Council Meeting Date: March 25, 2019 **Agenda Item:** 8(a)

CITY COUNCIL AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussion of Draft Options for the 185th Corridor
DEPARTMENT:	Public Works
PRESENTED BY:	Nora Daley-Peng, Senior Transportation Planner
ACTION:	____ Ordinance ____ Resolution ____ Motion _X__ Discussion ____ Public Hearing

PROBLEM/ISSUE STATEMENT:

The purpose of this agenda item is to provide the City Council with a briefing on the progress of the 185th Street Multimodal Corridor Strategy (185th MCS). To date, the study team has assessed the corridor's existing conditions, conducted the first round of public outreach in the fall of 2018, and developed several draft improvement options for the corridor based on public feedback.

Tonight, City staff is providing Council with a summary of the fall public outreach and a preview of the following draft materials that will be presented at Open House 2 on April 2, 2019:

- Preliminary roadway cross section options
- Comparison of roadway options
- Draft concepts for community gathering places

RESOURCE/FINANCIAL IMPACT:

This study has a total budget of $533,275 from the City of Shoreline Roads Capital Fund. There is no additional financial impact associated with the continued work on this study.

Changes to the 185th Street Corridor will happen incrementally over time as redevelopment occurs. Currently, there is no designated funding for City capital improvements to the corridor. However, the 185th MCS will serve as a guide to ensure that future public and private projects contribute to a cohesive vision and will help the City of Shoreline (City) seek future grant opportunities.

RECOMMENDATION

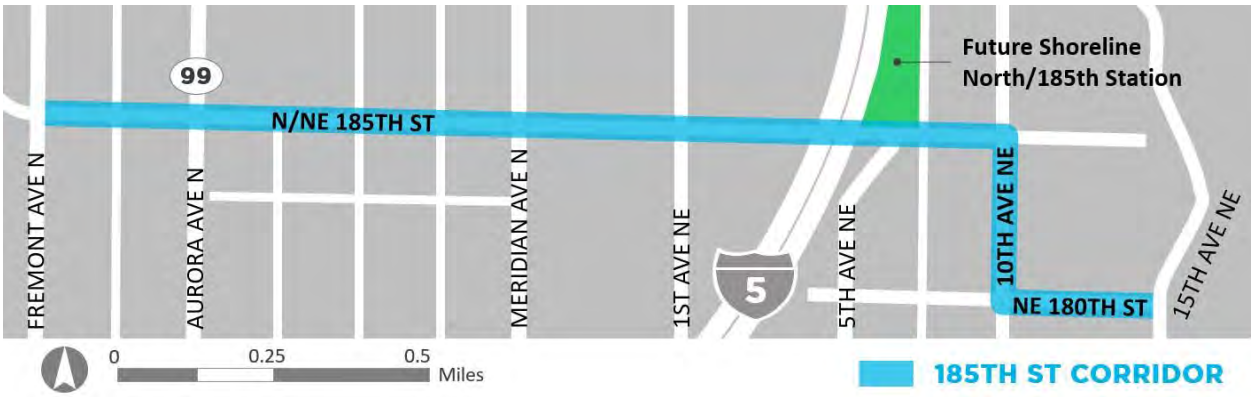
There is no action requested tonight; this meeting will provide Council with a briefing on the progress of the 185th MCS and a review of draft improvement options.

Approved By: City Manager City Attorney

INTRODUCTION

City staff is working to create a vision for the 185th Street Corridor that is future-focused and considers the needs of multiple transportation modes including drivers, pedestrians, bicyclists, and transit riders.

The 185th Street Corridor is anchored by the future light rail station on the east side of Interstate 5 and created by three roads: N/NE 185th Street, 10th Avenue NE, and NE 180th Street. For this study, the 185th Street Corridor is used to succinctly describe the collection of these three streets. The "Z" shaped corridor was defined during the 185th Street Station Subarea Plan community workshops with the intent to better connect the Aurora Corridor, the future Shoreline North/185th Station, and the North City Business District.



The 185th MCS takes into consideration the future location of the Shoreline North/185th Station and related amenities, and the additional transportation demands created as a result, as well as new demands based on anticipated population growth from the 185th Street Station Subarea rezoning.

The process will culminate in a 185th MCS to guide how future developments, both public and private, will relate to the 185th Street Corridor and ensure that it is developed in a cohesive way. For this study the 185th MCS is used to describe the process and its ultimate corridor vision document.

This report provides a summary of the fall public outreach and a briefing on the following draft materials that will be presented at Open House 2 on April 2, 2019:

- Preliminary roadway cross section options
- Comparison of roadway options
- Draft concepts for community gathering places

BACKGROUND

The City has worked with the community for many years to plan for the arrival of regional light rail transit. Between 2013 and 2015, the City engaged the community in the 185th Street Station Subarea planning process around the future Shoreline North/185th Station that is anticipated to open in 2024. The planning process concluded

with an update to Shoreline's Comprehensive Plan to guide future land use and development within the 185th Street Station Subarea. Zoning updates for the Station Subarea were approved by Shoreline's City Council in March 2015.

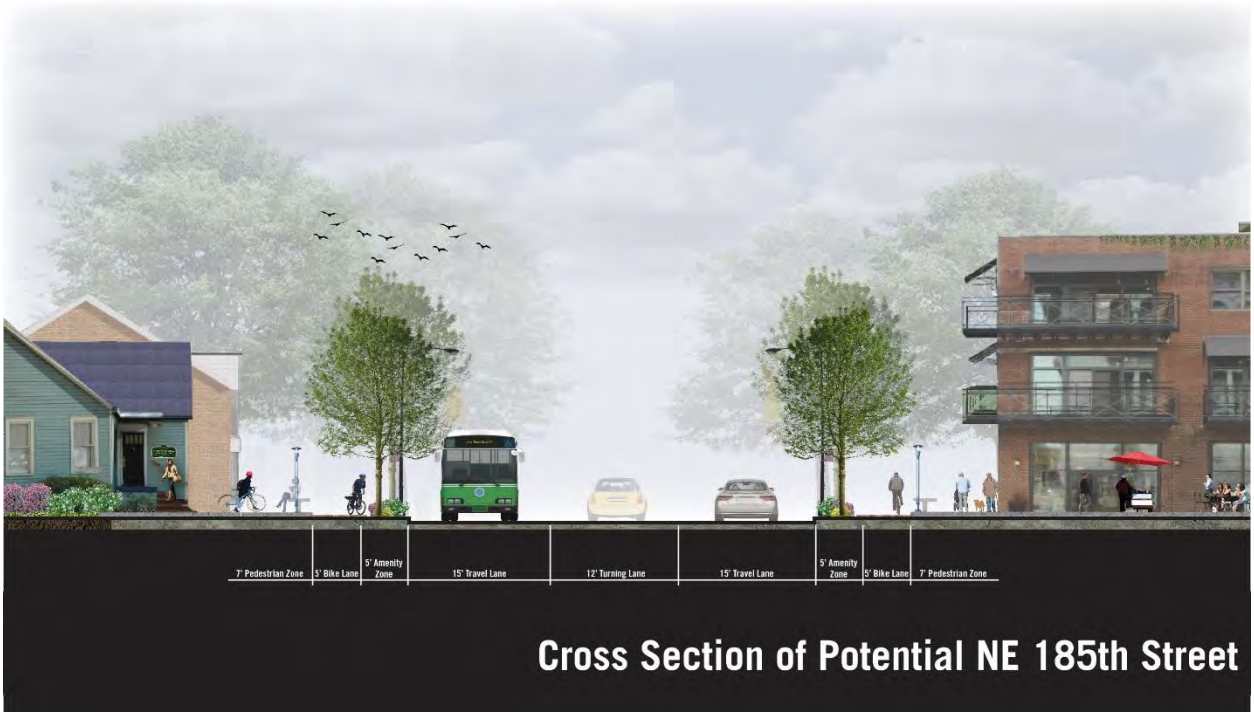
The 185th MCS is another City effort to further engage with the community in the creation of a vision for the 185th Street Corridor that connects the Station Subarea.

Corridor Boundaries
The study corridor runs on N/NE 185th Street from Fremont Avenue N in the Hillwood/Richmond Highlands neighborhoods, east across Aurora Avenue N and I-5 to 10th Avenue NE, south along 10th Avenue NE to NE 180th Street, and east on NE 180th Street to 15th Avenue NE in North City. The "Z" shaped corridor connects the Aurora Corridor, the future light rail station at I-5, and the North City Business District. The 185th MCS intends to more effectively connect Shoreline's northern neighborhoods to one another and to the future Shoreline North/185th Station.

Process and Schedule
The 185th MCS process kicked off in fall 2018 with an outreach series that included walk and bike tours, stakeholder meetings, Open House 1, and an online survey. Over the winter of 2019, the team used public and stakeholder input from the fall 2018 outreach events to develop several preliminary roadway options, evaluation criteria, and draft concepts for community gathering places. The community has been invited to review and provide input on the draft materials at Open House 2 on April 2, 2019 at City Hall from 6:00 pm to 8:00 pm.

Staff will use feedback from Council, Open House 2, stakeholder meetings, and a spring 2019 online survey to develop hybrid roadway cross sections for N/NE 185th Street, 10th Avenue NE, and NE 180th Street; and refined concepts for community gathering places. Staff will return to Council for their feedback and selection of a preferred corridor option that will be refined over the summer of 2019. Ultimately, the team plans to go to Council in fall 2019 with a preferred concept/vision and implementation strategies to bring the 185th MCS to fruition.

Building on Past Work
The 185th Street Station Subarea Plan looked at how the future light rail station and nearby redevelopment could affect traffic. To perform this analysis, the City developed one potential cross-section to accommodate all transportation users (below). However, this is just one example and was never intended to be the final concept.



Through this current process, the City and the community will create additional options and compare them against each other in order to select the optimal concept for each segment of the Corridor.

Future Transit Planning

The expected opening of the future Shoreline North/185th Station in 2024 has been the impetus for planning efforts to optimize bus connections to and from the light rail station. N/NE 185th Street is currently served by King County Metro Transit (Metro). Part of Metro's long-range plan is to provide both local and frequent service connections to/from the Shoreline North/185th Station. In addition, Metro is considering a frequent service route (a bus every 15 minutes or less) from the Shoreline North/185th Station east to 10th Avenue NE to NE 180th Street to North City Business District and beyond to Lake Forest Park. Community Transit (CT) is studying an extension of it's Swift (bus rapid transit line) blue line that would make connections to/from the Shoreline North/185th Station. The 185th MCS presents the opportunity to support future bus service by considering corridor improvements that would optimize the speed and reliability of bus service, as well as strengthen pedestrian and bicycle access to/from transit stops. Refer to Options Analysis in this report for details about how the range of draft options perform from a bus transit perspective.

DISCUSSION

Roadway Cross Section Options

The 185th Street Corridor has distinct characteristics throughout. No "One Size Fits All" design can work along the entire corridor for all modes of transportation or land uses, so the corridor has been divided into the following segments (see Attachment A for Key Plan):

- N/NE 185th Street
    - Segment A - Fremont Avenue N to Midvale Avenue N
    - Segment B - Midvale Avenue N to 2nd Avenue NE
    - Segment C - 2nd Avenue NE 10th Avenue NE
- 10th Avenue NE
    - Segment D - NE 185th Street to NE 180th Street
- NE 180th Street
    - Segment E - 10th Avenue NE to 15th Avenue NE

Staff and the consultant team developed a range of roadway cross section options for each of the study's segments (see Attachment B for Roadway Options). Each study option is composed to two components, a roadway component (curb to curb) and a non-motorized component that includes sidewalks, bicycle facilities, and shared-use paths. These non-motorized elements could be "mixed and matched" between roadway options to eventually arrive at a preferred option for the corridor. All proposed study options show a typical mid-block section with the roadway and overall widths shown. The options would typically be wider at the intersections to accommodate left, right, and U-turns.

N/NE 185th Street

- Existing Conditions
    - Existing corridor is typically three lanes (two travel lane and a center turn lane), 42 feet of roadway from curb to curb.
    - Average right of way is 60 feet, with a required additional eight-foot dedication and a building setback of 15 feet through redevelopment.
    - Overhead power lines are predominantly on the south side of the street.
    - Segment B is zoned Mixed-Use Residential 45-foot height (MUR-45') on the north and south sides and Segment C is zoned MUR-70' on the north and south sides.
- Segment A - Fremont Avenue N to Midvale Avenue N
    - No roadway options are proposed for this segment. The current roadway lane configuration is needed to accommodate traffic volumes and turning movements through this segment.
    - Proposed enhancements to the City-owned parcel on the southwest corner of the intersection of NE 185th Street and Aurora Avenue N (refer to Community Gathering Places section in this report).
- Segment B - Midvale Avenue N to 2nd Avenue NE
    - There are three proposed options for this segment of the corridor: an enhanced three-lane section (two travel lanes and a center turn lane) with bike lanes, a four-lane section (two travel lanes and two Business Access and Transit (BAT) lanes) and protected bike lanes, and a five-lane section (four travel lanes and a center turn lane), with a shared-use path.
- Segment C - 2nd Avenue NE to 10th Avenue NE
    - Sound Transit Lynwood Link Light Rail project will be setting the roadway configuration and constructing a significant portion of this segment.
    - Sound Transit will be restriping NE 185th Street to a three-lane section with buffered bike lanes between 2nd Avenue NE and 5th Avenue NE on the east side of I-5. Between 5th Avenue NE and 8th Avenue NE the lane

configuration will consist of a two-lane section with buffered bike lanes and standard five-foot amenity zones and eight-foot sidewalks on both sides.
    - New traffic controls to be installed by Sound Transit on NE 185th Street near the Shoreline North/185th Station include a four-way signal at the realigned eastern intersection with 5th Avenue NE at the Transit Center entrance and a compact urban roundabout at the intersection with 8th Avenue NE.
    - Sound Transit will be undergrounding electric power on the north side of NE 185th Street from west of the bridge to 8th Avenue NE and west side of 8th Avenue NE adjacent to the future Shoreline North/185th Station.
    - East of 8th Avenue NE to 10th Avenue NE, the Light Rail project is not required to make any permanent roadway improvements to NE 185th Street. Temporary traffic control measures may be needed at the intersection of NE 185th Street and 10th Avenue NE during reconstruction of NE 185th and 5th Avenue NE over multiple years. If the City would like to supplement Sound Transit's improvements for this segment with additional pedestrian and bicycle improvements and a permanent upgrade to the intersection of NE 185th Street and 10th Avenue NE, it will need to seek funding.

10th Avenue NE

- Existing Conditions
    - Existing corridor is two lanes with unpaved shoulders.
    - Average right of way is 80 feet with zero-foot building setback for redevelopment.
    - Zoning on the east side of corridor is MUR-45' and zoning on the west side is MUR-70'.
- Segment D - NE 185th Street to NE 180th Street
    - There are three proposed options for this segment of the corridor: a two-lane section (two travel lanes) with buffered bike lanes, a two-lane section (two travel lanes) with bike lanes and on-street parking, and a three-lane section (two travel lanes and a center turn lane).

NE 180th Street

- Existing Conditions
    - Existing corridor is two lanes.
    - Average right of way is 60 feet with zero-foot building setback for redevelopment.
    - Zoning is MUR-35' on the north and south, with a one parcel depth of MUR-45' from 10th Avenue NE to almost to 12th Avenue NE on the south side. Zoning is Community Business on the south side from 12th Avenue NE to 15th Avenue NE.
- Segment E - 10th Avenue NE to 15th Avenue NE
    - There are two proposed options for this segment of the corridor: a two-lane section (two travel lanes) with bike lanes and a two-lane section (two travel lanes) with buffered bike lanes and on-street parking.

Community Gathering Places
The team has identified the following opportunity sites (see Attachment C for Community Gathering Places) along the 185th Street Corridor for better multimodal connections, placemaking, and enhanced open spaces within the Corridor's local vicinity:

- Site 1: Aurora Avenue N and N 185th Street
  - City-owned parcel identified in the Shoreline Public Art Plan as part of a series of art-themed spaces along Aurora Avenue N.
- Site 2: Ashworth Avenue N and NE 185th Street (mid-block on south side)
  - Parcel identified as a potential nature-based open space during the 185th Street Station Subarea planning process.
- Site 3: Trailhead at the Station
  - City right of way that serves as a trailhead for the Trail Along the Rail at the intersection of NE 185th Street and 5th Avenue NE.
- Site 4: Rotary Park
  - Collection of parcels and utility right of ways identified in the Shoreline Parks, Recreation, and Open Space (PROS) Plan as an opportunity site for adding more public space with the light rail station areas.

Currently, there is no funding for programming these sites. The intent is to gather ideas and feedback from Council, stakeholders, and the public about how these sites could benefit the community and the environment. Feedback on draft concepts for Site 1, 2, and 4 received during this process will be shared with the City's Parks, Recreation, and Cultural Services (PRCS) Director and the PRCS/Tree Board. Feedback on Site 3 received during this process will be shared with the Public Works Director and the Trail Along the Rail project manager.

OPTIONS ANALYSIS

Evaluation Criteria
The team developed a set of draft criteria to evaluate each option against the project goals and objectives (see Attachment D for Evaluation Criteria). Each study option will be evaluated to see how well it benefits pedestrians, bicyclists, transit operators and riders, and drivers. In addition, the team will look at how consistent each concept is with existing plans, as well as evaluate the environmental and community benefits and potential impacts of each plan. Staff and the consultant team will look at potential tradeoffs, including potential property impacts, and overall project costs.

Comparative Analysis of Options
The following tables provide a preliminary comparative analysis of the roadway cross section options using the evaluation criteria.

Color Key

Low	Med-Low	Medium	Med-High	High

N 185th Street – A-A[1]

There are no roadway changes proposed for this segment because the current lane configuration meets the City's LOS for the Future No Build condition for 2035. Therefore, there is no analysis for this segment.

N/NE 185th Street – B-B[1]

		Existing	Option 1	Option 2	Option 3
Pedestrian	Pedestrian Safety				
	Pedestrian Mobility				
Bicycle	Bicyclist Safety				
	Bicyclist Mobility				
Traffic	Driver Safety				
	Traffic Flow				
	Parking				
Transit	Speed & Reliability				
Livability	Environment				
	Placemaking Opportunity				
	Mode Shift				
Cost	ROW Impact				
	Ease of Transition				
	Capital Cost				

NE 185th Street – C-C[1]

Sound Transit Lynnwood Link Light Rail Project will be constructing a significant portion of this segment. The 185th MCS effort has assumed these improvements will remain in place. Therefore, there is no analysis for this segment.

10th Avenue NE– D-D[1]

		Existing	Option 1	Option 2	Option 3
Pedestrian	Pedestrian Safety				
	Pedestrian Mobility				
Bicycle	Bicyclist Safety				
	Bicyclist Mobility				
Traffic	Driver Safety				
	Traffic Flow				
	Parking				
Transit	Speed & Reliability				
Livability	Environment				
	Placemaking Opportunity				
	Mode Shift				
Cost	ROW Impact				
	Ease of Transition				
	Capital Cost				

NE 180th Street NE– E-E[1]

		Existing	Option 1	Option 2
Pedestrian	Pedestrian Safety			
	Pedestrian Mobility			
Bicycle	Bicyclist Safety			
	Bicyclist Mobility			
Traffic	Driver Safety			
	Traffic Flow			
	Parking			
Transit	Speed & Reliability			
Livability	Environment			
	Placemaking Opportunity			
	Mode Shift			
Cost	ROW Impact			
	Ease of Transition			
	Capital Cost			

Traffic Concurrency

The Growth Management Act (GMA) requires each local jurisdiction to identify facility and service needs based on Level of Service (LOS) standards for all arterials and transit routes. LOS standards are used to judge the performance of the transportation system.

The relationship between LOS standards, funding needs to accommodate increased travel, and land use assumptions is referred to as “concurrency”. Concurrency is balanced when growth is matched with needed transportation facilities. If any of the features is unbalanced, one of the following three actions must be taken:

- Reduce growth by denying or delaying land use permit applications
- Increase funding for new facilities to address the desired LOS standard
- Change the level of service standard

The City of Shoreline has adopted a traffic LOS standard for measuring concurrency. The standard is defined as follows:

1. *LOS D (or better) at signalized intersections on arterial streets and at unsignalized intersecting arterials; and*
2. *A volume to capacity (V/C) ratio of 0.90 or lower for principal and minor arterials. (V/C compares roadway demand by vehicle volume with roadway supply or carrying capacity. A V/C of 1.0 indicates the roadway facility is operating at its capacity).*

The V/C ratio on one leg of an intersection may exceed 0.90 when the intersection operates at LOS D or better. These level of service standards apply throughout the city unless an alternative level of service for a particular street or streets has been adopted in the Comprehensive Plan Transportation Element.

The table below summarizes quantifies and characterizes the LOS thresholds for both intersections and roadway segments:

Level of Service	Roadway Segments V/C Ratio	Signalized Intersections Average Delay (sec/veh)	General Description
A	≤ 0.60	≤ 10	Free Flow
B	> 0.60 - 0.70	> 10 - 20	Stable Flow (slight delay)
C	> 0.70 - 0.80	> 20 - 35	Stable Flow (acceptable delay)
D	> 0.80 - 0.90	> 35 - 55	Approaching Unstable Flow (speeds somewhat reduced, more vehicles stop and may wait through more than one signal cycle before proceeding)
E	> 0.90 - 1.0	> 55 - 80	Unstable Flow (speeds reduced and highly variable, queues occur, many vehicles have to wait through more than one signal cycle before proceeding)
F	> 1.0	> 80	Forced Flow (jammed conditions, long queues occur that do not clear, most vehicles wait through more than one signal cycle before proceeding)

The V/C ratio LOS criteria tends to be the most constraining since it is based primarily on the number and type of lanes. It is also the easiest to apply as a screening tool for planning-level exercises such as the 185th MCS. The general purpose traffic V/C ratio outcomes for each of the 185th MCS options and segments are provided in Attachment E - General-Purpose Traffic – V/C Ratio Screen.

N 185th Street – A-A[1]
There are no roadway changes proposed for this segment because the current lane configuration meets the City's LOS for the Future No Build condition for 2035. Option 1 in Attachment E represents the Future No Build condition for 2035.

N/NE 185th Street – B-B[1]
As shown in Attachment E, Options 1 and 2, which do not add lanes for general-purpose traffic, will result in V/C ratios that far exceed the City's current standard for Segment B. However, it's important to note that N/NE 185th Street Segment B's Option 2 provides dedicated BAT lanes that are an essential component of fast and reliable transit service.

Even N/NE 185th Street Segment B's Option 3, which adds two general-purpose traffic lanes, is anticipated to exceed the 0.90 standard V/C in the highest traveled segments but does stay below a 1.10 V/C ratio which the City has allowed on other constrained roadways, as reflected in the City's Comprehensive Plan. However, Option 3 lacks dedicated BAT lanes that are needed for frequent and reliable bus service.

Traffic volume projections associated with roadway segment V/C ratios provided in Attachment E assume standard trip generation methods associated with the type of redevelopment anticipated within the 185th Street Station Subarea. As such, there is an assumption of high vehicle use and dependency, however this can and likely will shift over time, especially if walking, biking, or riding the bus becomes more economical and

efficient than driving alone. This would occur if vehicular LOS is deprioritized, by lowering the 185th Street Corridor's LOS standard and allowing increased general-purpose traffic delays and congestion. In combination with the presence of safe, connected, and easy to use bike and pedestrian facilities, and the availability of reliable, frequent, and efficient transit service, mode shift would be incentivized thereby reducing traffic demand on the corridor.

If the 185th MCS effort finds Option 1 or Option 2 to be the preferred concept, follow up action would be taken to set a 185th Street Corridor-specific LOS in the City's Comprehensive Plan. If Option 3 is selected, follow up action to amend the Comprehensive Plan would still be needed to allow a V/C of 1.10.

NE 185th Street – C-C[1]
The 185th MCS does not propose changes to Sound Transit's planned project improvements (represented as Option 1 in Attachment E) at this time. It is worth noting that Sound Transit's Environmental Impact Statement (EIS) concluded prior to the adoption of the 185th Street Station Subarea rezone. As such, Sound Transit's analysis did not include Subarea growth in the project analysis and their project was not required to mitigate for the additional growth. With their improvements, vehicle level of service is likely to drop below standards in future years.

10th Avenue NE – D-D[1]
Although traffic volumes on 10th Avenue NE are significantly less than N/NE 185th Street, a center turn lane would be needed to bring the V/C ratio within the City's current standard. Segment D Option 3's introduction of a center turn lane improves the flow for both general-purpose vehicles and transit.

NE 180th Street – E-E[1]
NE 180th Street's projected traffic volumes are low enough that there is no need for additional general-purpose traffic lanes to meet the City's current LOS standard. Both of Segment E's Options 1 and 2 meet a LOS B with a two-lane roadway configuration.

Next Steps
The draft materials presented in this report are tools to begin the dialog with Council, stakeholders, and the public. At this point in the process, no decisions have been made about which roadway cross sections perform the best. Rather, the review and comparison of options will reveal opportunities, constraints, tradeoffs, and priorities. Similarly, the draft concepts of community gathering places are fodder for the start of a longer process of identifying potential public spaces and the types of activities within them that will nurture a sense of place and enhance the quality of life for the community.

Staff will use feedback from Council, Open House 2, stakeholder meetings, and the spring online survey to develop hybrid roadway cross sections for N/NE 185th Street, 10th Avenue NE, and NE 180th Street; and refined concepts for community gathering places. Staff will return to Council in summer 2019 for their feedback and selection of a preferred corridor option.

Finally, the team will develop a preferred concept/vision for the 185th MCS based on how well it addresses all the benefits while talking into consideration potential project tradeoffs. Once the preferred option is selected, the team will develop a refined corridor concept, design guidelines, and a strategy for funding and implementation.

STAKEHOLDER OUTREACH

Staff is using a variety of outreach events and activities to engage and inform the community throughout the 185th MCS process. In fall 2018, staff completed an initial outreach series to gather community and stakeholder input to help envision a corridor that will be safe for pedestrians and bicyclists, support bus and light rail transit service, address traffic flow, create gathering spaces, and encourage neighborhood businesses. The fall outreach events included walk and bike tours, community drop-ins, stakeholder meetings, and concluded with Open House 1 on Thursday, October 25, 2018. In addition, the public was invited to participate in an online survey from October 29 to November 25, 2018 that offered similar exercises to those offered at in-person fall outreach events. A briefing of the events and input received can be viewed in the Demographics Analysis and Outreach Summary (see Attachment F).

Staff used public and stakeholder input from fall 2018 outreach events to develop preliminary roadway options, evaluation criteria, and draft concepts for community gathering places. At Open House 2 on April 2, 2019, the community has been invited to review and provide input on the draft materials.

Staff will use feedback from Council, Open House 2, stakeholder meetings, and the spring online survey to develop hybrid roadway cross sections for N/NE 185th Street, 10th Avenue NE, and NE 180th Street; and refined concepts for community gathering places. Staff will return to Council in summer 2019 for their feedback and selection of a preferred corridor option. Ultimately, the team plans to go to Council in fall 2019 with a preferred concept/vision for the 185th MCS.

RESOURCE/FINANCIAL IMPACT

This study has a total budget of $533,275 from the City of Shoreline Roads Capital Fund. Completion of the 185th MCS will position the City for future grant funding. There is no additional financial impact associated with the continued work on this study.

Changes to the 185th Street Corridor will happen incrementally over time. Currently, there is no designated funding for City capital improvements to the Corridor. However, the Corridor Strategy will serve as a guide to ensure that future public and private projects contribute to a cohesive vision and it will help the City seek future grant opportunities.

COUNCIL GOAL(S) ADDRESSED

The 185th MCS directly supports two of the 2018-2020 City Council Goals:

- *Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.*

    - Currently, the 185th Street Corridor inadequately supports non-motorized travel and requires improvements to effectively serve all travel modes in the future.
- *Goal 3: Continue preparation for regional mass transit in Shoreline.*
    - The 185th MCS will identify multimodal transportation improvements necessary to support growth associated with the 185th Street Station Subarea Plan and the Shoreline North/185th Station.

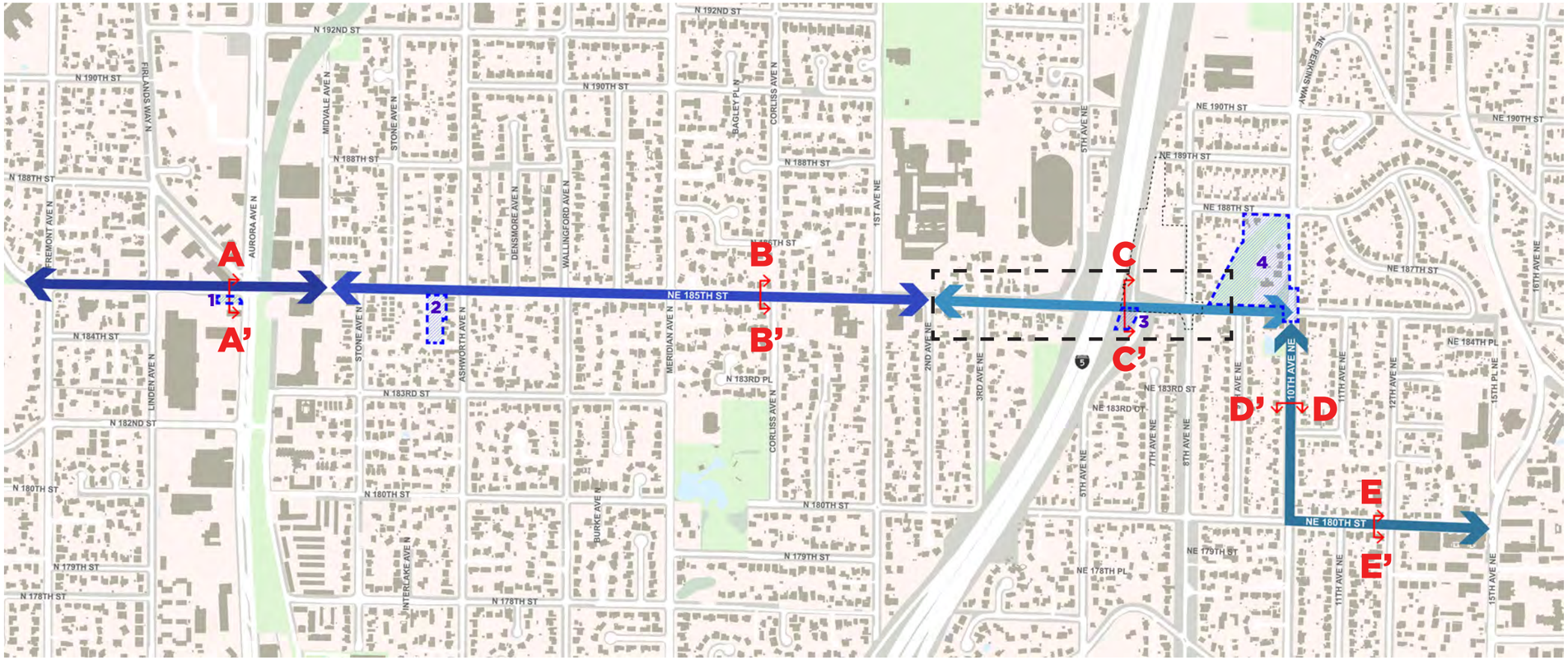
RECOMMENDATION

There is no action requested tonight; this meeting will provide Council with a briefing on the progress of the 185th MCS and a review of draft improvement options.

ATTACHMENTS

Attachment A: 185th MCS Key Plan
Attachment B: 185th MCS Cross Section Options
Attachment C: Community Gathering Places
Attachment D: Evaluation Criteria
Attachment E: General-Purpose Traffic – Volume to Capacity Ratio Screen
Attachment F: Demographics Analysis and Outreach Summary

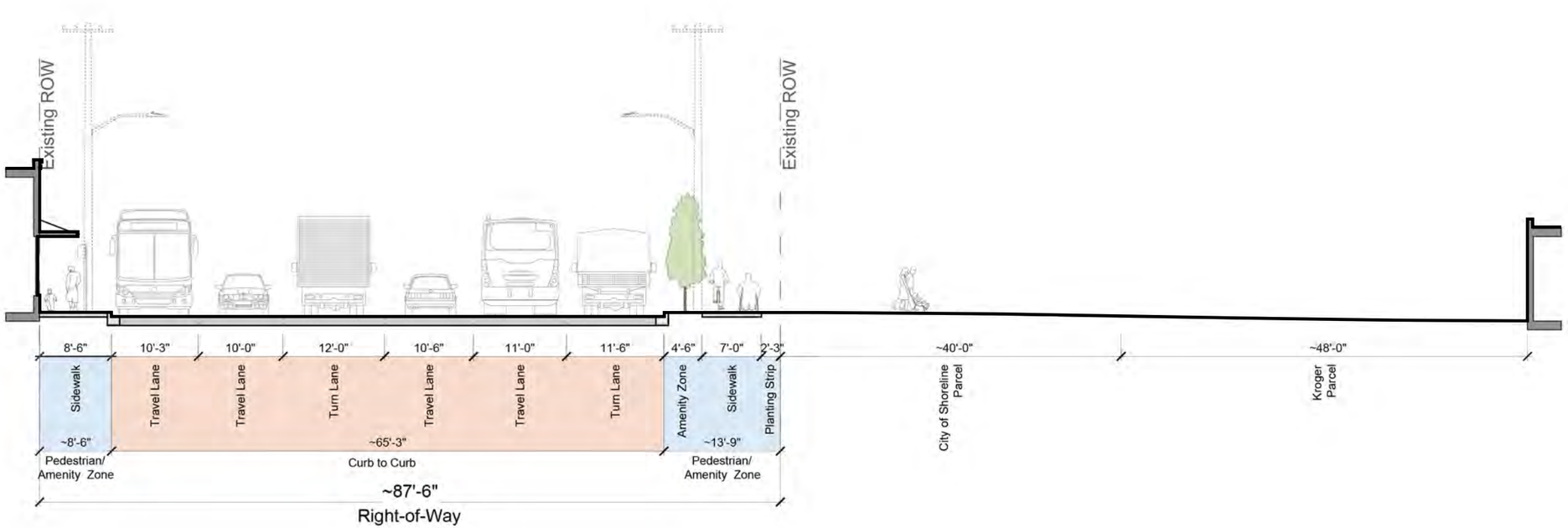
185TH STREET MULTIMODAL CORRIDOR SECTION KEY PLAN



SECTION LOCATOR DIAGRAM

- SECTION CUT
- STREET SEGMENT 1
- STREET SEGMENT 2
- STREET SEGMENT 3
- STREET SEGMENT 4
- OPPORTUNITY SITE FOR COMMUNITY GATHERING PLACE
- SOUND TRANSIT LYNNWOOD LINK LIGHT RAIL PROJECT WILL BE CONSTRUCTING ROADWAY IMPROVEMENTS FOR THIS SEGMENT OF THE CORRIDOR

185TH STREET - A-A'
EXISTING CONDITIONS



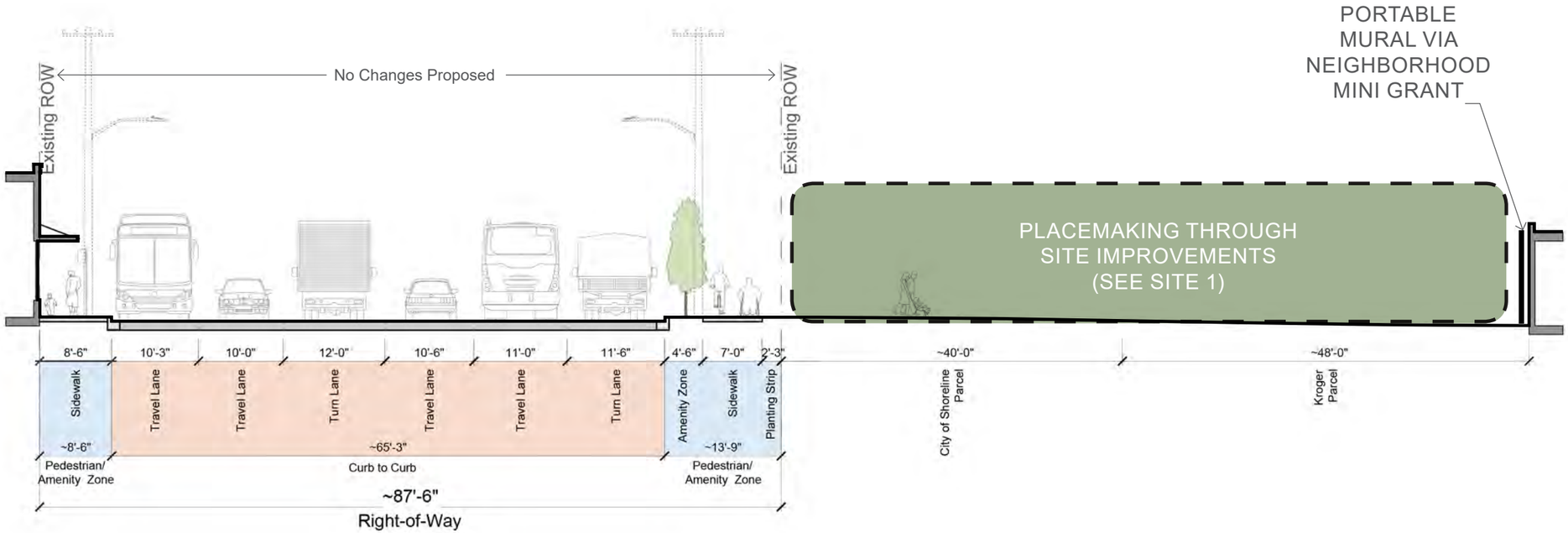
A
NORTH

A'
SOUTH

SECTION A EXISTING CONDITIONS

0' 15'

185TH STREET - A-A'
FUTURE CONDITIONS



A
NORTH

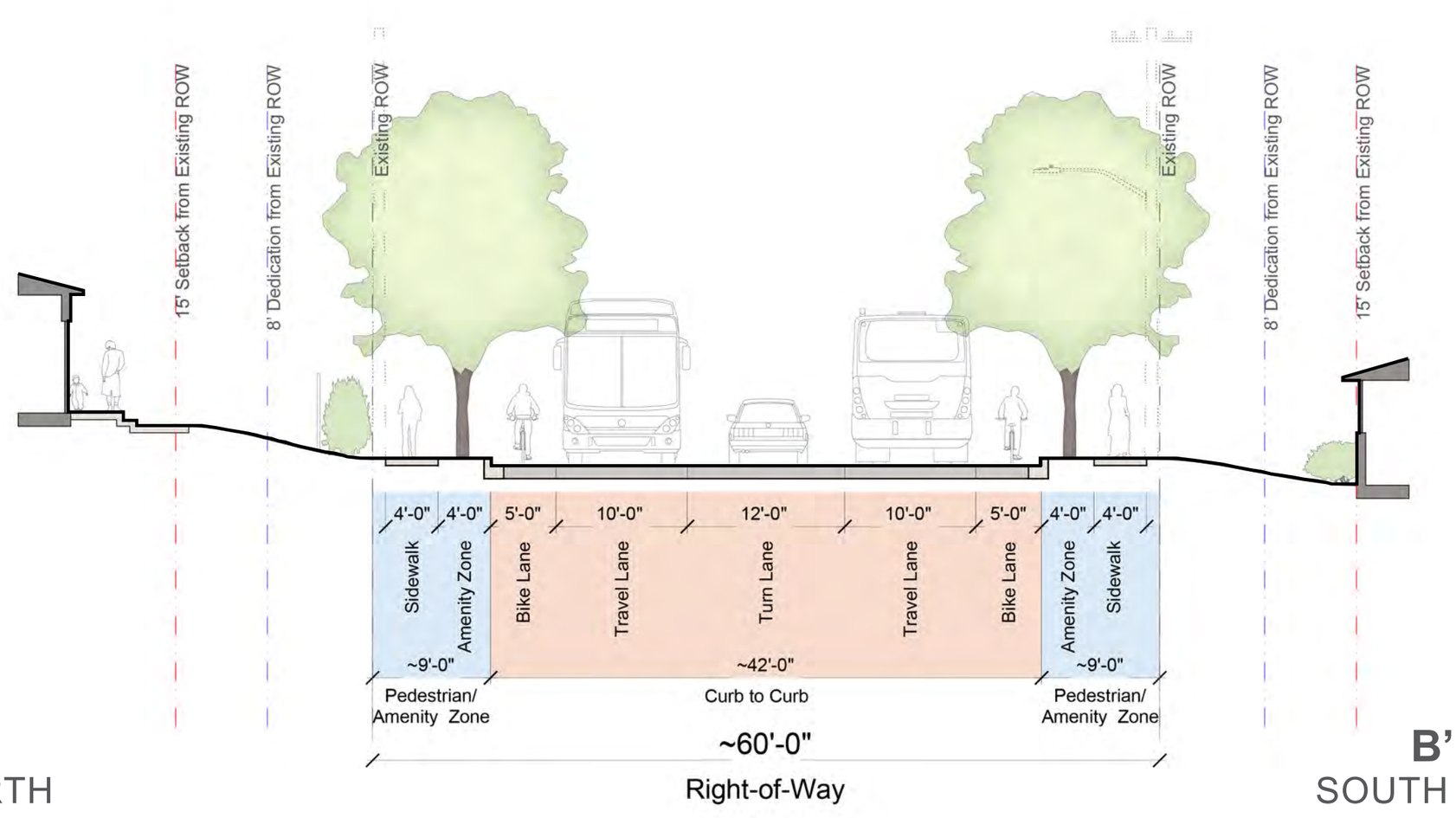
A'
SOUTH

SECTION A FUTURE CONDITIONS

0' 15'

185TH MCS SECTION OPTIONS

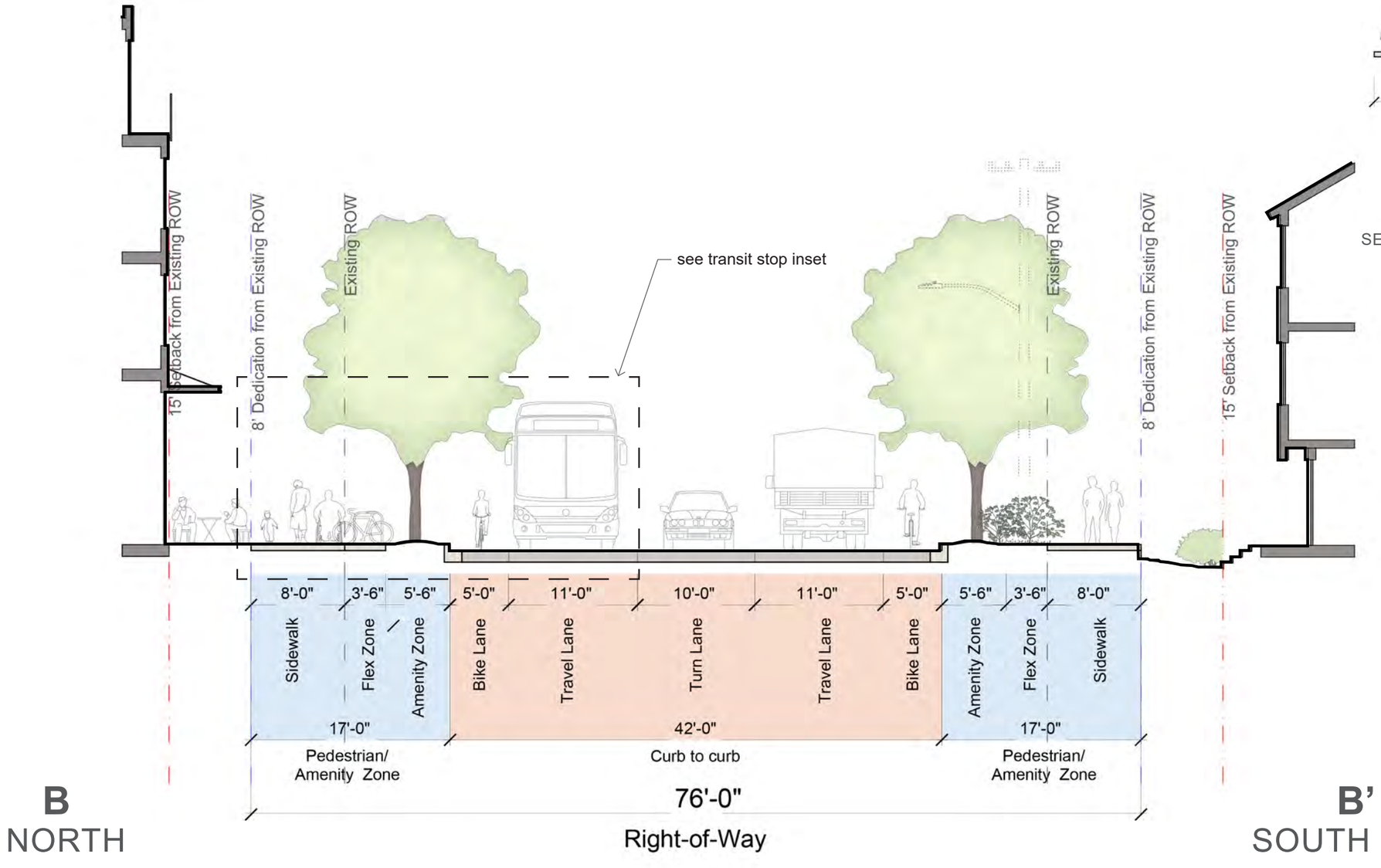
185TH STREET - B-B'
EXISTING CONDITIONS

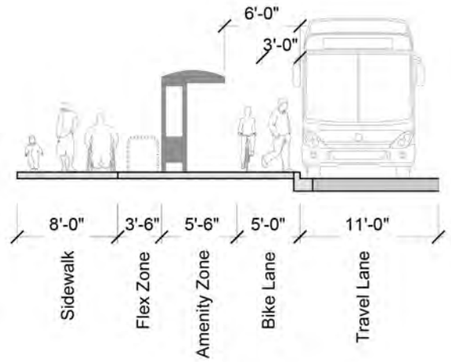


SECTION B EXISTING CONDITIONS

0' 10'

185TH STREET - B-B'
OPTION 1 - THREE VEHICULAR LANES WITH TURN LANE AND BIKE LANES



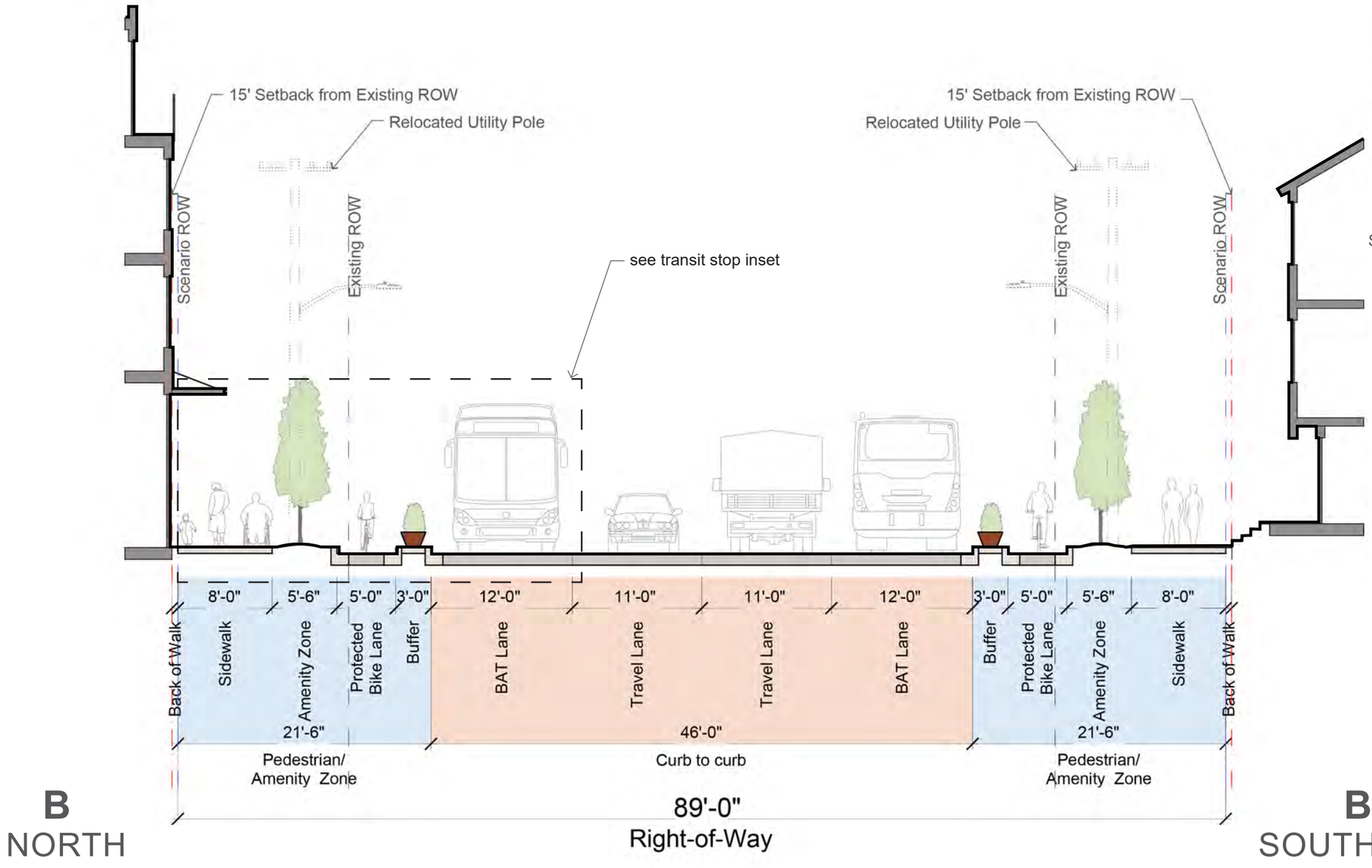


SECTION B OPTION 1 AT TRANSIT STOP

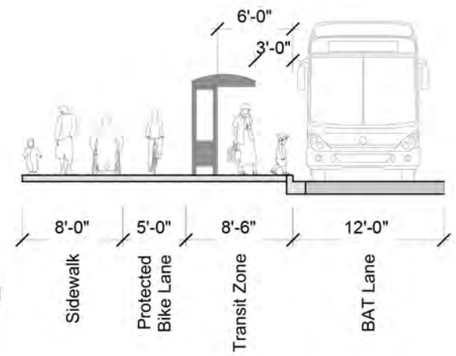
SECTION B OPTION 1

0' 10'

185TH STREET - B-B'
OPTION 2 - FOUR VEHICULAR LANES WITH BAT LANES AND PROTECTED BIKE LANES



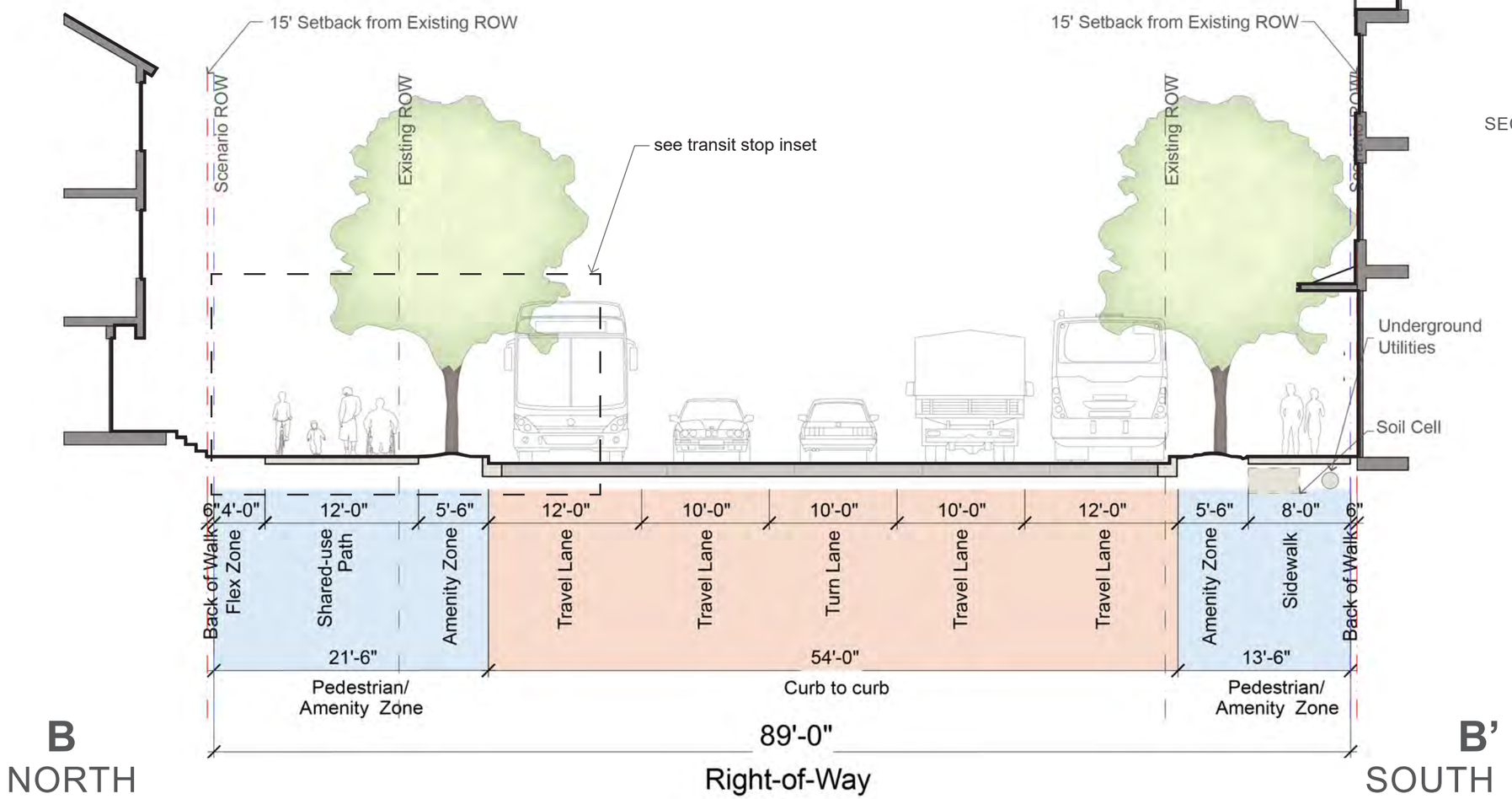
SECTION B OPTION 2



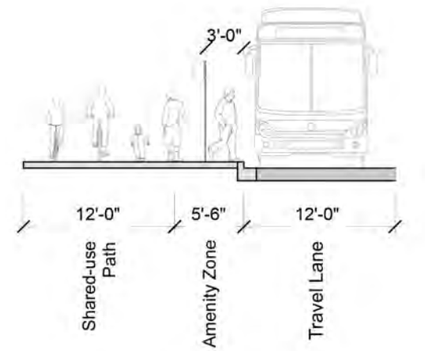
SECTION B OPTION 2 AT TRANSIT STOP

0' 10'

185TH STREET - B-B'
OPTION 3 - FIVE VEHICULAR LANES WITH TURN LANE AND SHARED-USE PATH



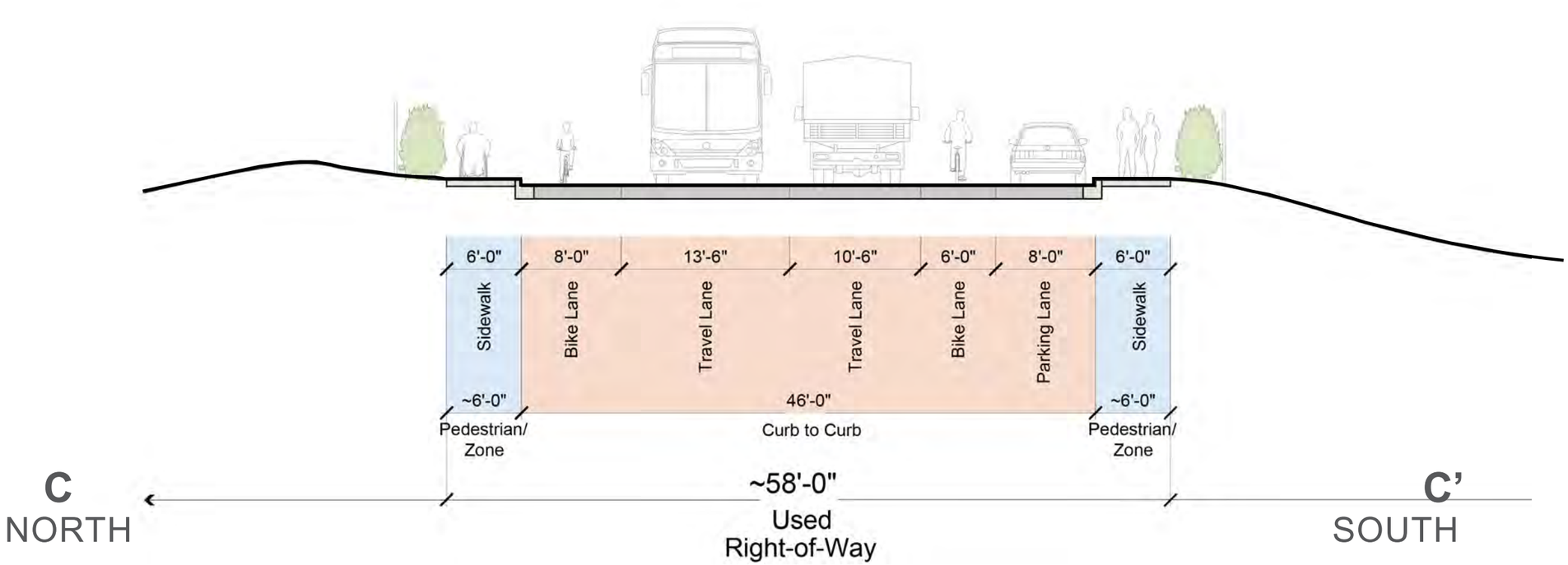
SECTION B OPTION 3



SECTION B OPTION 3 AT TRANSIT STOP

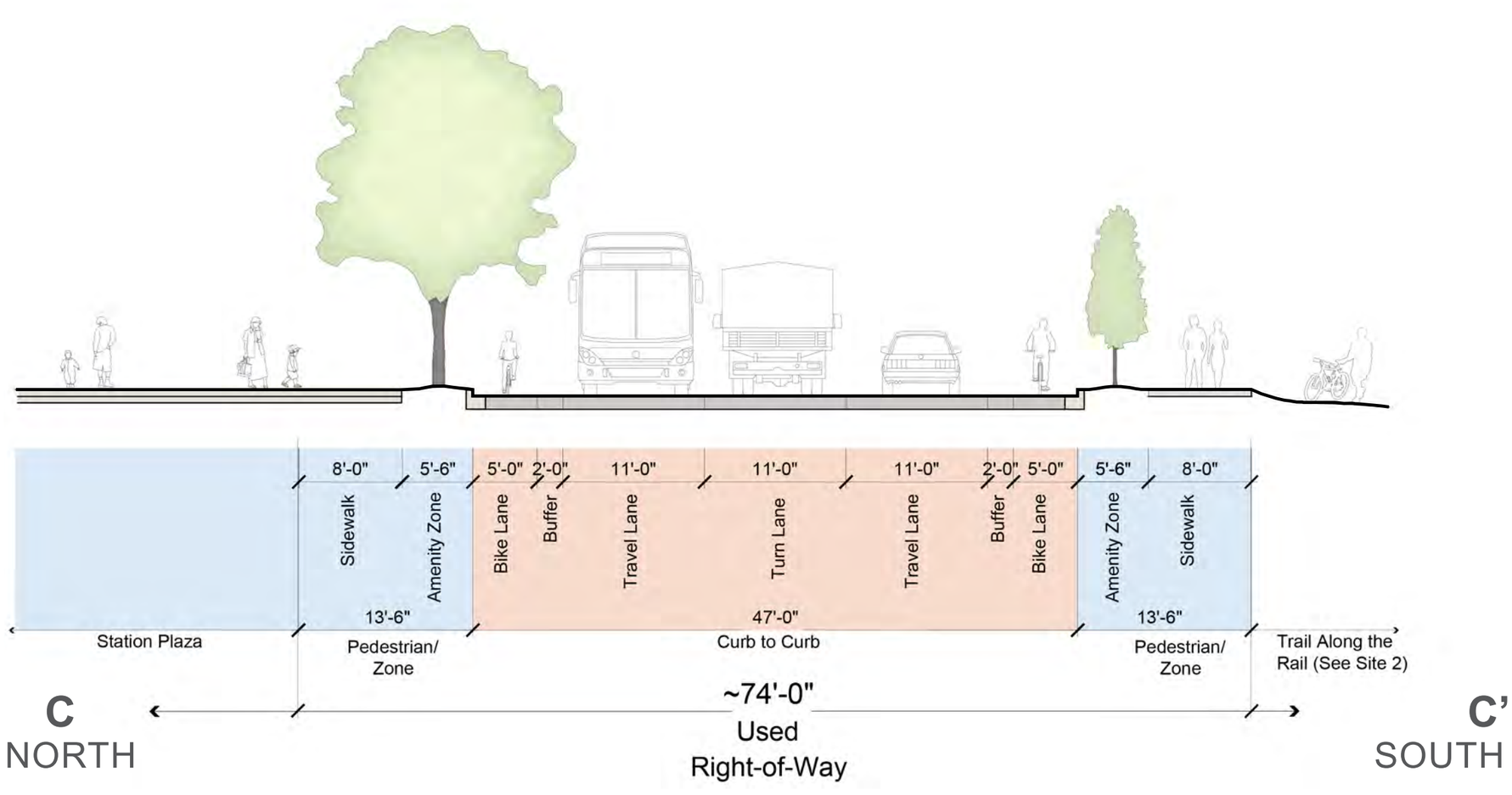
0' 10'

185TH STREET - C-C'
EXISTING CONDITIONS



SECTION C EXISTING CONDITIONS

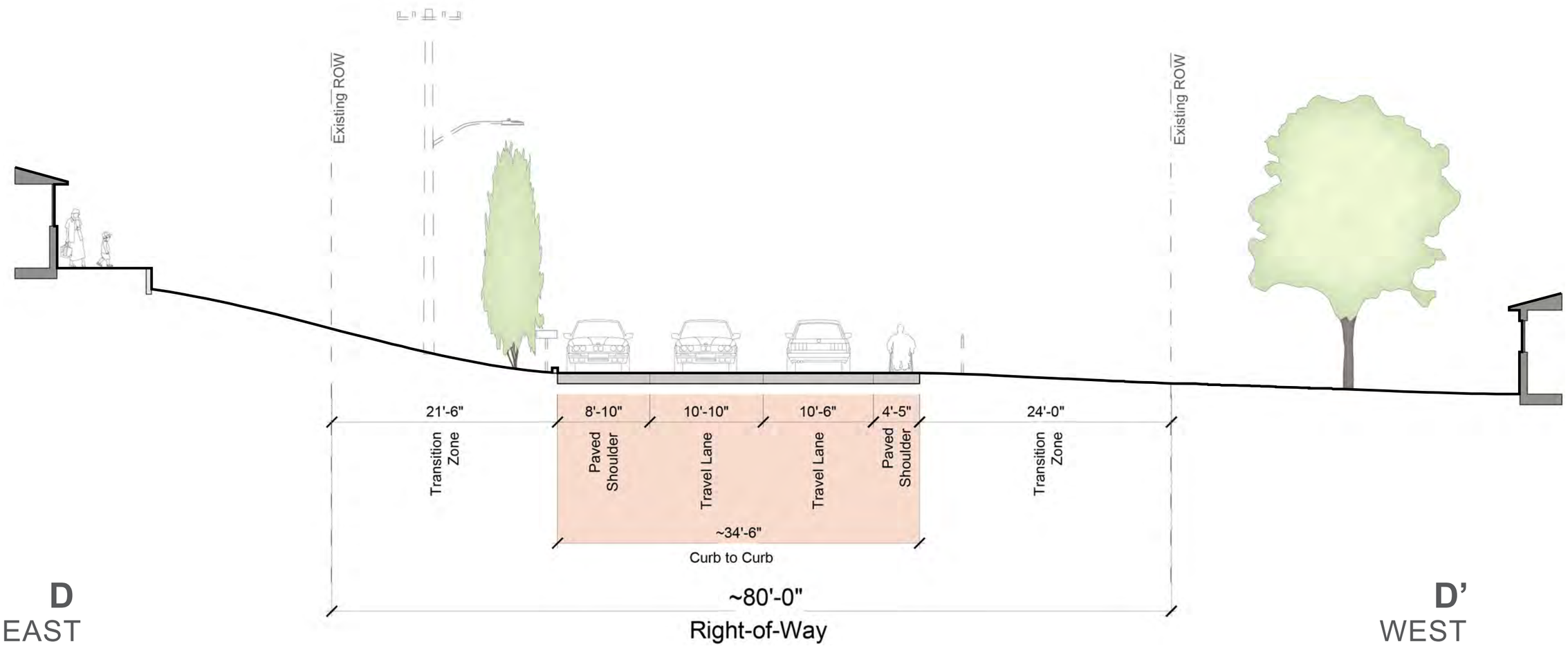
185TH STREET - C-C'
FUTURE CONDITIONS



SECTION C FUTURE CONDITIONS (SOUND TRANSIT)

0' 15'

10TH AVENUE - D-D'
EXISTING CONDITIONS



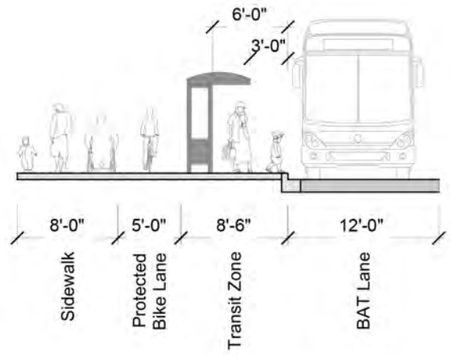
D
EAST

D'
WEST

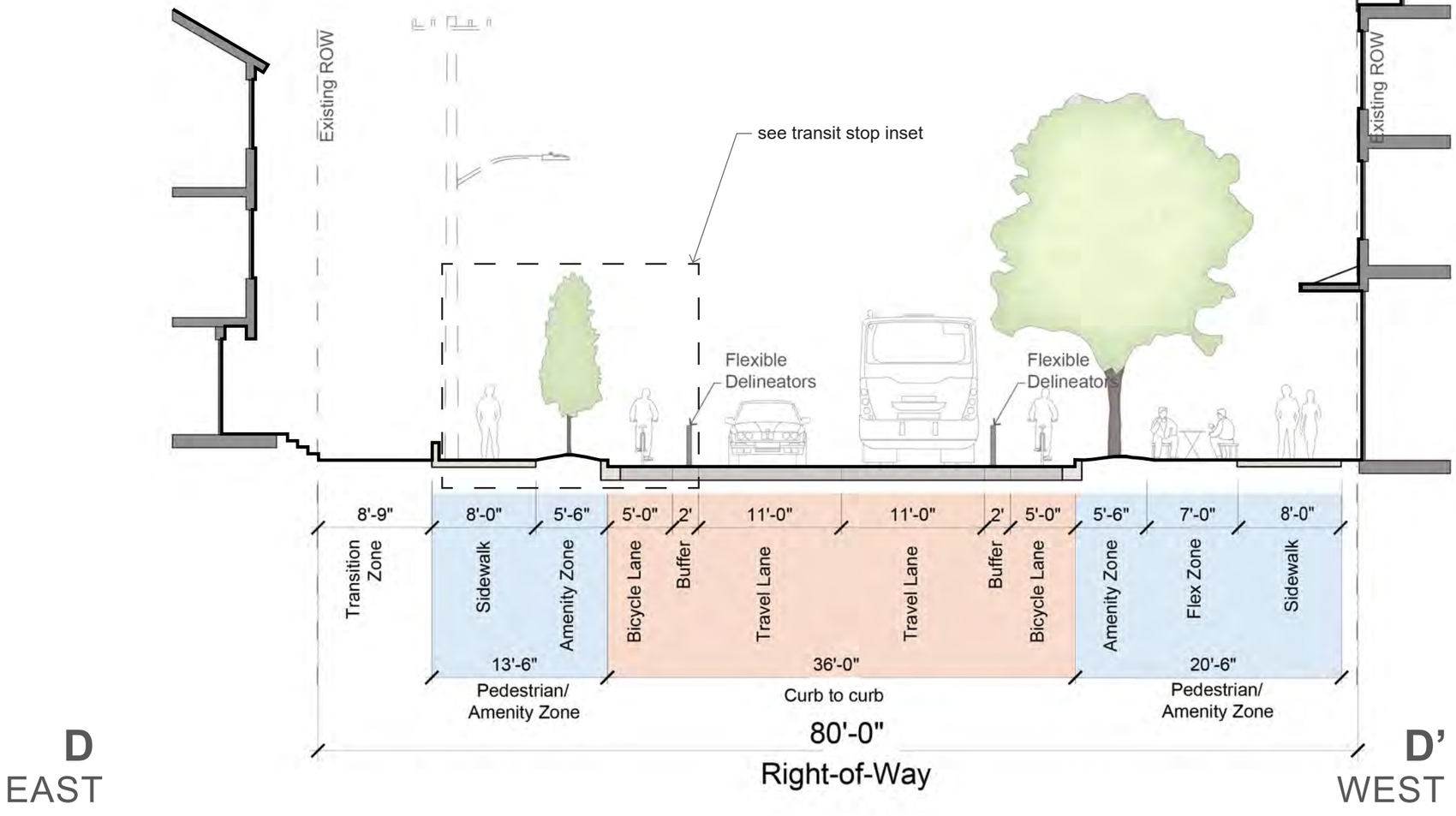
SECTION D EXISTING CONDITIONS

0' 10'

10TH AVENUE - D-D'
OPTION 1 - TWO VEHICULAR LANES WITH BUFFERED BIKE LANES



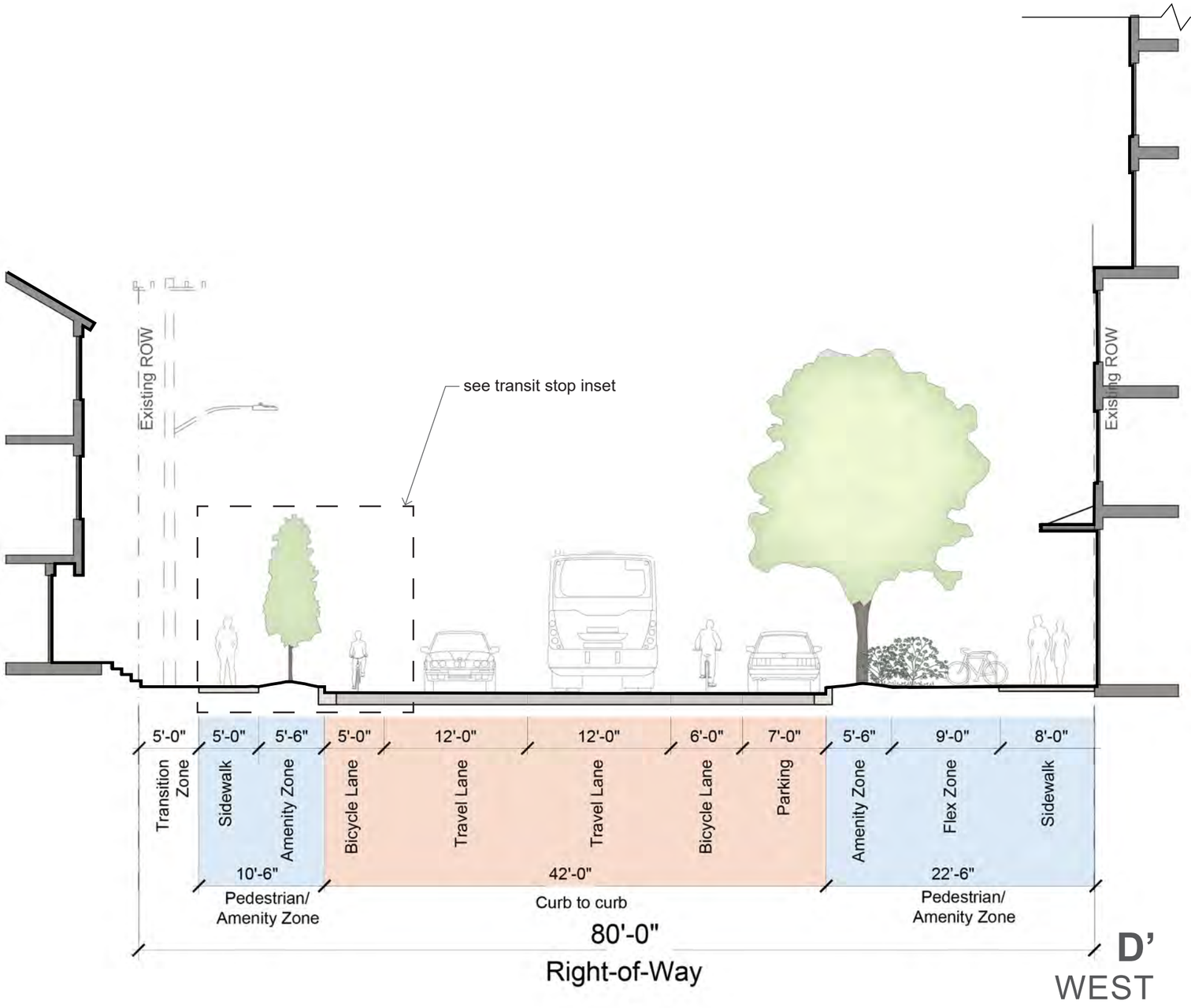
SECTION D OPTION 1 AT TRANSIT STOP

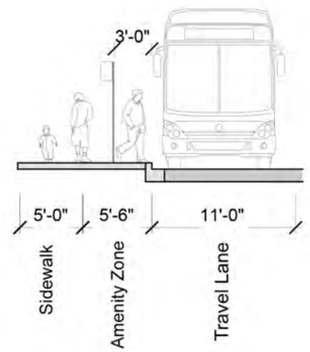


SECTION D OPTION 1

0' 10'

10TH AVENUE - D-D'
OPTION 2 - TWO VEHICULAR LANES WITH BIKE LANES, AND PARKING



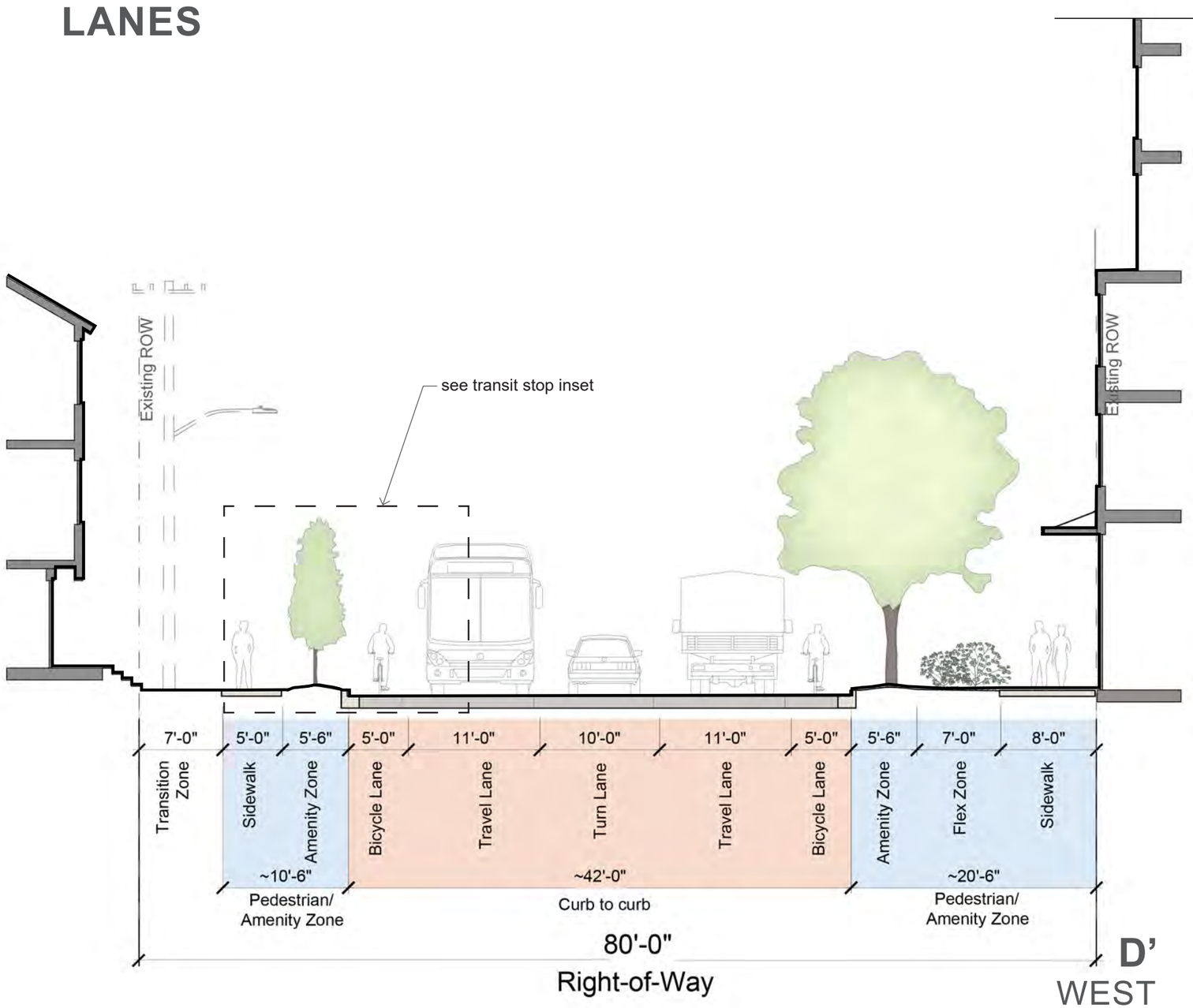


SECTION D OPTION 2 AT TRANSIT STOP

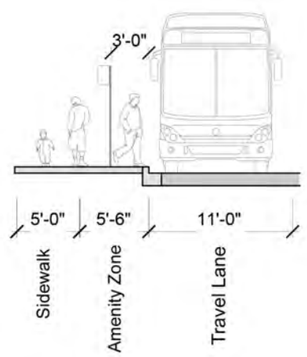
SECTION D OPTION 2

0' 10'

10TH AVENUE - D-D'
OPTION 3 - TWO VEHICULAR LANES WITH CENTER TURN LANE, AND BIKE LANES



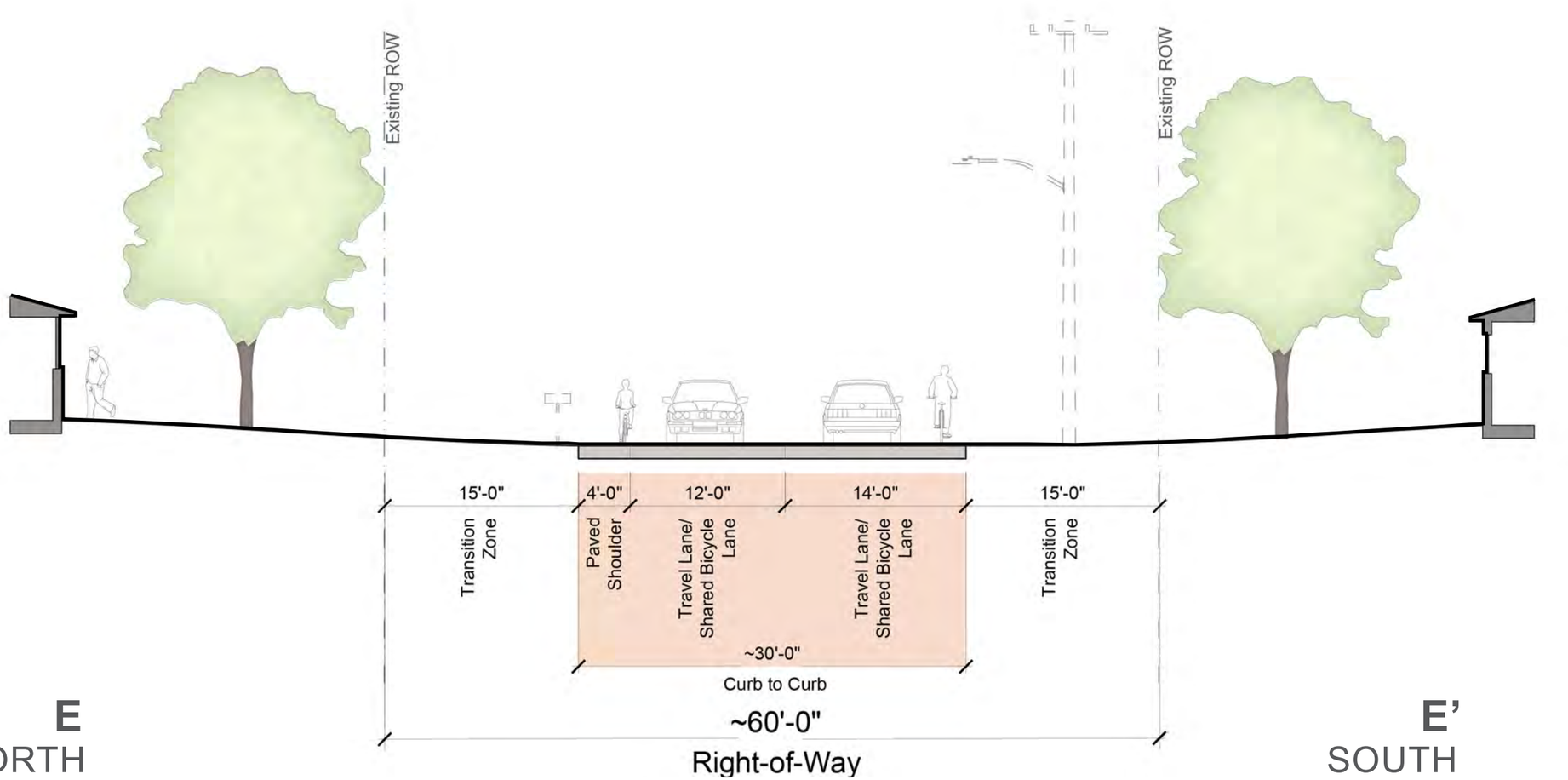
SECTION D OPTION 3



SECTION B OPTION 3 AT TRANSIT STOP

0' 10'

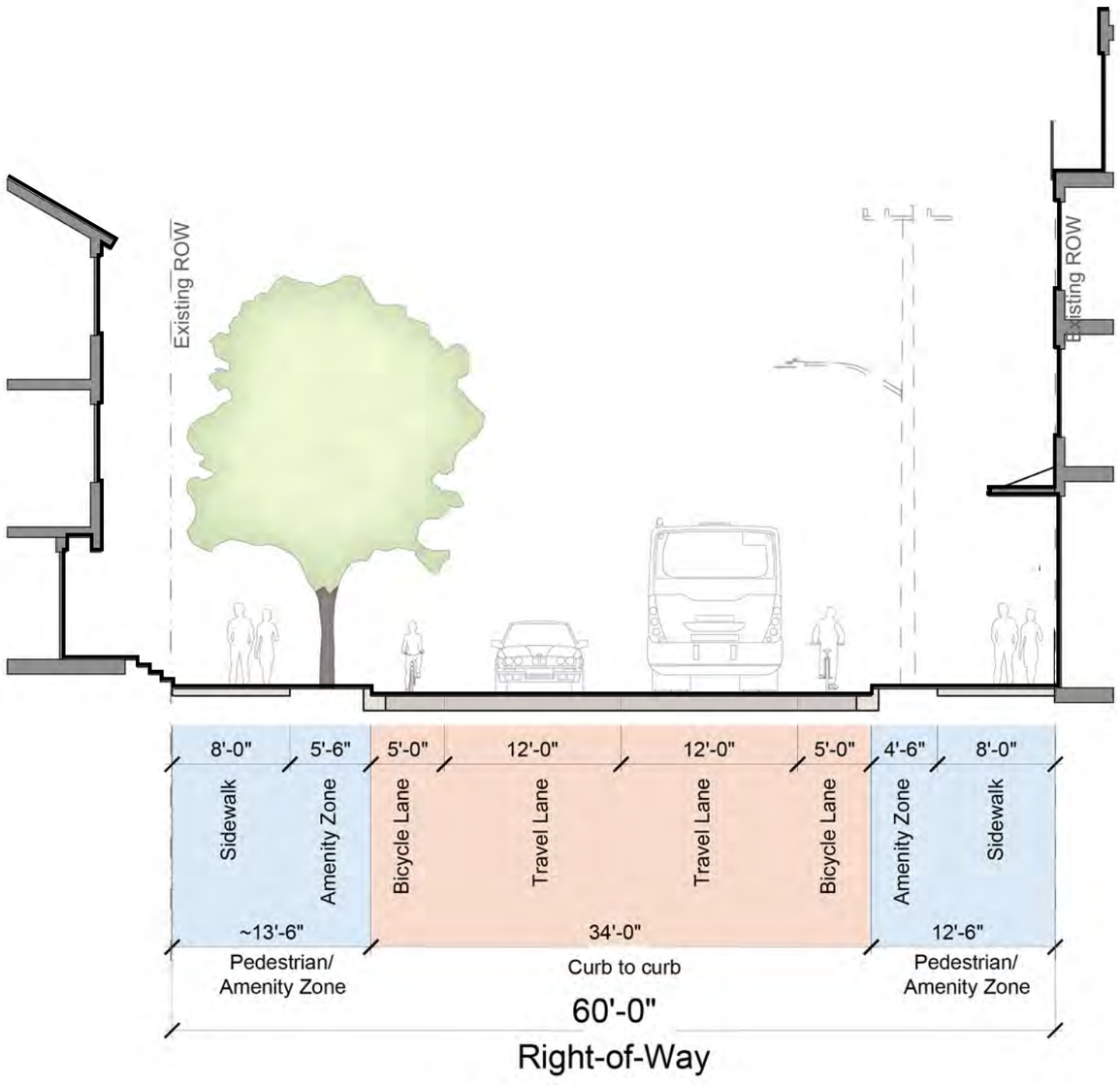
180TH STREET - E-E'
EXISTING CONDITIONS



SECTION E EXISTING CONDITIONS

0' 10'

180TH STREET - E-E'
OPTION 1 - TWO VEHICULAR LANES WITH BIKE LANES



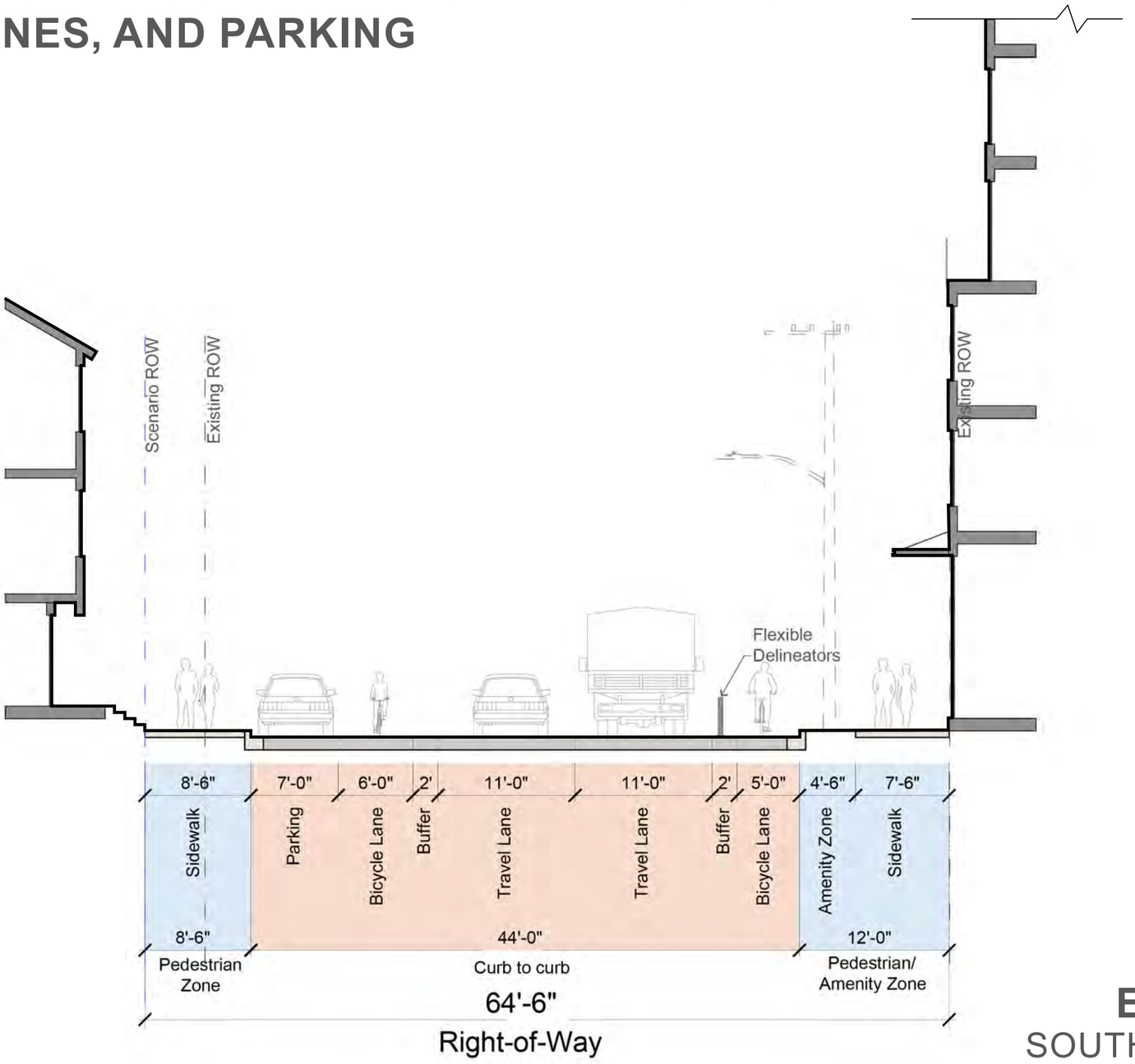
E
NORTH

E'
SOUTH

SECTION E OPTION 1

0' 10'

180TH STREET - E-E'
OPTION 2 - TWO VEHICULAR LANES WITH PROTECTED BIKE LANES, AND PARKING



E
NORTH

E'
SOUTH

SECTION E OPTION 2

0' 10'

SITE 1: OPEN SPACE AT AURORA AVE N & N 185TH ST

OPPORTUNITIES:

- Part of linear art network of city-owned properties along Aurora Ave N
- Complement new mural on the side of Spiros
- Historic connection to nearby Shoreline Historical Museum and historic music/jazz presence in Shoreline
- Active play zone/musical art near bus stop
- Bike parking
- Formalize desire lines into pathways
- Low-scale beautification on the rest of site
  - Perennials/planting beds
  - Crushed gravel paths

CONSTRAINTS:

- Kroger owns half the lot
- Very busy intersection
- Above ground utilities at front of site limit access from Aurora.

AERIAL VIEW OF SITE

RICHMOND HIGHLANDS GATEWAY MURAL PROJECT

DESIGN IDEAS:

COLORFUL PLANTINGS


PATHWAYS


FITNESS ZONE


CREATIVE PLAY AND MUSICAL ART


BIKE PARKING


OPPORTUNITY SITES FOR COMMUNITY GATHERING PLACES

SITE 2: ASHWORTH AVE N & N 185TH ST

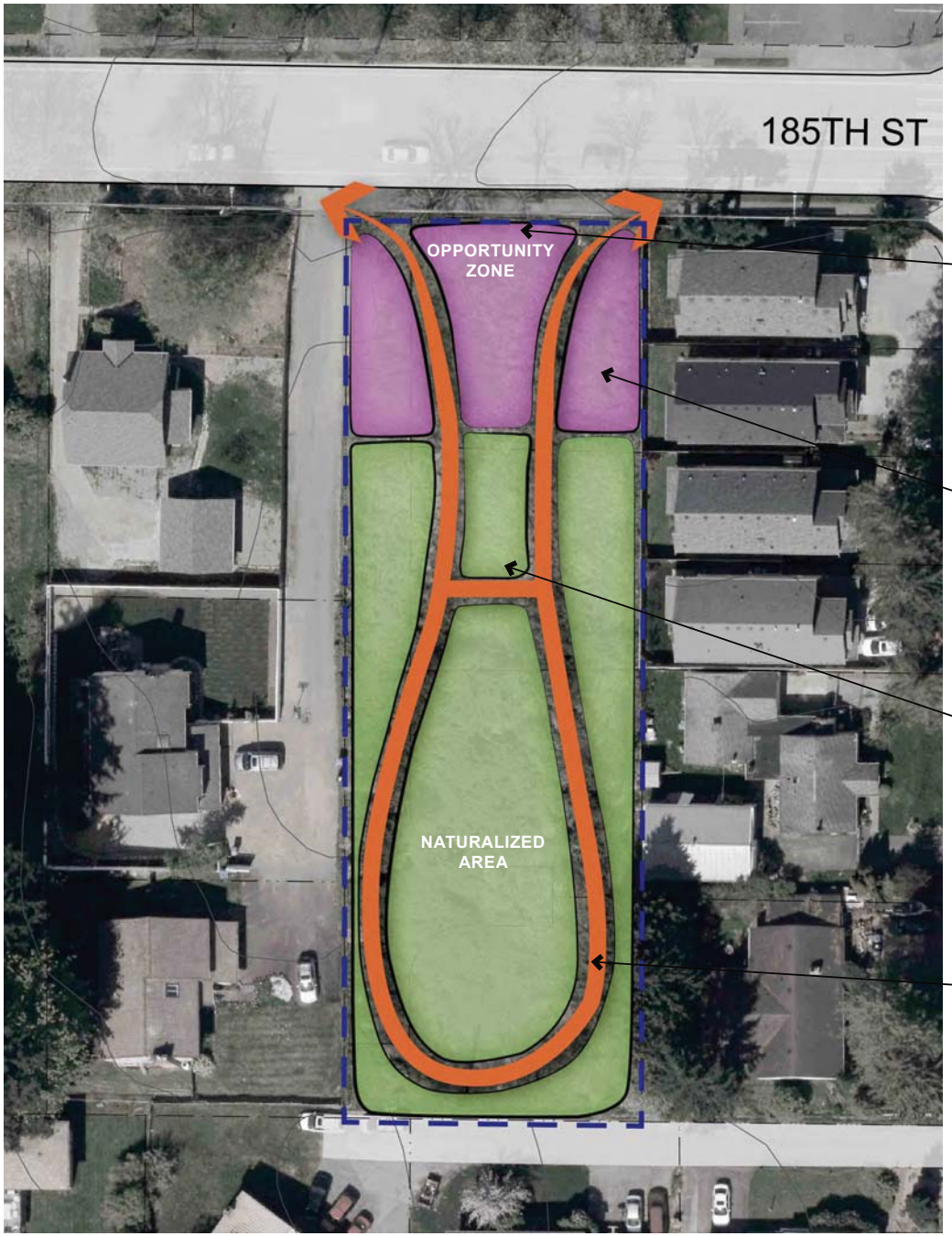
OPPORTUNITIES:

- Naturalize Area
  - Perimeter trail
  - Interpretive signage
  - Exercise equipment along trail
- Active use concentrated along N 185th St with environmental education elements
- Fitness Zone
- Seating
- Placemaking elements
- Nature play features

CONSTRAINTS:

- High water table limits possibilities for development or active use
- Proximity to single-family residential limits possibilities for noise and crowd generating uses
- Potential King County Conservation Futures funding
  - Limits use to passive use (very wet)
  - 15% of parcel could be active use

AERIAL VIEW OF SITE



DESIGN IDEAS:

EDUCATIONAL / PLACEMAKING ELEMENTS


NATURE PLAY / FITNESS ZONE


SEATING AND INTERPRETATION


BOARDWALK PERIMETER PATH


OPPORTUNITY SITES FOR COMMUNITY GATHERING PLACES

SITE 3: TRAILHEAD AT THE STATION

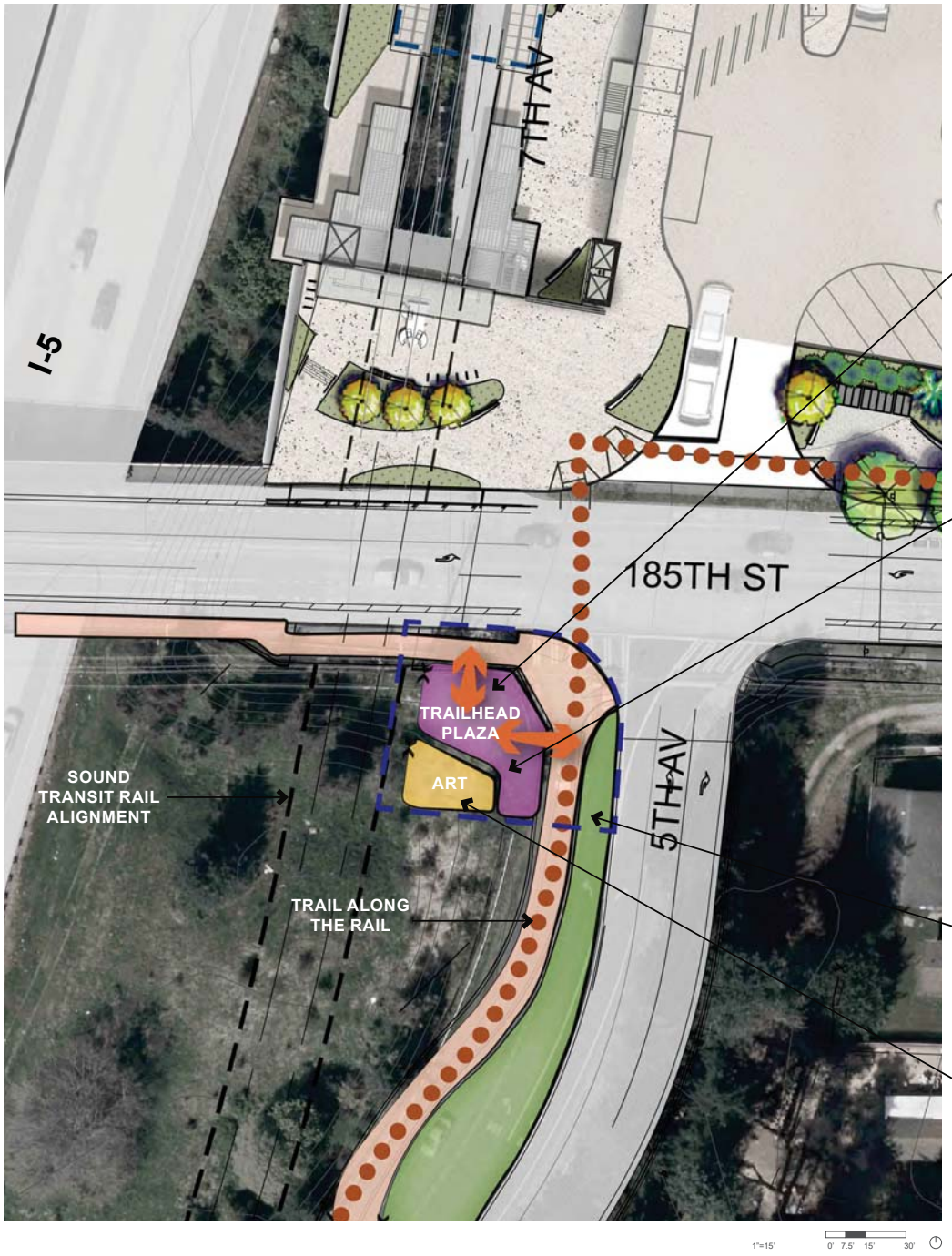
OPPORTUNITIES:

- Trailhead amenities such as places to gather and meet, shelter, bike repair tools, and water
- Placemaking with public art
- Charge/Re-charge stop
  - Solar collecting features can allow for device charging and net-zero site energy usage
  - Whimsical seating to pause and rest

CONSTRAINTS:

- Site is constrained by Sound Transit wall and Trail Along the Rail
- Steep grades to the south may require site walls

AERIAL VIEW OF SITE



DESIGN IDEAS:

TRAILHEAD AMENITIES

CHARGE/RECHARGE SPACES

SOLAR TREES AND PAVING

SWALE ALONG THE TRAIL / NATIVE PLANTS

PUBLIC ART / PLACEMAKING

OPPORTUNITY SITES FOR COMMUNITY GATHERING PLACES

SITE 4: ROTARY PARK

OPPORTUNITIES:

- New large open space in the most dense zoning in Shoreline
- Formalized trail connection from 185th to 188th
  - Intersecting loop trails connect to sidewalks on all sides for exercise opportunities
- Potential innovative energy demonstrations (wind, solar) with Seattle City Light partnership
- Family-friendly park amenities
  - Amphitheater
  - Grass lawns
  - Splash Park
  - Play spaces
- Flexible Programming in lower south-west and linear middle parcel
  - Community Garden
  - Food Truck pull-in area
  - Off-leash dog area
- Use geometry and grade for seating/skate/ interactive features
  - Small spaces for activities

CONSTRAINTS:

- Multiple owners (SPU, SCL) with limitations on access and type/longevity of programming

AERIAL VIEW OF SITE

DESIGN IDEAS:

FLEXIBLE LAWN SPACE / STAGE AREA

PATH AND DOG PLAY

PLAY AREA / SPLASH PARK

PICNIC TABLES / SEATING

FOOD TRUCKS / COMMUNITY GARDEN

OPPORTUNITY SITES FOR COMMUNITY GATHERING PLACES

185th Street Corridor - Draft Evaluation Criteria

Pedestrian

Pedestrian Safety

Low	Med-Low	Medium	Med-High	High

Wide street width makes ped crossings challenging. Little to no separation from bike and/or vehicle facilities.

→

Narrow street width supports frequent and safe ped crossings. Provides separation from bike and/or vehicular facilities.

Pedestrian Mobility

Low	Med-Low	Medium	Med-High	High

Sidewalk width is less than City standards. Obstructions are present.

→

Sidewalk width is equal or greater than City standards. Free of obstructions.

Bicycle

Bicyclist Safety

Low	Med-Low	Medium	Med-High	High

Obsured visibility of bikes at crossings. Little to no separation from pedestrian and/or vehicular facilities.

→

High visibility of bikes at crossings. Separation from pedestrian and/or vehicular facilities.

Bicyclist Mobility

Low	Med-Low	Medium	Med-High	High

Bike facility makes abrupt connections to surrounding streets and trails.

→

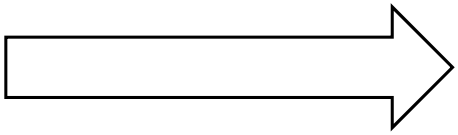
Bike facility makes easy connections to surrounding streets and trails.

Traffic

Driver Safety

Low	Med-Low	Medium	Med-High	High

Turn lanes absent. Frequent stops and starts (i.e. shared lane w/buses). Inconsistent speeds.

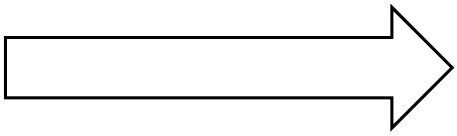


Turn lanes provided. Encourages consistent speeds. Mode separation.

Traffic Flow

Low	Med-Low	Medium	Med-High	High

Lower or similar vehicle capacity compared to existing roadway; LOS </= E/F

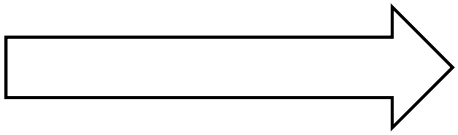


Adds significantly more capacity for general purpose drivers; LOS >/= C/D

Parking

Low	Med-Low	Medium	Med-High	High

Doesn't provide parking.



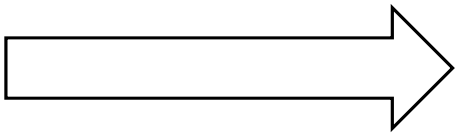
Provides parking or the potential to offer parking during non-peak travel hours.

Transit

Transit Speed & Reliabilty

Low	Med-Low	Medium	Med-High	High

No dedicated BAT lanes reduce transit speed and reliability. Narrow travel lanes are </= 10'.



Dedicated BAT lanes support consistent transit speed and reliability. Wide travel lanes are 12'.

Livability

Environment

Low	Med-Low	Medium	Med-High	High

Significant increase to impervious. Minimal room for trees and landscaping. → Little to no change in impervious. Ample space for trees and landscaping.

Placemaking Opportunity

Low	Med-Low	Medium	Med-High	High

Minimal space beyond the curb. Provides ped and/or bike facility only. → Significant space behind the curb i.e. allows for public art, street furniture, etc.

Mode Shift

Low	Med-Low	Medium	Med-High	High

Discourages mode shift (i.e. less apt to walk, bike, or take transit). → Encourages mode shift (i.e. more apt to walk, bike, or take transit).

Cost

ROW Impact

Low	Med-Low	Medium	Med-High	High

Significant increase in street ROW. Possible impacts to existing structures. → Little to no change to existing street ROW.

Ease of Implemention

Low	Med-Low	Medium	Med-High	High

Curblines significantly different than existing street. Unlikely to be achieved through frontage improvements alone. → Curblines similar to existing. Easier to transition from existing street to future design through frontage improvements.

Capital Cost

Low	Med-Low	Medium	Med-High	High

Most expensive → Least expensive

General-Purpose Traffic - Volume to Capacity Ratio Screen

Segment	Location	Existing Peak Hour Volume (vehicles/hour)[1]	Future Peak Hour Volume (vehicles/hour)[1]	Existing (2018)		Option 1 (2035)[2]		Option 2 (2035)		Option 3 (2035)	
				V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
Segment A[3]	N 185th Street (Fremont Ave N to Midvale Ave N)	700	1065	0.40	A	0.61	B	NA	NA	NA	NA
Segment B	N/NE 185th Street (west of 1st Ave NE)	595	1840	0.62	B	1.92	F	1.92 [4]	F	1.05	F
Segment C[5]	NE 185th Street (east of 1st Ave NE)	590	1,685	0.61	B	1.76	F	NA	NA	NA	NA
Segment D	10th Avenue NE	325	785	0.54	A	1.12	F	1.12	F	0.93	E
Segment E[6]	NE 180th Street	195	430	0.33	A	0.61	B	0.61	B	NA	NA

[1] *Highest direction and peak hour volume reported for the associated segment.*

[2] *Option 1 V/C results are the same as the Future No Build condition for 2035.*

[3] *For Segment A, There are no roadway changes proposed for this segment because the current lane configuration meets the City's LOS for the Future No Build condition for 2035. Therefore, "NA" indicates there is no Option 2 or 3.*

[4] *For Segment B, BAT Lane V/C would be well under .90 standard - V/C reported applies only to general purpose traffic.*

[5] *Sound Transit Lynnwood Link Light Rail Project will be constructing a significant portion of this segment (represented as Option 1). The 185th Multimodal Corridor Strategy effort has assumed these improvements will remain in place. Therefore, "NA" indicates there is no Option 2 or 3.*

[6] *For Segment E, Option 1 and 2 both meet the City's LOS. Therefore, "NA" indicates there is no Option 3.*

Demographic Analysis

OVERVIEW

The demographic analysis* for the 185th Street Corridor area demonstrates the following:

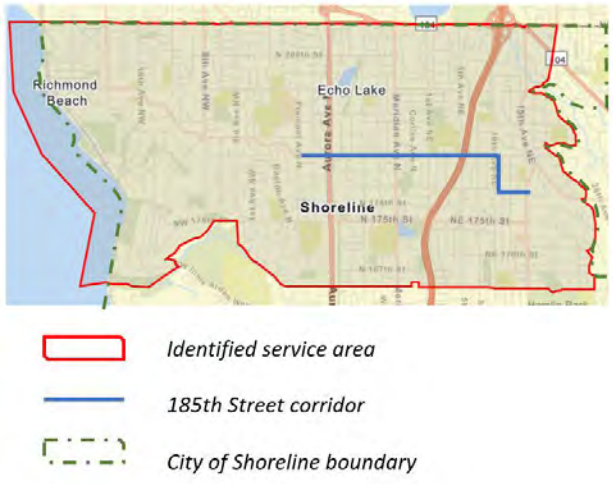
- A total population of approximately 37,167 live in the study's targeted demographic area.
- Approximately 10% of the population is limited-English speaking.
- The most common languages spoken at home, aside from English, include Spanish (6%), Chinese (3%), and Korean (2%).
- The primary countries of immigration include the Philippines (10%), Mexico (10%), Korea (9%), China (6%), and Vietnam (6%).
- Approximately 24.3% of households have annual income less than $35,000/year, and approximately 9.4% of the population lives at or below the poverty line.
- Approximately 12% of the population identifies as living with a disability, and, of those, 34% are over the age of 65.
- Approximately 15% of the population identifies using public transit.

STRATEGIES

Based on the demographic analysis of the area likely to use the Shoreline North /185th Station, the following strategies may be useful in engaging historically underrepresented community members in corridor strategy conversations:

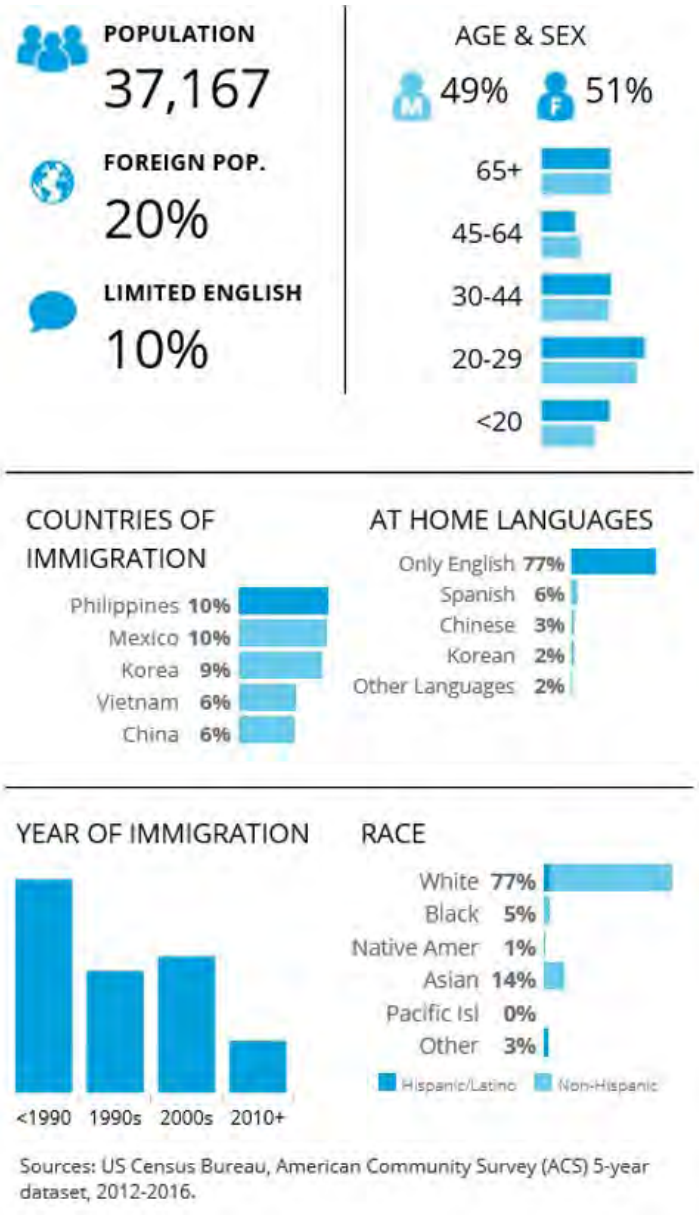
- Translate and transcreate vital outreach materials based on language needs (when over 5% or 1,000 people- whichever is less- of the population within a service area speak a language other than English and self-identify as speaking English "not well" or "not at all.") The identified language for proactive translation is Spanish; additional translations can be offered by request.
- Connect with local community organizations that provide human and social services to seniors, youth, populations that currently have low incomes, communities of color, immigrants, refugees, people with varying abilities, and people who are currently limited-English speaking.
- Identify public gathering places and places of worship near the 185th Street corridor area, especially places frequented by communities with limited English proficiency.
- Liaise with City of Shoreline Community Services Division and Neighborhood Programs.
- Engage ethnic and/or in-language media (e.g. display ads, radio, social media, etc.) when advertising for engagement opportunities.
- Coordinate with City of Shoreline Diversity and Inclusion Coordinator regularly to ensure that the best and/or preferred outreach practices are being used when communicating information and promoting engagement opportunities to potentially interested and/or affected communities.

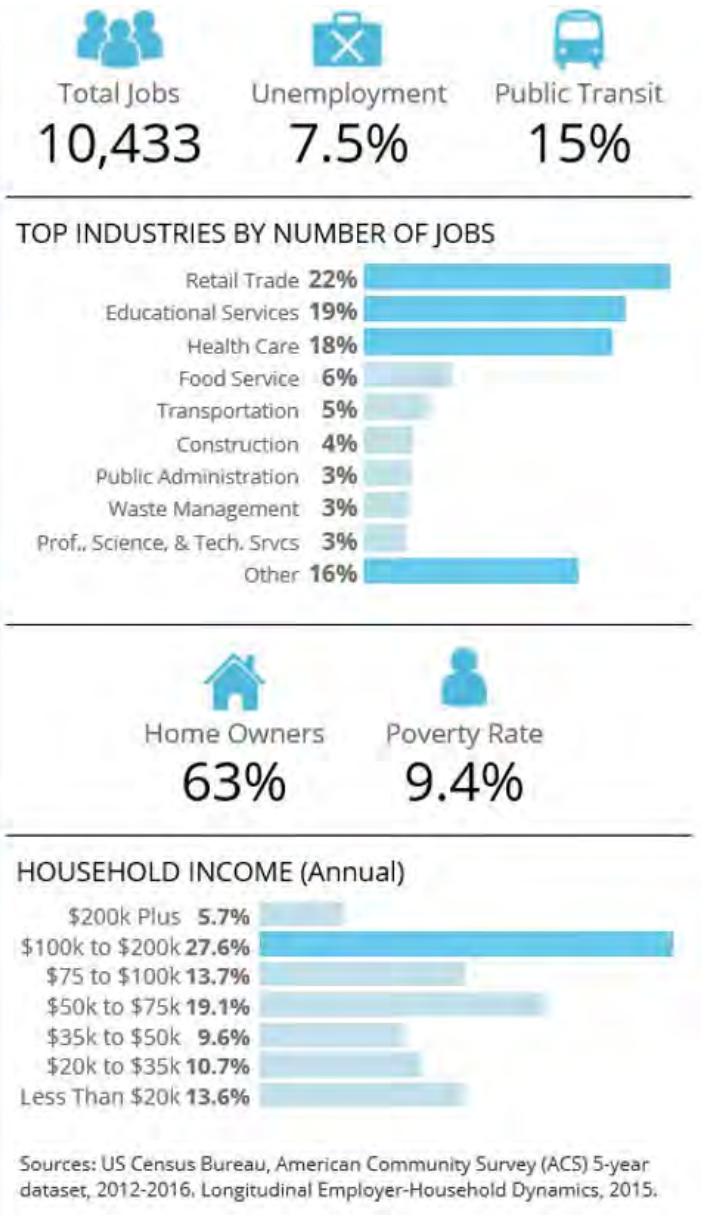
STUDY AREA



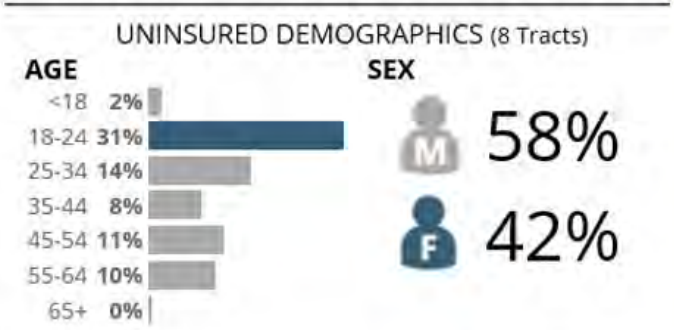
* Sources: US Census Bureau (2010); American Community Survey 5-year dataset (2011-2015); Longitudinal Employer-Household Dynamics (2014); National Center for Educational Statistics (2014)

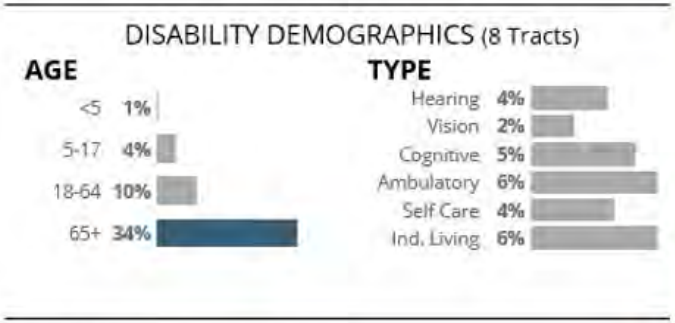
STUDY AREA POPULATION AND ECONOMICS

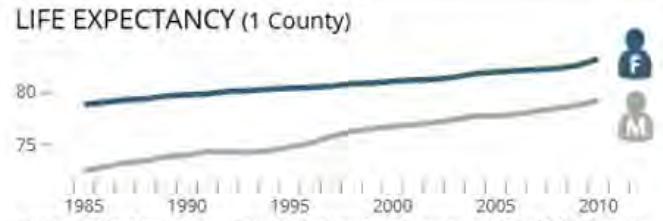




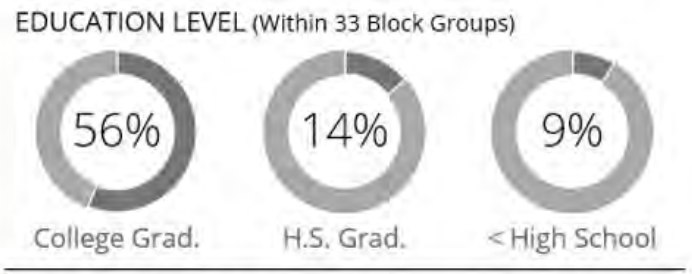
STUDY AREA HEALTH AND EDUCATION

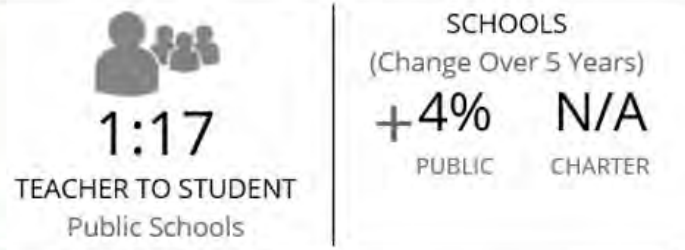






Sources: US Census Bureau, American Community Survey (ACS) 5-year dataset, 2012-2016. Institute for Health Metrics and Evaluation, 2010





Sources: US Census Bureau, American Community Survey (ACS) 5-year dataset, 2012-2016. National Center for Education Statistics, 2014. WA Office of Superintendent of Public Instruction, 2017.

Outreach and Engagement

OUTREACH SERIES 1 (FALL 2018)

INTRODUCTION AND APPROACH

The City of Shoreline conducted events and activities during the fall of 2018 to engage local neighbors, the broader Shoreline community, and key stakeholder groups in the 185th Street Multimodal Corridor Strategy's (185th MCS) process. The purpose of Outreach Series 1 was to gather the community's thoughts to inform the early phases of the visioning process for this study.

The study team used a variety of methods to notify and gather input from a wide range of stakeholder groups, including those who live, work, or travel in the area, and representatives from key organizations and partner agencies. This summary outlines the methods implemented during the initial outreach series as well as a summary of feedback received.

OBJECTIVES

Outreach Series 1 objectives were to:

- Provide community members, interested organizations, and agency partners with various opportunities to learn about the 185th MCS and share their early input on existing conditions and areas of special interest along the corridor.
- Provide members of the community with the opportunity to share ideas and review feedback shared by others.

EVENTS AND OPPORTUNITIES

Outreach Series 1 (see following list of events) included unique engagement and learning opportunities for attendees. The events provided the community with diverse opportunities to share their feedback and early vision for the 185th MCS, as well as speak directly with City staff and the study team. Participants were invited to reflect on existing Corridor conditions and rate the Corridor.

See the following neighborhood map for a breakdown of where participants live in the community.

CORRIDOR WALK/BIKE TOURS & COMMUNITY DROP-IN HOURS
Saturday, October 20, 2018, 1 - 3 PM
Spartan Recreation Center
- 32 Attendees.
- Included a guided bike tour and walking tour of the study corridor.

STAKEHOLDER BRIEFINGS & COMMUNITY DROP-IN HOURS
Tuesday, October 23, 2018, 9 AM - 5 PM
Spartan Recreation Center
- Included scheduled briefing times for agency and community partners.
- Included a drop-in time for public from 1 - 3 PM.
- 11 drop-in attendees and 3 stakeholder group briefings.

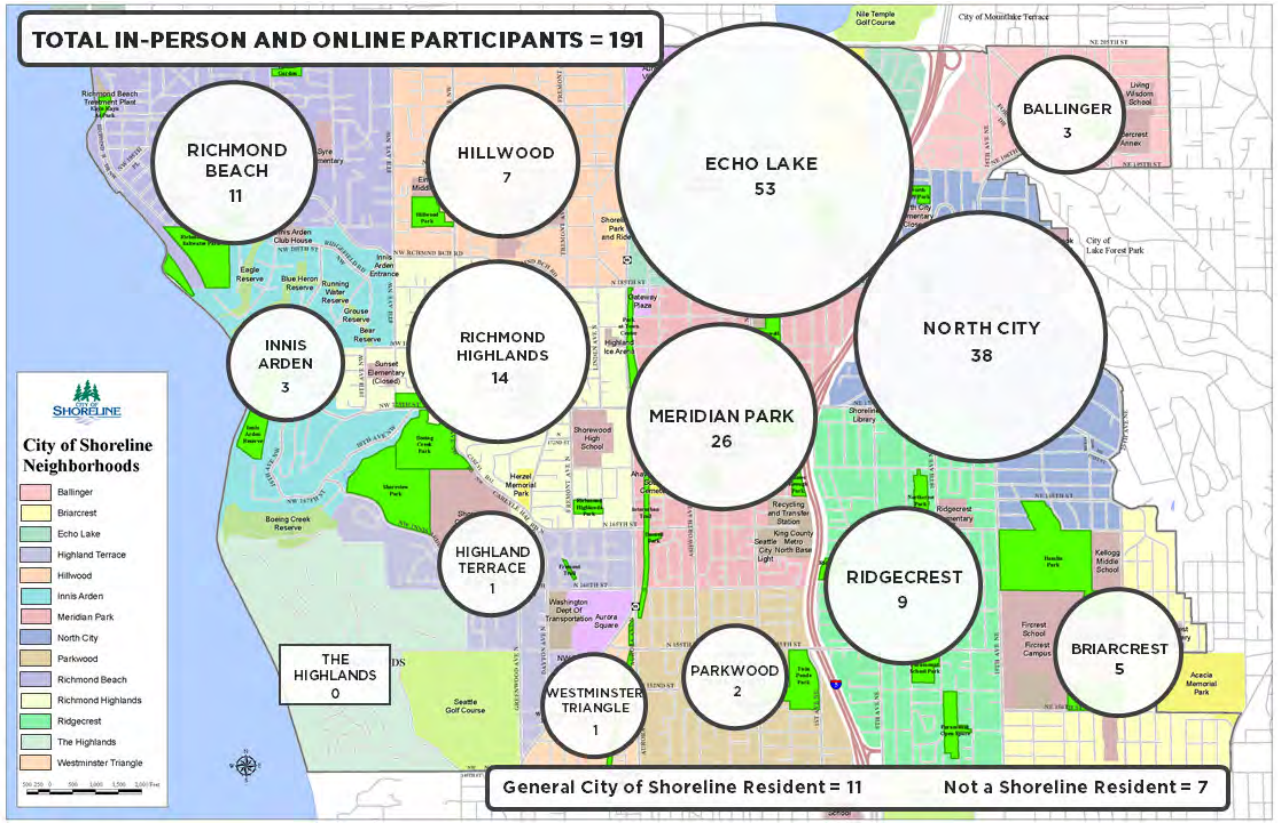
OPEN HOUSE 1
Thursday, October 25, 2018, 6 - 8 PM
Shoreline City Hall
- 65 attendees.
- Served as a capstone public event and included a City presentation.

NEIGHBORHOOD ASSOCIATION MEETING
- Presented to Richmond Highlands Neighborhood Association on October 10, 2018.
- Presented to Hillwood Neighborhood Association on November 28, 2018.

SHORELINE SCHOOL DISTRICT
- Briefing to Family Engagement Program Manager on September 12, 2018.
- Briefing to Family Advocate Team on November 6, 2018.

ONLINE COMMUNITY SURVEY
Available October 29 - November 25, 2018
- 83 respondents.
- Provided an extended opportunity for community members to share their feedback on existing conditions along the Corridor.
- Offered similar exercises to those available at in-person Outreach Series 1 events.

ATTENDEES BY NEIGHBORHOOD



NOTIFICATION STRATEGIES

Event announcement notifications were shared with the community to provide notice of early 185th MCS engagement opportunities:

Webpage
- Launched September 11, 2018.
- Provided study overview and purpose.
- Served as a repository for 185th MCS development documents.
- Shared open house materials as available.

Shoreline Currents
- Released October 1, 2018.
- Distributed via mail to each household in Shoreline.

Flyer/Poster
- Distributed to local businesses and public locations beginning September 25, 2018.
- Included translation in several languages for how to communicate with the City.

Yard Signs
- Placed along the corridor on October 11, 2018.

Shoreline Alerts
- Emailed alert to all who signed up for 185th MCS alerts on October 11, 2018.

Social media posts
- Posted October 12, 16, and 25, 2018.
- Event announcements and reminders via City's social media accounts.

Press releases and media advisory
- Released October 11 and 16, 2018.
- Announced events and linked to study webpage.

WALK AND BIKE TOUR OBSERVATIONS

The walk and bike tour on Saturday, October 20, 2018 provided community members the opportunity to share their thoughts on the Corridor from the perspective of walking or biking. Tour guides led group discussions at various stops along the Corridor. These discussions resulted in the participants providing their thoughts on potential challenges that exist at each location while also identifying any opportunities that can be considered in the formation of the study.

Following is a summary of feedback captured during the tours, organized by identified challenges and opportunities.

CHALLENGES

- Residents are concerned about preserving the existing tree canopy as future development occurs.
- Existing vegetation along the corridor is poorly managed and provides challenges for people walking and biking.
- There are concerns over roadway safety and congestion on arterials; the City should have a plan to keep drivers out of neighborhoods and side-streets.
- Existing mature tree roots have damaged some sidewalks and consequently impede pedestrian access.
- Concerns over right-of-way expansion and impacts on property lines.
- Bicycle infrastructure is disconnected and in poor condition.
- Traffic congestion is an existing issue and the City will need to create a plan to manage future growth and congestion.
- Street parking is a concern for residents that live near the corridor.

OPPORTUNITIES

- Development potential for the Corridor and how it fits into the subarea plan and the 185th MCS (i.e. building townhomes, multifamily housing, or neighborhood retail).
- The Strategy and subarea plan have the opportunity to connect the existing bike infrastructure.

Cyclists participate in the October 20, 2018 185th Street Corridor tour

The October 25, 2018 open house at Shoreline City Hall allowed community members to review information and talk to study team members

CORRIDOR COMPONENTS

To begin examining existing conditions and future design needs, the study team broke the 185th Street Corridor into four component segments, based on similar use and characteristics. These proposed Corridor components (shown in the map below) were:

- CENTRAL SPINE
- AURORA CROSSING
- STATION ACCESS
- NEIGHBORHOOD CONNECTORS

EXERCISE 1: QUALITATIVE SUMMARY OF FEEDBACK

Community members who attended the 185th MCS Outreach Series 1 events or participated in the online survey were invited to provide comments on existing Corridor conditions as well as ideas they would like the study team to consider as concepts are developed.

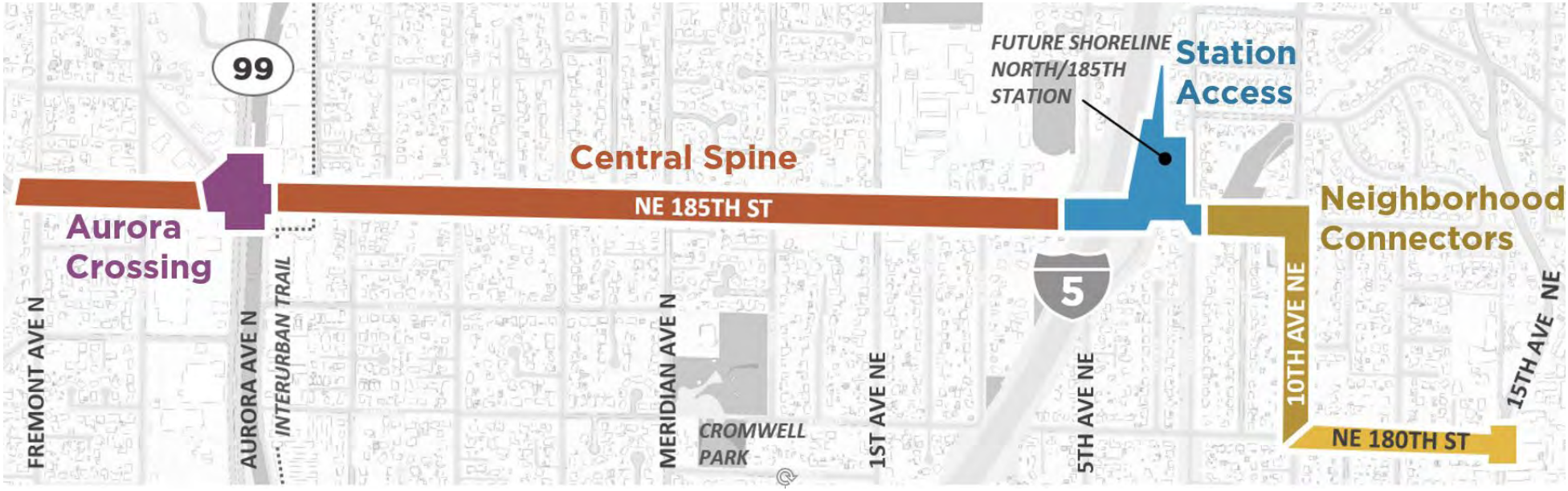
In addition to general comments, community members provided responses to the following prompts:

- **Tell us something we need to know about each of the Corridor components.**
- **Do you think we divided the 185th Corridor into the right components?**

A summary of this feedback follows, organized by main themes per Corridor component.

CORRIDOR OVERALL

- Future land use should preserve the existing community amenities, such as the Spartan Recreation Center, churches, and the Shoreline Stadium, and encourage more community businesses along the Corridor that are easy to walk to.
- The future Corridor should have amenities such as better sidewalks and easy roadway crossings to help improve the pedestrian experience.
- Separate biking and walking facilities are important.
- Street trees and canopy cover are important and should be preserved on 185th Street as much as possible.
- Existing community greenspace needs to be preserved and additional green space opportunities need to be explored in the future.



CENTRAL SPINE

- Street trees and canopy cover are highly valued on 185th Street and they should be preserved to the greatest extent possible.
- Focus on encouraging neighborhood businesses along the Central Spine and providing infrastructure to make them walkable/bikeable for neighborhood residents and those traveling from the station.
- Consider parking needs for the neighborhood businesses that may potentially be constructed along 185th Street. Think about how spaces can be used for accessing these businesses as well as for commuters accessing the station. Residents also need access to parking spaces.
- Determine strategies for slowing down traffic and easing congestion. Vehicles currently travel too fast along 185th Street. Dedicated infrastructure for bikes and pedestrians can help to improve safety for all.
- Design 185th Street so that it can effectively move transit and has appropriate infrastructure for loading and unloading riders safely and effectively.
- The center turn lanes are currently working well.
- It is important to have pedestrian infrastructure to ensure that this area is walkable. Consider incorporating wide sidewalks and adequate crosswalks for pedestrians.

AURORA CROSSING

- Bike infrastructure at the Aurora Crossing can be improved. Existing bike lanes end abruptly, and bike lanes are in-between traffic lanes. Consider ways to enhance existing crossings for cyclists.
- Focus on keeping east-west traffic moving on 185th Street across Aurora Avenue. There is currently congestion, and this is likely to increase as the station opens.
- Think about ways to better link the different quadrants of this busy intersection. Wait times for pedestrians crossing Aurora Avenue N and 185th Street are currently very long.
- Think about ways to keep traffic moving smoothly along both Aurora Avenue and 185th Street.
- This is an important hub for Shoreline. Are there any corridor improvements that can help to make this into more of a “downtown?”

STATION ACCESS

- Design the station area to be safe and accessible for all transportation modes, including crossings for pedestrians and bike access and parking. Provide separate facilities for different kinds of users where possible to keep things moving smoothly.
- Focus on improvements that help transit efficiently access the station.
- Work to calm traffic to keep the area safe for pedestrians and cyclists accessing the station.
- Consider vehicles accessing the station from 5th Avenue NE (coming from both the north and the south) and improve access to keep traffic moving.
- Keep in mind that many vehicles will be traveling east-west on 185th Street and not accessing the station.

NEIGHBORHOOD CONNECTORS

- This part of the Corridor has a strong neighborhood feel and includes street trees and green spaces. The neighborhood character should be retained and enhanced where possible. Traffic calming measures should be incorporated where possible to keep this area safe for residents and non-motorized users.
- Many pedestrians and cyclists from North City will be using these neighborhood connectors to access the station. Focus on providing safety for pedestrians (enhanced sidewalks, enhanced street lighting, and more crosswalks) and bicycle infrastructure (dedicated bike lanes) to facilitate these users.
- Enhanced pedestrian facilities could potentially provide opportunities for walkable neighborhood businesses in this area and an enhanced connection between North City and the station.
- Parking is a current challenge in this area, and it is likely to become more of an issue. Consider how future design could enhance parking opportunities in this area.
- Consider providing dedicated turn lanes at major intersections to keep traffic and transit moving.

The October 25, 2018 open house provided attendees with the opportunity to hear a presentation about the study and engage in a question and answer session with City staff

EXERCISE 2: RATE THE CORRIDOR

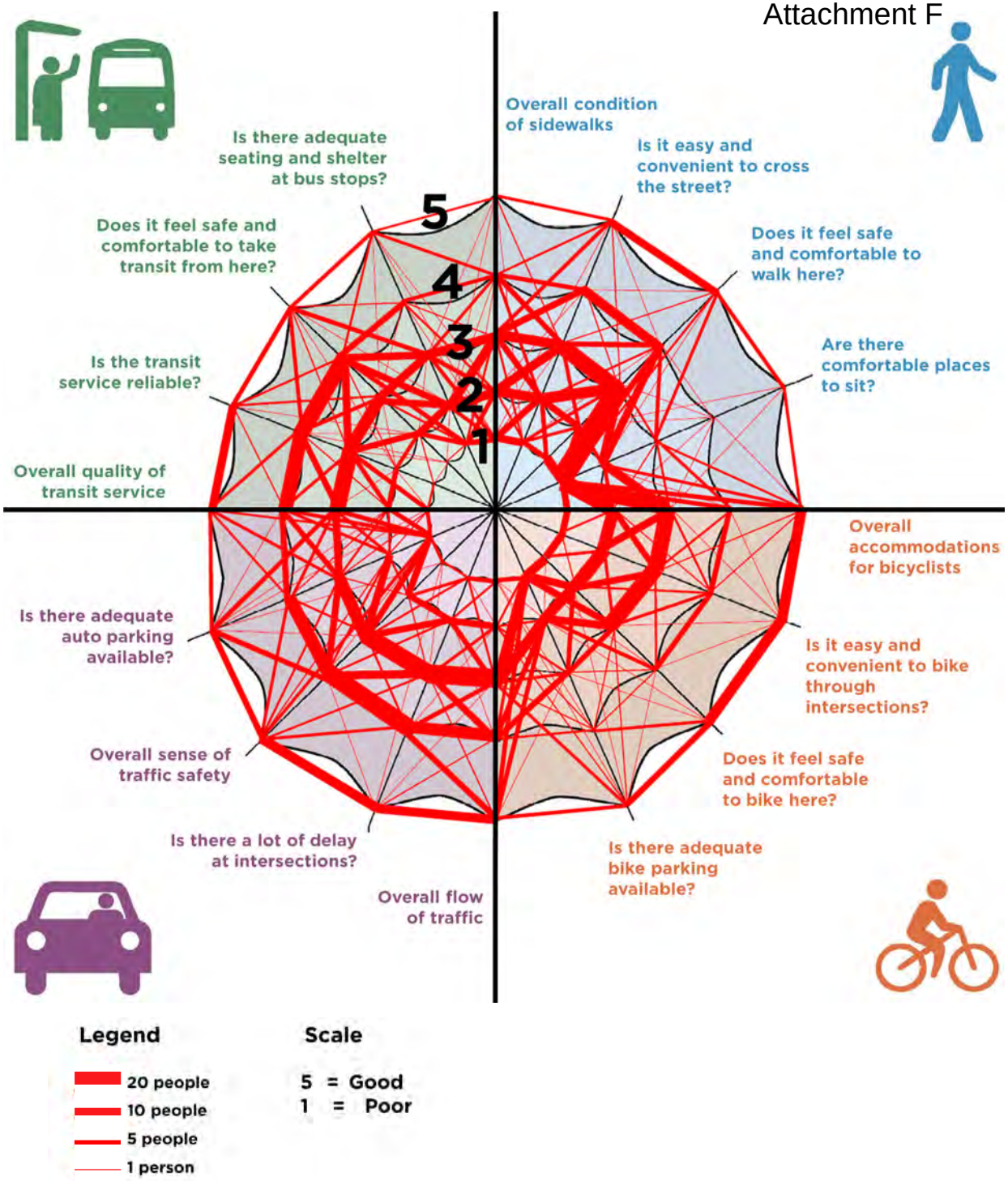
Participants answered questions about how each mode of travel currently functions along the 185th Street Corridor. This exercise was called "Rate the Corridor" and included questions about current conditions of four transportation categories (pedestrians, bicycles, automobiles, and transit) with possible scores from 1 (poor) up to 5 (good).

During the Outreach Series 1 events, participants were asked to mark their scores on a spiderweb graph and then connect the dots with a marker. The completed spiderwebs were displayed in Council Chambers during the 185th MCS Open House on October 25, 2018. A similar "Rate the Corridor" exercise was included in the online survey to give people who did not get the chance to attend an in-person event the opportunity to evaluate current conditions.

RATE THE CORRIDOR-SPIDER GRAPH

The compilation graph to the right helps visualize the aggregated responses of all participants (Fall Outreach events and online survey participants). The scores (5 = good, 1 = poor) are graphically illustrated on one spiderweb.

This graphic illustrates the range of responses. The thicker the red line, the higher the frequency of a similar set of responses to the questions. While most of the answers for each topic fit within a concentrated score, the thinner red lines show where some participants' answers fell out of that average score.

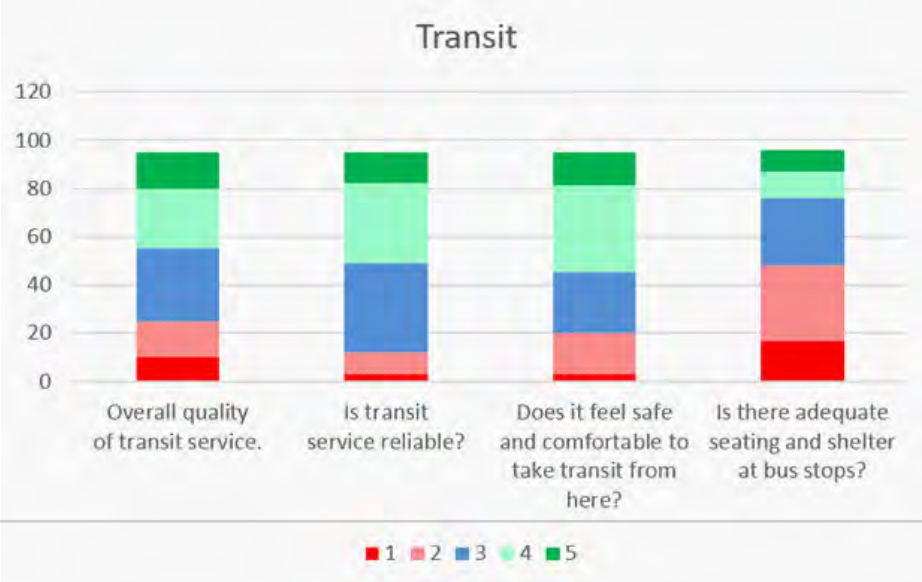


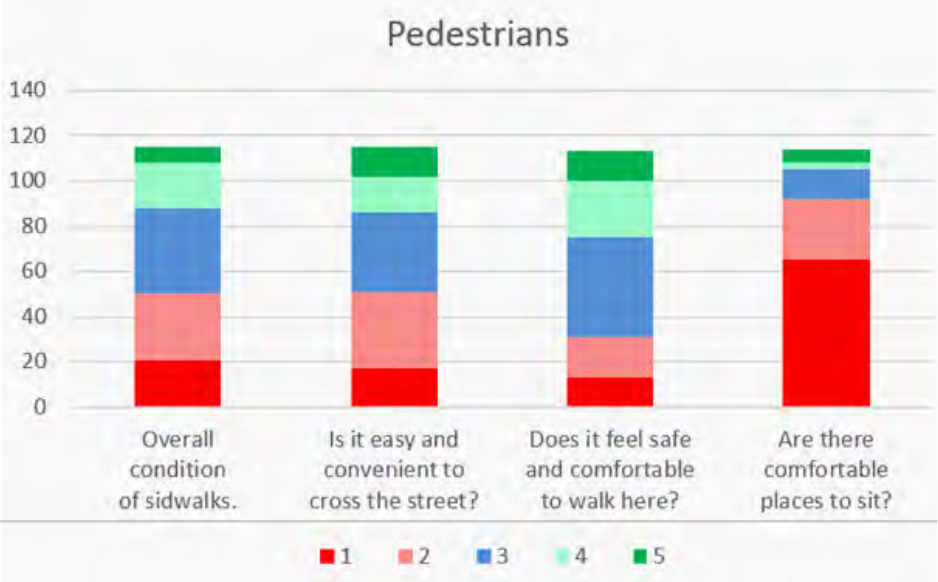
RATE THE CORRIDOR- BAR CHARTS

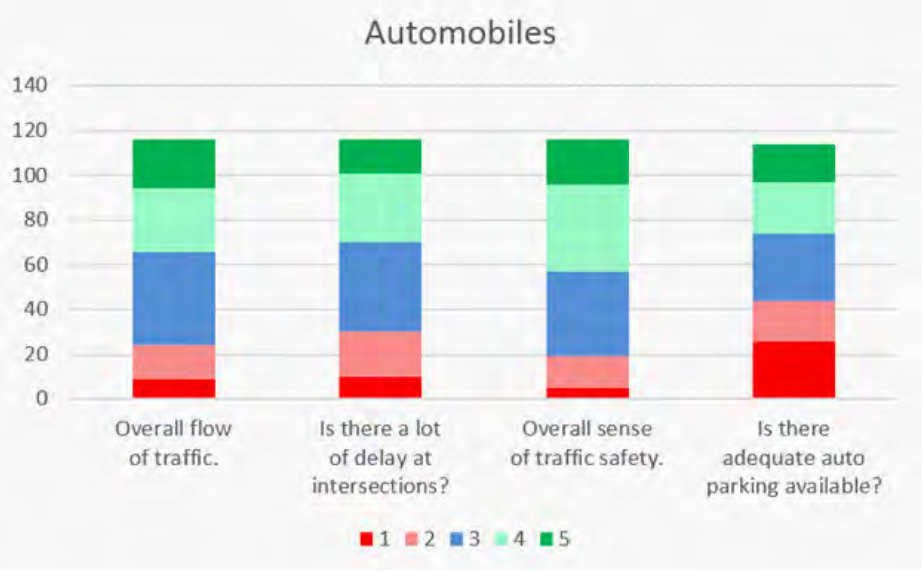
The following bar charts break down the "Rate the Corridor" exercise in a different way and show how participants rated current conditions along the 185th Street Corridor per travel mode.

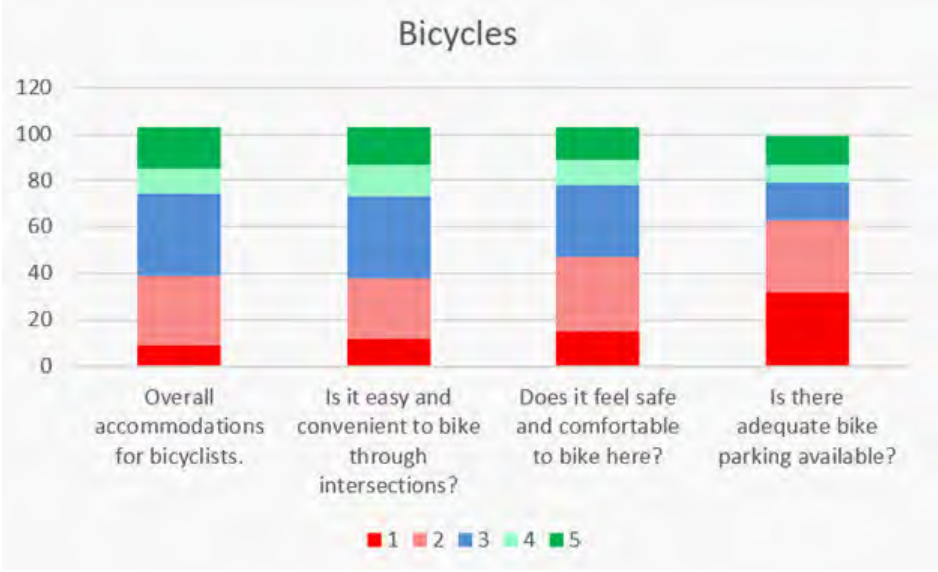
The red shades indicate where respondents felt the current conditions are somewhat poor and the green shades indicate where respondents felt the current conditions are basically good.

The blue color in between red and green colors indicate where respondents gave a medium rating for current conditions.









EXERCISE 3: HOW DO/WILL YOU USE THE CORRIDOR?

In-person and online attendees were asked to consider how they use/will use the 185th Street Corridor, identifying each mode of travel they currently use on the 185th Street Corridor (blue) and the modes they hope to use on the Corridor in the future (green).

Generally, more respondents indicated that they would like to use the Corridor to walk, bike, and use transit in the future.