solution of memorials of the site of the solution of the arthreps	warding to latest more who it what a recorded for late describionics.	Seat the other to enting their re- states for satura- to their to a seal each to escalates with the sealant	serve do we do serve en la V La lieteo con ced	Initial number of asset 1.5%	constraints  an according to a row or according to the according at the ac	security worsing membrane - reduces solar re- on temporalising			

# Goal T-1: Reduce Community-Wide Driving (Total VMT)

Increase Community W	alkability	Linconinge	Mobility	arearese		rip Reduction	
T11 Ennourage will do be bus ness ceredigment accessible to all neighborhoods.	oud al	T1.5 Expand safe, low stress bike and ped network	T 6 remotivated fromtos bloyds parking mear businesses and Oile facilities	TI.7 Host cycling education and encouragement programs	Thi' increase transitise vice, especially cross- cly and to the new light rail stations	T1.12 Modify roadways to increase bus speed and reliability	TU3 Encourage attordable, transit-oriented redevelopment of Park and Rides
T1.3 Purchase path or street connections in light rui stoff or oreas	e for ring. rit	T1.8 Create shared-use mobility hubs	11.9 Plot e- scooter/e-bike share or no- cost e-bike library	T1.10 Provide incentives or discounts for e-bikes	T'.14 Er ci telecomi at co business organiza	nuting Clysical rel Trip Re- es and program	manute duction to major
Support?		(	Concerns	?		Equity?	
nt 4 - yafe Intrastructure 50- in potent- stroveliks mad component services and ons	REVISION CUIT VES - crisic city and hulls city! places to man just volum shared me	High to make partiting or access feet trader piece hand shifts provided in making these to making these.	different between the dispersion of the end of the end of the wicket	consert income playde drig increasing data, in links at classed to use as his or a hare there are full the same father did as the beautiful	entrollerance is a ser- course followed for parties falled formers entered to service of the most entered for most entered for en- tered formers for en- locations of learning end	mass rangt access to be elibeled as more readily mainly as the pro- wert per off trac-	
		tt./ and head smally education?	Moed or folicitations to liste the standard of Mood Biol	to be the south of the end operation. In this program, the discount of the par- ticle of the discount was even should be accountly. The end of	Mass Cernit reced to star artestation and efficient	if it is comment for equity and public spread in a ling trainer and other in odd in comparison in a literal comment times	
		Tith-lenal hospers to mass renalisation is, proverig					
What's Missing & N	ew Actions						

