



## 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	Topic
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

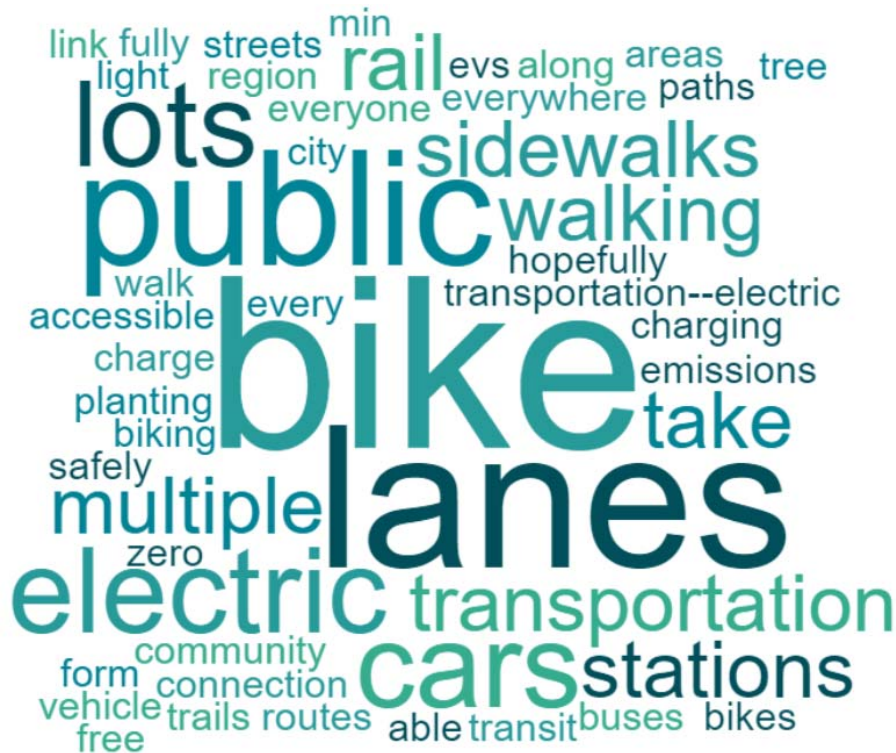
- Review CAP process
- Recap feedback from Workshop #1 and share goals for Workshops #2–4
- Introduce proposed **transportation** strategies and actions
- Review actions with community members

### 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 done so far to reduce climate impacts?
  - *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?
  - *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](http://www.shorelinewa.gov/climate). Yale also produces some good data on this that can be broken out by county/metropolitan area: <https://climatecommunication.yale.edu/visualizations-data/ycom-us/>. 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 [this link](#), 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	- Suggestion that making places appealing to walking is important, and usually done by making them	- This needs to include pedestrian friendly roundabout, chicanes, etc.	

<p>accessible to all neighborhoods</p>	<p>attractive (with art, nature, etc.).</p> <ul style="list-style-type: none"> <li>- By making streets attractive, it's more enjoyable to walk, which is how to encourage walking even when parking is available.</li> <li>- Suggestion to consider raised sidewalks to preserve trees and celebrate nature. This will prevent old growth trees being removed for walkability purposes.</li> <li>- Increasing walkability is the single most accessible and equitable goal.</li> </ul>	<ul style="list-style-type: none"> <li>- Strong concern for current lack of sidewalks, especially in neighborhood areas.</li> <li>- Consider the need for sidewalk maintenance, and funding for it.</li> <li>- Speeding concern: needs enforcement.</li> <li>- Visibility concerns: hills and corners.</li> <li>- Lighting concern: needs more lights for walking to be safe, and it's hard to see when drivers have bright headlights.</li> <li>- This should include spaces for sitting/resting between locations because long walks without rest points might deter walking.</li> </ul>	
<p>T1.2 Reduce parking in mixed-use and commercial centers</p>		<ul style="list-style-type: none"> <li>- Limited parking results in parking where not allowed causing safety concerns and moving to problem to a different location instead of solving it.</li> </ul>	
<p>T1.3 Purchase path or street connections in light rail station areas</p>	<ul style="list-style-type: none"> <li>- Suggestion to use a 5K fun run on the Interurban Trail to promote awareness.</li> </ul>	<ul style="list-style-type: none"> <li>- Current lack of a connected network, which is partially due to unsafe pathways.</li> <li>- Currently difficult to follow signage for Interurban - Burke Gilman Trails.</li> </ul>	
<p>T1.4 Create safe infrastructure for walking, biking, and transit around schools</p>	<ul style="list-style-type: none"> <li>- Support for more investments in SR2S, walking school bus, &amp; bike skills training to school kids.</li> <li>- Support for this action.</li> <li>- Sidewalks are a large component of this safety.</li> </ul>	<ul style="list-style-type: none"> <li>- Concern for safety of walking students from traffic.</li> </ul>	<ul style="list-style-type: none"> <li>- Suggestion to provide ORCA cards for Shoreline students.</li> </ul>
<p>T1.5 Expand safe, low-stress bike and ped network</p>	<ul style="list-style-type: none"> <li>- Suggestion for a networking opportunity with local bike shows and clubs.</li> <li>- Support for this action but places an emphasis on the importance of having residents feel safe on the road.</li> </ul>	<ul style="list-style-type: none"> <li>- Need to encourage safe biking and walking, discouraging distracted transportation</li> <li>- Concern for bicycling safety, especially in areas with poor quality roads.</li> <li>- Strong need for protected bike lanes before it will be low-stress, although there is limited space for this right now, until biking is more common.</li> </ul>	<ul style="list-style-type: none"> <li>- Bike racks on public transit not accessible, difficult to use.</li> </ul>

		<ul style="list-style-type: none"> <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> </ul>	
T1.6 Inventory and increase bicycle parking near businesses and City facilities	<ul style="list-style-type: none"> <li>- Support for increased bike parking, but it should be covered bike parking.</li> </ul>	<ul style="list-style-type: none"> <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> </ul>	
T1.7 Host cycling education and encouragement programs	<ul style="list-style-type: none"> <li>- Support for this action</li> <li>- 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.</li> <li>- Suggestion to do helmet giveaways.</li> </ul>	<ul style="list-style-type: none"> <li>- Add "road safety education."</li> </ul>	<ul style="list-style-type: none"> <li>- Suggestion to create bike programs in schools (classrooms, PTA events, etc) to reach a diverse audience. This gained strong support in the discussion.</li> <li>- This is especially important because kids bring home the information to their parents.</li> <li>- This action needs to involve engaging different communities in different languages.</li> </ul>
T1.8 Create shared-use mobility hubs			<ul style="list-style-type: none"> <li>- Include bike trailers for families.</li> </ul>
T1.9 Pilot e-scooter/e-bike share or no-cost e-bike library	<ul style="list-style-type: none"> <li>- Support for this action.</li> <li>- Support for e-bikes and other e-mobility, as well as manual bikes.</li> </ul>	<ul style="list-style-type: none"> <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 style="list-style-type: none"> <li>- A smartphone is needed to get the app and pay for e-bikes</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>

		<p>round trip, someone else can rent it. There needs to be a system where they can be returned to any location.</p> <ul style="list-style-type: none"> <li>- Need an incentive to return to a station instead of being abandoned.</li> <li>- Consider the need for safe places to lock these.</li> </ul>	
T1.10 Provide incentives or discounts for e-bikes			<ul style="list-style-type: none"> <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 style="list-style-type: none"> <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 multi-city 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 style="list-style-type: none"> <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 style="list-style-type: none"> <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 style="list-style-type: none"> <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>	<ul style="list-style-type: none"> <li>- Concern for lack of reduction of carbon footprint, until buses go electric.</li> </ul>	<ul style="list-style-type: none"> <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	<ul style="list-style-type: none"> <li>- Support for advocating for Shoreline residents to work remotely.</li> </ul>		<ul style="list-style-type: none"> <li>- Many frontline jobs can't be done remotely.</li> </ul>

T1.15 Expand the City's Commute Trip Reduction program to major employers		- Clarify who these employers are.	
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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.
  - o 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.	- Education is a big part of change, this needs to be a high priority action. - How do you create engagement around this topic?	- Engage residents using multiple types of media to broaden the campaign. Target engagement to schools, community places, etc.



T2.3 Partner to offer more rebates and incentives for EVs		<ul style="list-style-type: none"> <li>- Where does the funding for these incentives come from?</li> </ul>	<ul style="list-style-type: none"> <li>- Consider how to further low the cost of EV's to consumers – they're still too expensive for most to afford</li> <li>- Concern that taxpayers are paying for EV drivers.</li> </ul>
T2.4 Support fleet electrification by local schools, businesses, and utilities	<ul style="list-style-type: none"> <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>	<ul style="list-style-type: none"> <li>- The City expects the community to embrace moving into EV's, which may not be the case.</li> </ul>	
T2.5 Strengthen our EV-ready ordinance for new multifamily and commercial buildings	<ul style="list-style-type: none"> <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>	<ul style="list-style-type: none"> <li>- 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.</li> </ul>	<ul style="list-style-type: none"> <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 style="list-style-type: none"> <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>	<ul style="list-style-type: none"> <li>- These stations need to have a time limit to allow for more widespread usage.</li> </ul>
T2.7 Public education and maps of EV charging stations	<ul style="list-style-type: none"> <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 style="list-style-type: none"> <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>	<ul style="list-style-type: none"> <li>- These chargers should be free.</li> </ul>
T2.8 Promote existing incentives and resources for building owners to add EV chargers		<ul style="list-style-type: none"> <li>- Does this include churches?</li> </ul>	
T2.9 Transition City light-duty vehicles to all electric by 2030	<ul style="list-style-type: none"> <li>- Support for this action.</li> </ul>		

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



Discussion Summary

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

Action Support

1. How supportive are you of these actions?

Concerns

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 benefited 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)

Table with 3 columns: Increase Community Walkability, Encourage Biking and Shared-Use Mobility, Expand Public Transit Access and Commute Trip Reduction Programs. Each column contains specific action items like T1.1, T1.2, T1.3, etc.

Support?

Table with 3 columns under Support? header, containing feedback text.

Concerns?

Table with 3 columns under Concerns? header, containing feedback text.

Equity?

Table with 3 columns under Equity? header, containing feedback text.

What's Missing & New Actions

Table with 3 columns for missing actions, containing various suggestions.

Goal T-2: Accelerate EV Adoption

Table with 3 columns: Encourage Community-wide EV Adoption, Expand the Public EV Charging Network, Electrify the City Fleet. Each column contains specific action items like T2.1, T2.2, T2.3, etc.

Support?

Table with 3 columns under Support? header, containing feedback text.

Concerns?

Table with 3 columns under Concerns? header, containing feedback text.

Equity?

Table with 3 columns under Equity? header, containing feedback text.

What's Missing & New Actions

Table with 3 columns for missing actions, containing various suggestions.

Breakout Room 2 - Nora



Discussion Summary

Action Support

1. How supportive are you of these actions?

Concerns

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 benefited 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

Table with 3 columns: Encourage Community-wide EV Adoption, Expand the Public EV Charging Network, Electrify the City Fleet. Each column contains specific action items like T2.1, T2.2, T2.3, etc.

Support?

Table with 3 columns under Support? header, containing feedback text.

Concerns?

Table with 3 columns under Concerns? header, containing feedback text.

Equity?

Table with 3 columns under Equity? header, containing feedback text.

What's Missing & New Actions

Table with 3 columns for missing actions, containing various suggestions.

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

Table with 3 columns: Increase Community Walkability, Encourage Biking and Shared Use Mobility, Expand Public Transit Access and Commute Trip Reduction Programs. Each column contains specific action items like T1.1, T1.2, T1.3, etc.

Support?

Table with 3 columns under Support? header, containing feedback text.

Concerns?

Table with 3 columns under Concerns? header, containing feedback text.

Equity?

Table with 3 columns under Equity? header, containing feedback text.

What's Missing & New Actions

Table with 3 columns for missing actions, containing various suggestions.

Breakout Room 3 - Eric



Discussion Summary

EV charging and multi-modal heading Hologic transit for a lot of the mobility challenges  
 Going obscure with city and school levels  
 Making walking easier - seating, connections to schools, connecting across the city.

Action Support

1. How supportive are you of these actions?

Concerns

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 benefited 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)

Increase Community Walkability	Encourage Biking and Shared-use Mobility	Expand Public Transit Access and Commute Trip Reduction Programs
T11 Encourage walkable bus lanes T12 Reduce parking in transit-use and commercial areas	T15 Expand safe, low-stress bike and ped network T16 Increase use of low-stress bike lanes and city streets T17 Invest in cycling education and encouragement programs	T18 Increase use of transit T19 Increase use of transit T20 Increase use of transit
T13 Purchase part or all of transit connections in light rail stations	T18 Create shared-use mobility hubs T19 Promote use of shared-use or no-cost e-bike library T20 Provide incentives for e-scooters for e-bikes	T18 Increase use of transit T19 Increase use of transit T20 Increase use of transit

Support?	Concerns?	Equity?
T11 Support for walkable bus lanes T12 Support for low-stress bike lanes T13 Support for transit connections in light rail stations	T15 Concerns about safety of bike lanes T16 Concerns about safety of bike lanes T17 Concerns about safety of bike lanes	T18 Concerns about safety of transit T19 Concerns about safety of transit T20 Concerns about safety of transit

What's Missing & New Actions

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Goal T-2: Accelerate EV Adoption

Encourage Community-wide EV Adoption	Expand the Public EV Charging Network	Electrify the City Fleet
T21 Provide an electric vehicle (EV) car-share program T22 Partner to offer more robotics and line items to EVs	T23 Promote use of EV charging stations T24 Promote use of EV charging stations	T25 Transition City heavy-duty vehicles to all electric by 2030 T26 Transition City heavy-duty vehicles to all electric by 2030

Support?	Concerns?	Equity?
T21 Support for EV car-share T22 Support for EV car-share	T23 Concerns about safety of EV charging stations T24 Concerns about safety of EV charging stations	T25 Concerns about safety of EV charging stations T26 Concerns about safety of EV charging stations

What's Missing & New Actions

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Breakout Room 4 - Gretchen



Discussion Summary

lots of support for converting to EVs but concerns about access and equity  
 - speed up timeframe for when need to convert (2050 too far out)  
 - lots of support for public transit if accessible, safe, efficient (goes where you need it to go, affordable)  
 - be more supportive of bike usage (safety/security for both rider and the bike) - businesses should be responsible for this - city responsibility  
 - be more supportive of pedestrian safety (security) - reducing need for mobility (ie. promoting working from home)

Action Support

1. How supportive are you of these actions?

Concerns

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 benefited 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

Encourage Community-wide EV Adoption	Expand the Public EV Charging Network	Electrify the City Fleet
T21 Provide an electric vehicle (EV) car-share program T22 Partner to offer more robotics and line items to EVs	T23 Promote use of EV charging stations T24 Promote use of EV charging stations	T25 Transition City heavy-duty vehicles to all electric by 2030 T26 Transition City heavy-duty vehicles to all electric by 2030

Support?	Concerns?	Equity?
T21 Support for EV car-share T22 Support for EV car-share	T23 Concerns about safety of EV charging stations T24 Concerns about safety of EV charging stations	T25 Concerns about safety of EV charging stations T26 Concerns about safety of EV charging stations

What's Missing & New Actions

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

Increase Community Walkability	Encourage Biking and Shared-use Mobility	Expand Public Transit Access and Commute Trip Reduction Programs
T11 Encourage walkable bus lanes T12 Reduce parking in transit-use and commercial areas	T15 Expand safe, low-stress bike and ped network T16 Increase use of low-stress bike lanes and city streets T17 Invest in cycling education and encouragement programs	T18 Increase use of transit T19 Increase use of transit T20 Increase use of transit

Support?	Concerns?	Equity?
T11 Support for walkable bus lanes T12 Support for low-stress bike lanes T13 Support for transit connections in light rail stations	T15 Concerns about safety of bike lanes T16 Concerns about safety of bike lanes T17 Concerns about safety of bike lanes	T18 Concerns about safety of transit T19 Concerns about safety of transit T20 Concerns about safety of transit

What's Missing & New Actions

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Action Support

1. How supportive are you of these actions?

Concerns

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 benefited 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?

Discussion Summary

- Support for bike and bike but we need to move beyond that, big concern is how to we fund more of it, especially...  
- Safety is a big concern for all transit options...  
- Public transit focused on before and after...  
- Riders will have more options...  
- Addressing issues of charging spots and concerns that will come up

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

Increase Community Walkability	Encourage Biking and Shared-Use Mobility	Expand Public Transit Access and Commute Trip Reduction Programs
T1.1 Encourage walkable business development, accessible to all neighborhoods	T1.5 Expand walk, bike, and transit network	T1.11 Increase transit access, increase system, increase bus speed and reliability
T1.2 Purchase high speed transit connectors in light rail station areas	T1.8 Create shared-use mobility hubs	T1.12 Encourage multimodal transit, encourage program to meet employees
T1.3 Encourage walkable business development, accessible to all neighborhoods	T1.6 Increase parking in transit corridors, encourage walk, bike, and transit network	T1.9 Increase transit access, increase system, increase bus speed and reliability
T1.4 Create safe routes for walk, bike, and transit network, encourage walk, bike, and transit network	T1.7 Increase transit access, increase system, increase bus speed and reliability	T1.10 Encourage multimodal transit, encourage program to meet employees
T1.5 Expand walk, bike, and transit network	T1.8 Create shared-use mobility hubs	T1.11 Increase transit access, increase system, increase bus speed and reliability
T1.6 Increase parking in transit corridors, encourage walk, bike, and transit network	T1.9 Increase transit access, increase system, increase bus speed and reliability	T1.12 Encourage multimodal transit, encourage program to meet employees
T1.7 Increase transit access, increase system, increase bus speed and reliability	T1.10 Encourage multimodal transit, encourage program to meet employees	
T1.8 Create shared-use mobility hubs		
T1.9 Increase transit access, increase system, increase bus speed and reliability		
T1.10 Encourage multimodal transit, encourage program to meet employees		
T1.11 Increase transit access, increase system, increase bus speed and reliability		
T1.12 Encourage multimodal transit, encourage program to meet employees		

Support?	Concerns?	Equity?
Forced to ride in a car... Safety... Cost...	Concern about... Safety... Cost...	Accessibility of... Equity... Cost...
Multiple modes... Safety... Cost...	Multiple modes... Safety... Cost...	Multiple modes... Safety... Cost...
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Goal T-2: Accelerate EV Adoption

Encourage Community-wide EV Adoption	Expand the Public EV Charging Network	Electrify the City Fleet
T2.1 Provide an electric vehicle (EV) car-share program	T2.2 Assess and support public EV charging stations and parking locations	T2.9 Transition City light-duty vehicles to all electric by 2030
T2.2 Partner to city, county, utilities and businesses, and utilities for EV	T2.3 Provide public EV charging stations for public use	T2.10 Transition City medium-duty vehicles to all electric by 2040
T2.3 Provide an electric vehicle (EV) car-share program	T2.4 Assess and support public EV charging stations and parking locations	T2.11 Transition City heavy-duty vehicles to all electric by 2050
T2.4 Partner to city, county, utilities and businesses, and utilities for EV	T2.5 Provide public EV charging stations for public use	
T2.5 Provide an electric vehicle (EV) car-share program	T2.6 Assess and support public EV charging stations and parking locations	
T2.6 Partner to city, county, utilities and businesses, and utilities for EV	T2.7 Provide public EV charging stations for public use	
T2.7 Provide an electric vehicle (EV) car-share program		
T2.8 Provide an electric vehicle (EV) car-share program		
T2.9 Transition City light-duty vehicles to all electric by 2030		
T2.10 Transition City medium-duty vehicles to all electric by 2040		
T2.11 Transition City heavy-duty vehicles to all electric by 2050		

Support?	Concerns?	Equity?
EV adoption... Cost... Safety...	EV adoption... Cost... Safety...	EV adoption... Cost... Safety...
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