



PASSPORT TO 2044: Equity



Nytasha Walters
Transportation Services Manager
City of Shoreline

City of Shoreline Demographics



- 12 square miles
- 14 neighborhoods
- 57,000 residents
- Primarily Single Family Residential
- 70% white
- 27% speak a language at home other than English
- 21% of residents foreign born



City of Shoreline Council Goals

Strengthen Shoreline's Economic Climate

Continue to deliver high-valued public service through management of the City's Infrastructure and stewardship of the natural environment

Continue preparation for regional transit

Expand the City's focus on Equity and Social Justice

Promote and enhance the City's safe community and neighborhood programs and initiatives



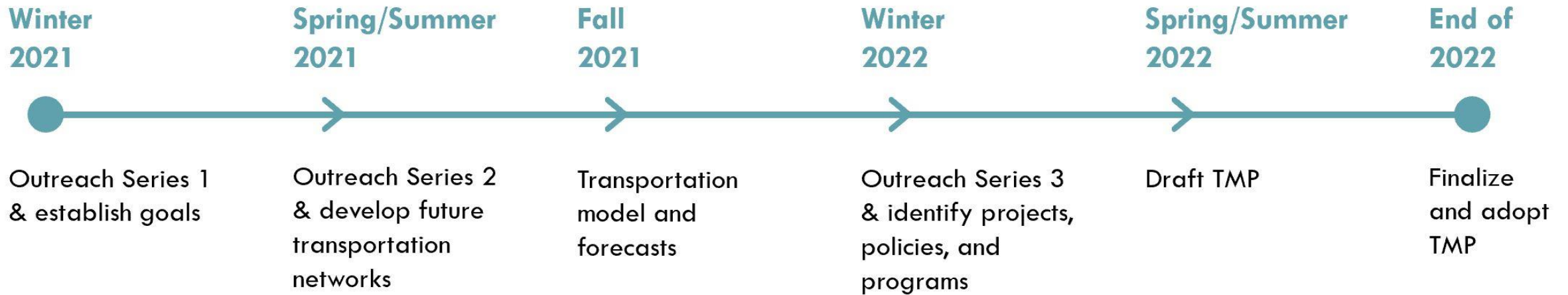
Equity in Shoreline

- City Council Res 401 and Res 467
- Attraction/Retention of BIPOC businesses
- Capital improvements outreach
- New sidewalk prioritization
- Climate resiliency analysis
- Transit service advocacy
- Transportation Master Plan outreach and project prioritization
- Stormwater capital improvements
- Comprehensive Plan and Parks Master Plan focused outreach



El área del proyecto del 175th Street corridor abarca la longitud de la 175th Street, entre Stone Avenue y la I-5.

Transportation Master Plan (TMP) Project Timeline



Transportation Master Plan (TMP) Goals

- Goal 1: Safety

Make Shoreline's transportation system safe and comfortable for all users, regardless of mode or ability.

- **Goal 2: Equity**

Ensure all people, especially those whose needs have been systemically neglected, are well served by making transportation investments through an anti-racist and inclusive process which results in equitable outcomes.

- Goal 3: Multimodality

Expand and strengthen the multimodal network, specifically walking, bicycling, and transit, to increase the number of safe, convenient, reliable, and accessible travel options.

- Goal 4: Connectivity

Complete a network of multimodal transportation connections to and from key destinations such as parks, schools, community services, commercial centers, places of employment, and transit.

- Goal 5: Climate Resiliency

Increase climate resiliency by promoting sustainability, reducing pollution, promoting healthy habitats, and supporting clean air and water.

- Goal 6: Vibrant Community

Foster livability by evoking a sense of identity through arts/culture, attracting and sustaining desired economic activity, and accommodating the movement of people and goods.

Reaching Our Latino and Asian Communities

Seattle Chinese Times

帮助构建 Shoreline 的未来交通

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News Media

La Raza vix

Each Story MATTERS Every Child COUNTS

Día Children's Day/Book Day

KCLS celebrates multicultural literacy with Día



Street Signs

Shape transportation in Shoreline

Transporte eficiente en Shoreline 构建 Shoreline 市的交通

Fill out and submit this paper survey or scan the QR code to take the survey online.

Rellene y envíe esta encuesta en papel o escanee el código QR para realizar la encuesta en línea.

填写并提交这份纸质调查或扫描二维码在线填写调查。

shorelinewa.gov/tmp

Optional questions

Preguntas opcionales 非必选问题

Anything else you'd like to know? ¿Algo más que nos quiera hacer saber? 您还有什么想让我们知道的吗?

Are you dependent on transit (bus or light rail) for any of your needs? ¿Depende del transporte (autobús o tren ligero) para alguna de sus necesidades? 您是否依赖交通 (公共汽车或轻轨) 来满足您的任何需求?

Yes Si 是

No No 否

Race/Ethnicity (check all that apply) Raza/etnia (marque todas las que correspondan) 种族/民族 (勾选所有适用项)

- Asian Asiática 亚洲人
- Black/African Negra/afroamericana 黑人/非洲人
- Latino/Latin/Hispanic Latina/hispana 拉丁裔/西班牙语裔
- Middle Eastern/North African De Oriente Medio/Norte de África 中东人/北非人
- Native American/Alaska Native Nativa de Alaska/nativa americana 美洲原住民/阿拉斯加原住民
- Pacific Islander/Native Hawaiian Isleña del Pacífico/nativa de Hawái 太平洋岛民/夏威夷原住民
- White/Caucasian Blanca/caucásica 白人/高加索人
- Rather Not Say Prefiere no decir 不愿透露

Age Edad 年龄

- 17 and under 17 años o menor 17 岁及以下
- 18 - 24
- 25 - 34
- 35 - 44
- 45 - 54
- 55 - 64
- 65 - 74
- 75 and over 75 años o más 75 岁及以上
- Rather Not Say Prefiere no decir 不愿透露

Household Income Ingreso familiar 家庭收入

- <\$25,000
- \$25,000 - \$49,999
- \$50,000 - \$99,999
- \$100,000 - \$149,999
- ≥\$150,000
- Rather Not Say Prefiere no decir 不愿透露

Home Zip Code: Código postal de su domicilio 家庭邮政编码:

Work Zip Code: Código postal de su trabajo 工作邮政编码:

Questionnaires/ Surveys

Help shape the future of transportation in Shoreline

Ayude a definir el futuro del transporte en Shoreline

帮助构建 Shoreline 市的未来交通

Do you travel in Shoreline by foot, bike, car, skateboard, scooter, wheelchair, or transit? The City is updating its Transportation Master Plan (TMP), which will define the City's future transportation policies, programs, and projects for the next 20 years.

¿Acostumbra a andar por Shoreline a pie, en bicicleta, en coche, en patineta, en scooter, en silla de ruedas o en transporte público? La ciudad está actualizando su Plan Maestro de Transporte (Transportation Master Plan, TMP), en el que se definirán las futuras políticas, programas y proyectos de transporte de la ciudad para los próximos 20 años.

您以何种方式前往 Shoreline 市: 步行、骑自行车、开车、滑板、脚踏车、轮椅或公共交通工具? 我们还在更新交通总体规划 (Transportation Master Plan, TMP), 该规划将定义我们未来 20 年的交通政策、计划和项目。

Fill out a comment card so future projects address your needs. This plan influences transportation decisions for the next 20 years!

Rellene una tarjeta de comentarios para que los futuros proyectos tengan en cuenta sus necesidades. Con este plan se toman decisiones en materia de transporte para los próximos 20 años!

运输总体规划

什么是交通总体规划?

城市正在更新交通总体规划 (Transportation Master Plan, TMP), 以更好地满足社区现有或未来的交通需求。TMP 支持各种出行方式——步行、骑行、骑滑板车、推婴儿车、使用轮椅、搭乘公共交通工具、骑摩托车、骑电动车等等。TMP 更新将指导当地和地区的交通投资, 并定义城市未来 20 年的交通政策、计划和项目。

为什么交通总体规划需要更新?

上一次 TMP 更新是在 2011 年。我们必须在 2023 年完成 TMP 更新, 以使其配合城市总体规划 (City Comprehensive Plan) 并符合增长管理法案 (Growth Management Act) 的要求。同时, 也保证城市符合未来资金拨款和为指导 Shoreline 市发展设立交通政策的资格。

除了即将开通的轻轨、新型且高效的公交车、新人行横/自行车链接设施和用地变更和更新, TMP 更新还提供了一个机会, 即更好地配合城市总体规划愿景的交通发展目标、任务和决策。

为什么我要参与其中?

城市需要您的帮助, 以做出交通方面的相关决定。我们需要知道, 对您而言, 什么改变最为重要, 也需要听取您的意见, 以了解如何保证我们交通系统的安全、健康和高效。该计划将对未来 20 年的各项决定产生重大影响, 因此您更需要参与其中并提出您希望我们做出的改变!

该如何参与?

参加线上开放日:
前往 shorelinewa.gov/tmp
6月22日, 星期二
中午 12 点至下午 1 点

在 7 月 16 日 前完成问卷调查, 前往 shorelinewa.gov/tmp
找到调查问卷 (发送请求, 获得纸质复印件。)

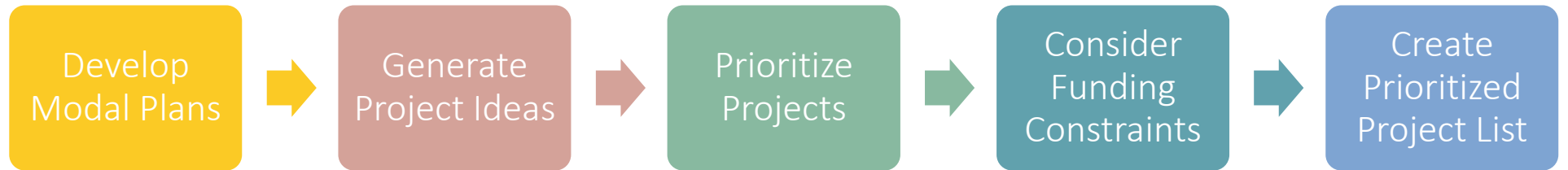
登录并在 线程提醒 (Alert Shoreline) 下, 将交通项目和计划添加到您的个人资料中, 以获得邮件更新。

更多资讯, 请浏览 shorelinewa.gov/tmp

联系人: Nora Daley-Peng
Shoreline 市计划管理员
ndaleypeng@shorelinewa.gov
(206) 801-2483

Educational materials

Process for Getting to a TMP Project List



Project Evaluation Approach

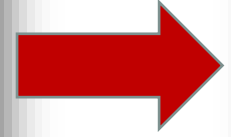
Table 11: Project Ideas List

Street	From	To	Description
Multimodal Corridors			
20th Ave NW	NW 205th St	NW 190th St	20th Ave NW from NW 205th St to NW 190th St improve to bike LTS and fill sidewalk gaps
15th Ave NW	N 205th St	NW 188th St	15th Ave NW from N 205th St to NW 188th St improve to bike LTS 1 and fill sidewalk gaps
NW 188th St	15th Ave NW	Springdale Ct NW	NW 188th St from 15th Ave NW to Springdale Ct NW improve to bike LTS 1
14th Ave NW / 15th Ave NW / NW 167th St	NW 188th St	NW Innis Arden Way	14th Ave NW / 15th Ave NW from NW 188th St to NW Innis Arden Way improve to bike LTS 1 and fill sidewalk gaps
10th Ave NW	NW Innis Arden Way	NW 175th Street	10th Ave NW from NW Innis Arden Way to NW 175th Street improve to bike LTS 1 and fill sidewalk gaps

PROJECT LIST

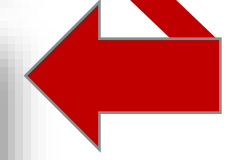
Goal	Project Prioritization Metrics	Max Points
Safety	Safety Metrics	20 Points
	Location of improvement has a collision history (auto and/or pedestrian) data:	
	At least one minor injury collision within the past five years	3 Points
	At least one serious or fatal injury collision within the past five years	6 Points
	At least one pedestrian or bike/route collision within the past five years	2 Points
Equity	Equity Metrics	10 Points
	Improvement is within an area of concentrated need based on Age	
	18 years or younger	+80% = 3 Points
	Improvement is within an area of concentrated need based on Age	
	60 years or older	+80-90% = 2 Points
	Improvement is within an area of concentrated need based on Income	
	at least 50% of median income for a family of four	+20-40% = 0 Points
	Improvement serves a concentrated community of color	+20% = 0 Point
	Improvement serves a concentrated community with a high density of people with disabilities	+20% = 0 Point
	Improvement serves a concentrated community of English language learners	+20% = 0 Point
Connectivity	Connectivity Metrics	12 Points
	Improvement is located within a 1/4 mile radius of a school	4 Points
	Improvement is located within a 1/4 mile radius of a park	4 Points
	Closes gap or extends an existing pedestrian or bicycle facility	4 Points
	Community Vibrancy	Community Vibrancy Metrics
Improvement enhances multimodal access to an activity center (within a 1/4 mile radius of a retail/business area or community building)		2 Points
Community Vibrancy		
	Improvement provides an alternative to walking or bicycling along a motorized facility (e.g., ped/bike bridge, trail/path through park or unimproved right-of-way, etc.)	2 Points
Total Max Project Score		72

¹ Eligible for the Older Americans Act starts at age 60.
² Eligible provided for the Census Tracting Authority residents is 80% of median income. U.S. Department of Housing and Urban Development (HUD) defines 200%-40% of median income as "low income".









Project ID	Street	From	To	Description	Cost	Length	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP	
MMB-015	14th Ave NW / 15th Ave NW / NW 167th St	NW 188th St	NW Innis Arden Way	14th Ave NW / 15th Ave NW from NW 188th St to NW Innis Arden Way improve to bike LTS 1 and fill sidewalk gaps	\$ 1,250,000	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MMB-016	15th Ave NW	N 205th St	NW 188th St	15th Ave NW from N 205th St to NW 188th St improve to bike LTS 1 and fill sidewalk gaps	\$ 1,250,000	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MMB-017	10th Ave NW	NW Innis Arden Way	NW 175th Street	10th Ave NW from NW Innis Arden Way to NW 175th Street improve to bike LTS 1 and fill sidewalk gaps	\$ 1,250,000	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

EVALUATION RESULTS



TMP “Scorecard” for Project Evaluation

Goal	Project Prioritization Metrics	Max Points
 Safety	Safety Metrics	20 Points
	Location of improvement has a collision history (auto and/or pedestrian/bike):	
	At least one minor injury collision within the past five years	3 Points
	At least one serious or fatal injury collision within the past five years	6 Points
	At least one pedestrian or bike/auto collision within the past five years	2 Points
	Two or more pedestrian or bike/auto collisions within the past five years	4 Points
	Location of improvement is along a street with speed limit :	
	≤ 25 mph	1 Point
	≤ 30 mph	2 Points
	≤ 35 mph	3 Points
	≤ 40 mph	4 Points
	Location of improvement has a street classification of:	
Collector Arterial	1 Point	
Minor Arterial	2 Points	
Principal Arterial	2 Points	
 Equity	Equity Metrics	18 Points
	Equity Priority Areas based on the aggregated score of following metrics:	
	Improvement is within an area of concentrated need based on Age : 18 years or younger	For each sub metric: >80% = 3 Points 60-80% = 2 Points 40-60% = 0 Points 20-40% = 0 Points < 20% = 0 Point Except, “Income” sub metric: ≤ 50% of median income = 3 Points 51-80% of median income = 2 Point >80% of median income = 0 Point
	Improvement is within an area of concentrated need based on Age : 60 years or older ¹	
	Improvement is within an area of concentrated need based on income : ≤ 80% of median income for a family of four ² .	
	Improvement serves a concentrated community of color : Top 20% of population density of households of people of color.	
	Improvement serves a concentrated community with disabilities : Top 20% of population density of households of people with a disability.	
Improvement serves a concentrated community of limited English speakers : Top 20% of population density of households with a limited English speaker.		


	Multimodality Metrics	12 Points
 Multimodality	Improvement is located along an existing or proposed transit route .	3 Points
	Improvement is located within a ¼ mile radius of a bus stop .	3 Points
	Improvement is located within a ½ mile radius of an existing or planned BRT stop or light rail station .	3 Points
	Improvement connects to an existing or proposed location of a shared-use mobility hub or park and ride .	3 Points
 Connectivity	Connectivity Metrics	12 Points
	Improvement is located within a ¼ mile radius of a school .	4 Points
	Improvement is located within a ¼ mile radius of a park .	4 Points
	Closes gap or extends an existing pedestrian or bicycle facility .	4 Points
 Climate Resiliency	Climate Resiliency Metrics	4 Points
	Improvement is within a Surface Water Vulnerabilities area per the City’s Climate Impacts Tool and will include measures to reduce surface water runoff.	2 Points
	Improvement is within an Urban Heat Island area per the City’s Climate Impacts Tool and will include measures to mitigate urban heat island effect.	2 Points
	Refer to Multimodality and Connectivity for metrics for reducing transportation-related greenhouse gas (GHG) emissions by encouraging taking other travel modes than driving.	N/A
 Community Vibrancy	Community Vibrancy Metrics	6 Points
	Improvement enhances multimodal access to an activity center (within a ¼ mile radius of a retail/business area or civic/community building).	2 Points
	Improvement provides an alternative to walking or bicycling along a motorized facility e.g., ped/bike bridge, trail/path through park or unopened right of way, etc.	2 Points
	Improvement provides places for public art, culture, and/or community gathering e.g., locations of shared-use mobility hubs and park frontages.	2 Points
	Total Max Project Score	72

¹ Eligibility for the Older Americans Act starts at age 60.

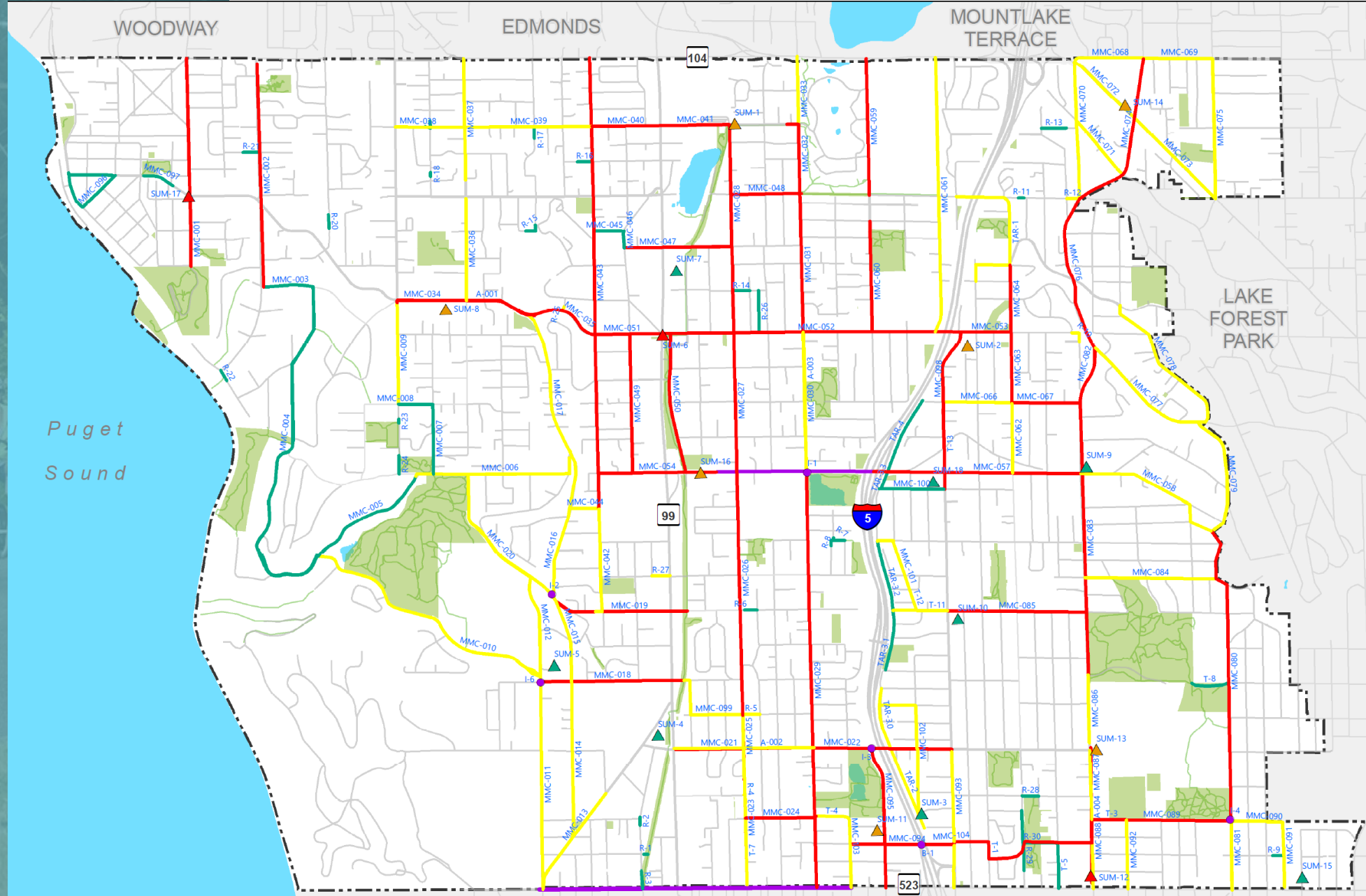
² Eligibility threshold for King County Housing Authority residents is 80% of median income. U.S. Department of Housing and Urban Development (HUD) defines 50%-80% of median income as “Low Income”.

“Scorecard” for Project Evaluation

Focused on Equity

Equity	Equity Metrics <i>Equity Priority Areas based on the aggregated score of following metrics:</i>	18 Points
	Improvement is within an area of concentrated need based on Age : 18 years or younger	For each sub metric: >80% = 3 Points 60-80% = 2 Points 40-60% = 0 Points 20-40% = 0 Points < 20% = 0 Point Except, “Income” sub metric: ≤ 50% of median income = 3 Points 51-80% of median income = 2 Point >80% of median income = 0 Point
	Improvement is within an area of concentrated need based on Age : 60 years or older ¹	
	Improvement is within an area of concentrated need based on income ≤ 80% of median income for a family of four ² .	
	Improvement serves a concentrated community of color Top 20% of population density of households of people of color.	
	Improvement serves a concentrated community with disabilities Top 20% of population density of households of people with a disability.	
	Improvement serves a concentrated community of limited English speakers Top 20% of population density of households with a limited English speaker.	

TMP List with Prioritization Scores



About the scoring process: All projects (both points and lines) were run through a spatial analysis organized in six groups: Safety, Equity, Multimodality, Connectivity, Climate Resiliency, and Community Vibrancy. Each project was assessed based on 24 individual metrics.

Shared-Use Mobility Hubs Score

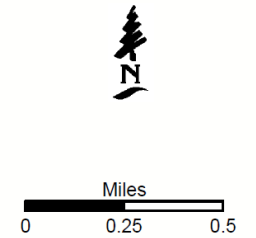
- ▲ 40 - 54 points, High
- ▲ 31 - 39 points, Medium
- ▲ 20 - 30 points, Low

Multimodal Projects Score

- 42 - 57 points, High
- 30 - 41 points, Medium
- 12 - 29 points, Low

Miscellaneous

- Predetermined Priority Projects
- Predetermined Priority Projects
- Existing Park
- Existing Trail



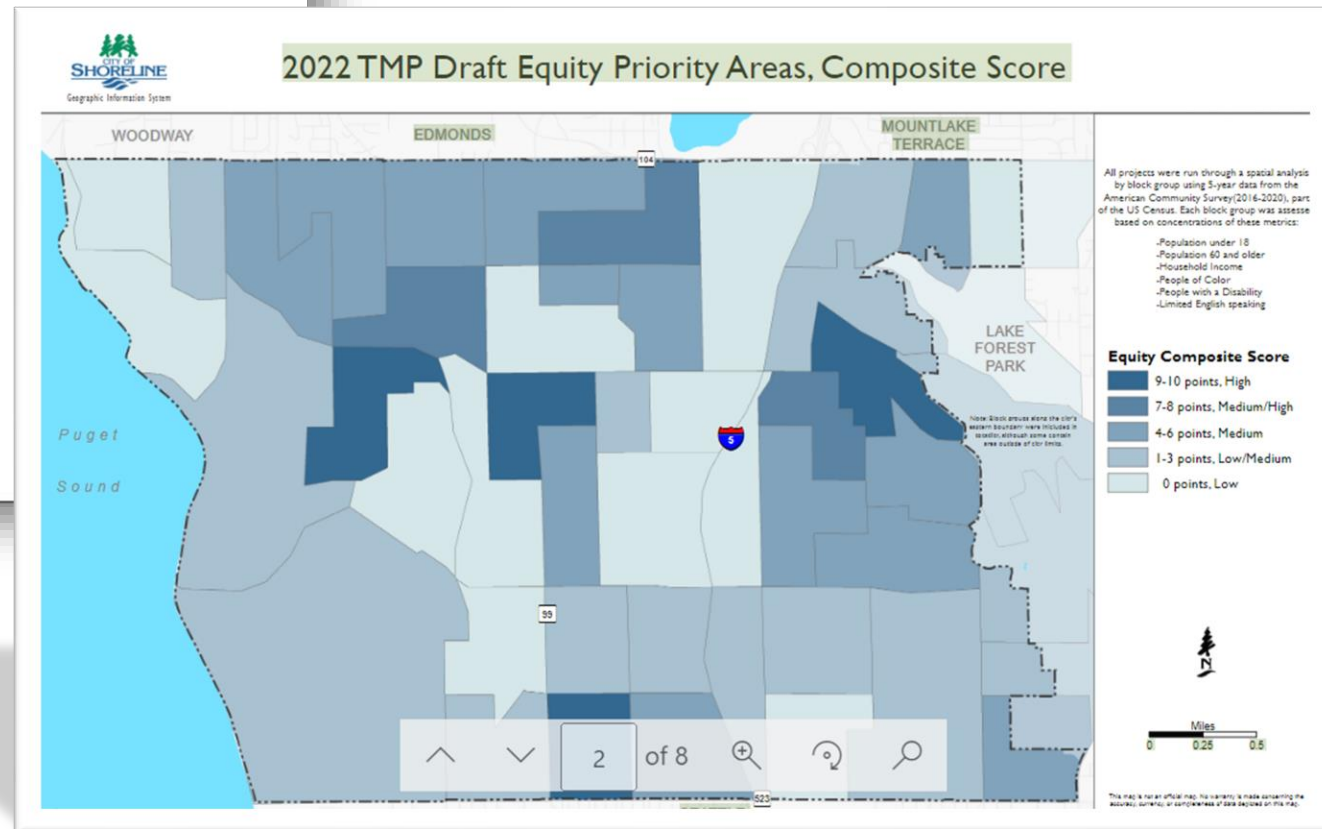
This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

Equity Performance Measures

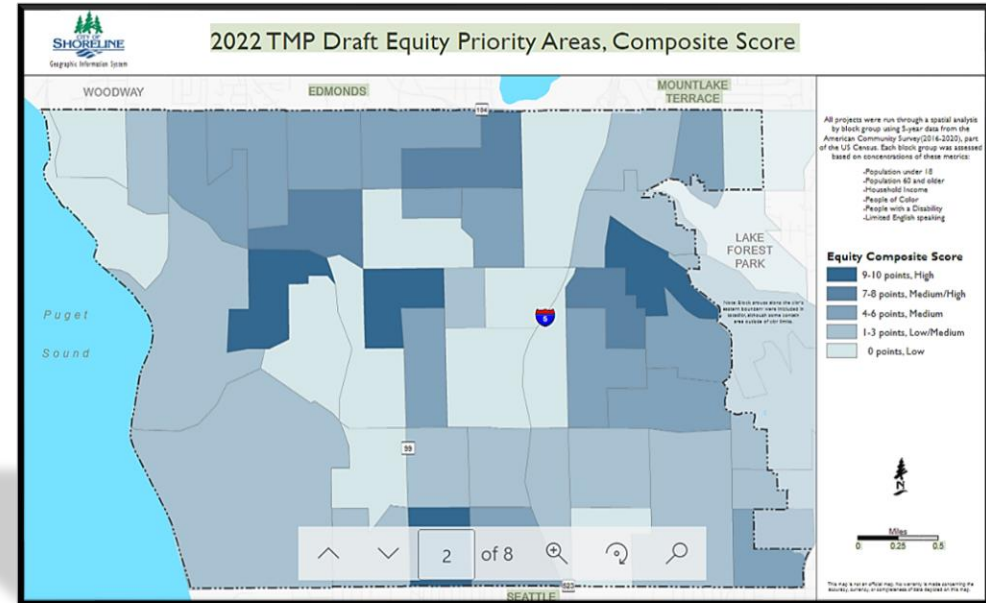


Equity Metrics	Equity Performance Measures
Equity Priority Areas based on the aggregated score of the following metrics:	
Improvement is within an area of concentrated need based on Age : Under 18 years 60 years or older ¹⁰	Report number of newly constructed or renovated multimodal projects in Equity Priority Areas and number of public engagement activities for each of the projects.
Improvement is within an area of concentrated need based on income ≤ 80% of median income for a family of two ¹¹ .	
Improvement serves a concentrated community of color Top 20% of population density of households of people of color.	
Improvement serves a concentrated community with disabilities Top 20% of population density of households of people with a disability.	
Improvement serves a concentrated community of limited English speakers Top 20% of population density of households with a limited English speaker.	

- Number of TMP projects in Equity Priority Areas
- Number of public engagement activities for each of the project w/in a priority area



Building Equity Priority Areas Map



- Based on concentration of:
- Population under 18
 - Population 60 and older
 - Household Income
 - People of Color
 - People with a Disability
 - Limited English speaking

Next Steps

- Continued stakeholder engagement
- Implementation of TMP policies
- Investment in prioritized TMP projects and programs
- Performance measures reporting





Any Questions?

