

North King County
MOBILITY COALITION



A transportation network that allows all people to move freely around North King County and the surrounding area.

June 23rd, 2022

NKCMC Welcomes Everyone

The North King County Mobility Coalition welcomes and values all communities. We value, respect, and honor the identity and experience of all members.

We encourage everyone to participate, regardless of ability. We are committed to listening, learning, and improving in this process.

We acknowledge that the work we do takes place on the traditional land of the Coast Salish, Stillaguamish, and Duwamish peoples, among others, as the first people of this land. We honor with gratitude the land itself as well as the past, present, and future of these tribes.

Agenda



Welcome, Introductions, and Announcements



New ORCA Retail Network



City of Bothell™

Bothell Bike Plan 2022



Snotrac subarea committees



NKCMC Project Updates



Roundtable/ Next Steps

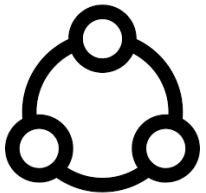
Introductions



Name



Pronouns



Organization/affiliation



Contact information

Announcements

- New Hopelink Program Specialist: Rozalia Novikova!
- Mobility Education Outreach (MEO) Updates
- Public feedback period available for proposed free youth fares
- Partner Announcements

New ORCA Retail Network



Presentation by
Jason Campos – Transportation
Planner

ORCA Retail Network

Jason Campos

What is the ORCA retail network?

- Stores or other location types where transit riders can purchase ORCA cards and load e-purse value

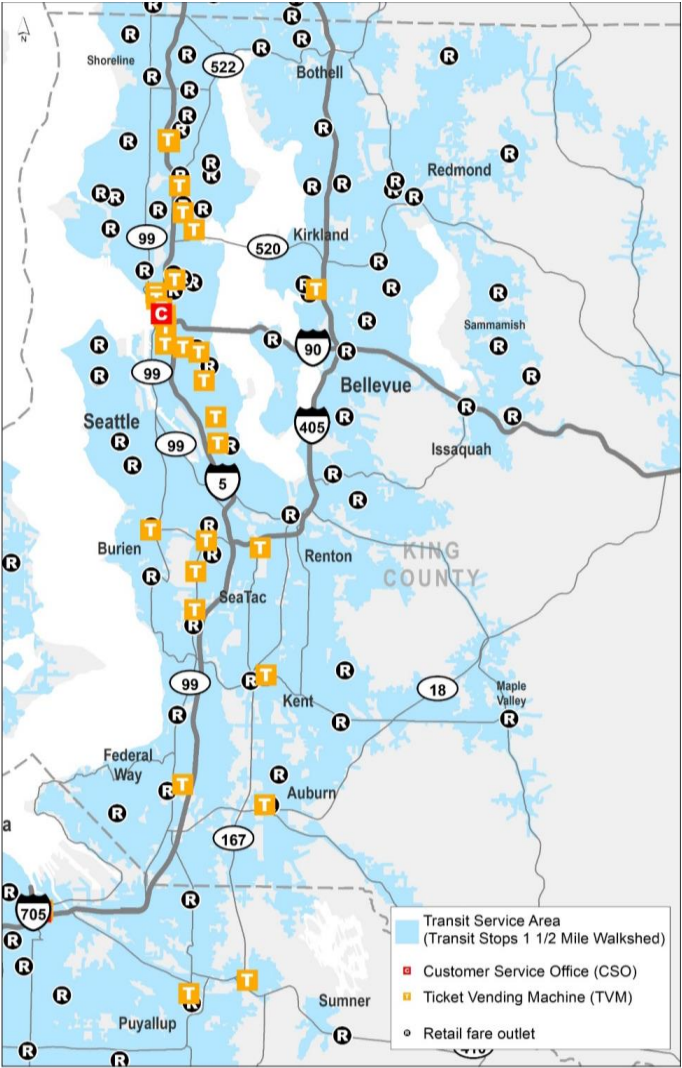
Why is it important?

- Expands ORCA access beyond online, mobile app, and ticket vending machines
- Improves access for people with limited technology access
- Puts ORCA cards and transit access in people's neighborhoods
- Option for cash dependent riders

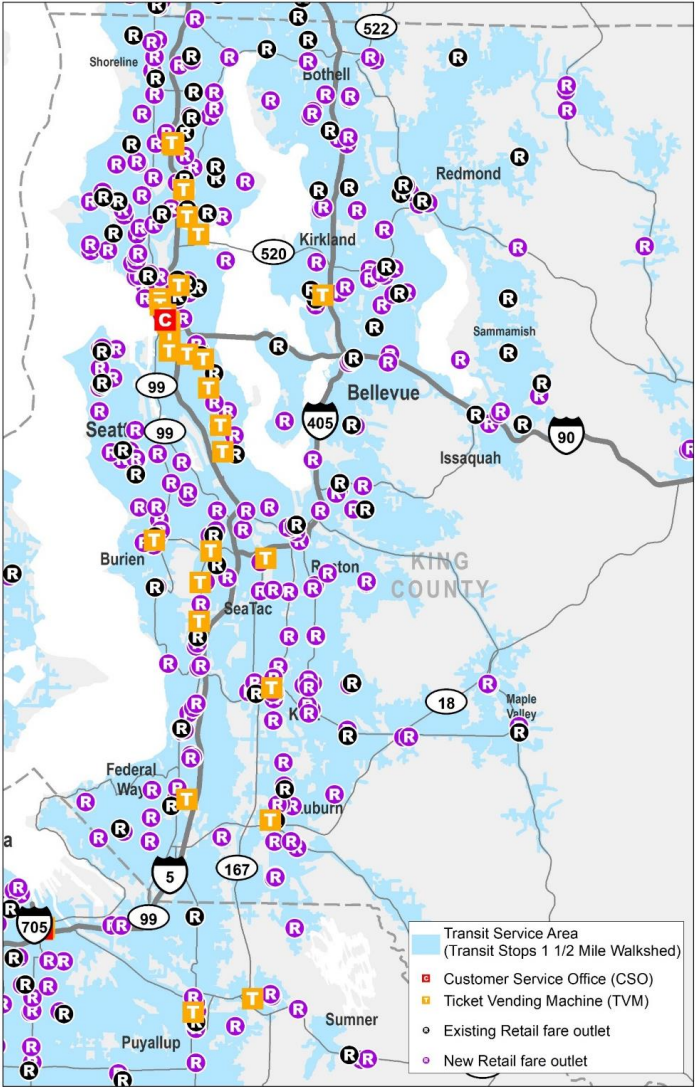
What is the goal of the ORCA retail network?

Ensure equitable distribution of retail locations and prevent “ORCA retail deserts” in historically underserved and under-resourced communities.

ORCA Fare Outlets, Greater Seattle Region



Previously
138 retail
outlets



Late Summer
2022: ~200+
Retail Outlets

Retail Network Outlet Requirements

Business Requirements

- Registered Business
- Bank Account
- Financial transactions for auto pull & deposit
- Must accept cash
- Staff time
- Safe location for storage of ORCA cards & cash
- **Internet access**
- **iPad or similar Android tablet to load Ready Credit Application**
- Inventory/stock management of ORCA cards

Incentives for Businesses:

- Increased foot traffic
- Businesses receive \$0.75 per ORCA card sold
- 2.5% commission of total funds reloaded to ORCA cards
- Provide riders with a convenient way to reload and purchase ORCA card users

Ask of Community Members & Next Steps

Presentation, Survey, and Draft Map of ORCA Retail Locations:

1. View draft map of retail locations ([click here](#))
2. Community members fill out survey ([click here](#))
3. Provide recommended retailers/locations via survey

Recommended locations will be cleaned and consolidated in late Summer.
Outreach to potential retailers will begin in Fall/Winter.

THANK YOU!



Jason Campos jcampos@kingcounty.gov

Bike Plan 2022



City of Bothell™

Presentation by
Sherman Goong –
Transportation Planner



City of Bothell™

Bothell Bike Plan 2022

North King County Mobility Coalition Meeting

June 23, 2022 10:30 AM



Why a bike plan?



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Why a bike plan?



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Bike lanes –
better for all
road users

Drivers

Pedestrians

Cyclists



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Bike lanes



Protected bike lanes



Bike paths



City of Bothell™

Sharrows

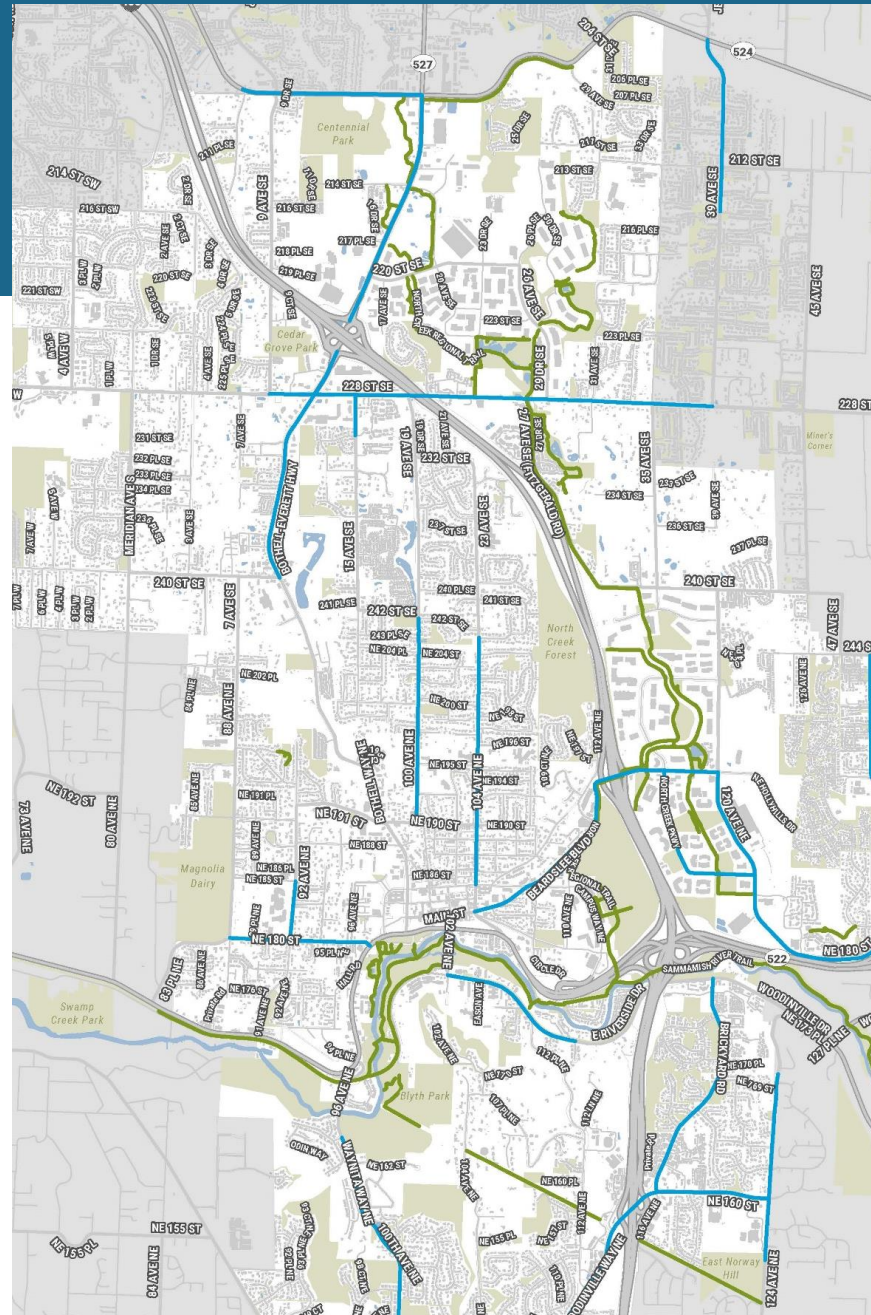


Bike Planning Process



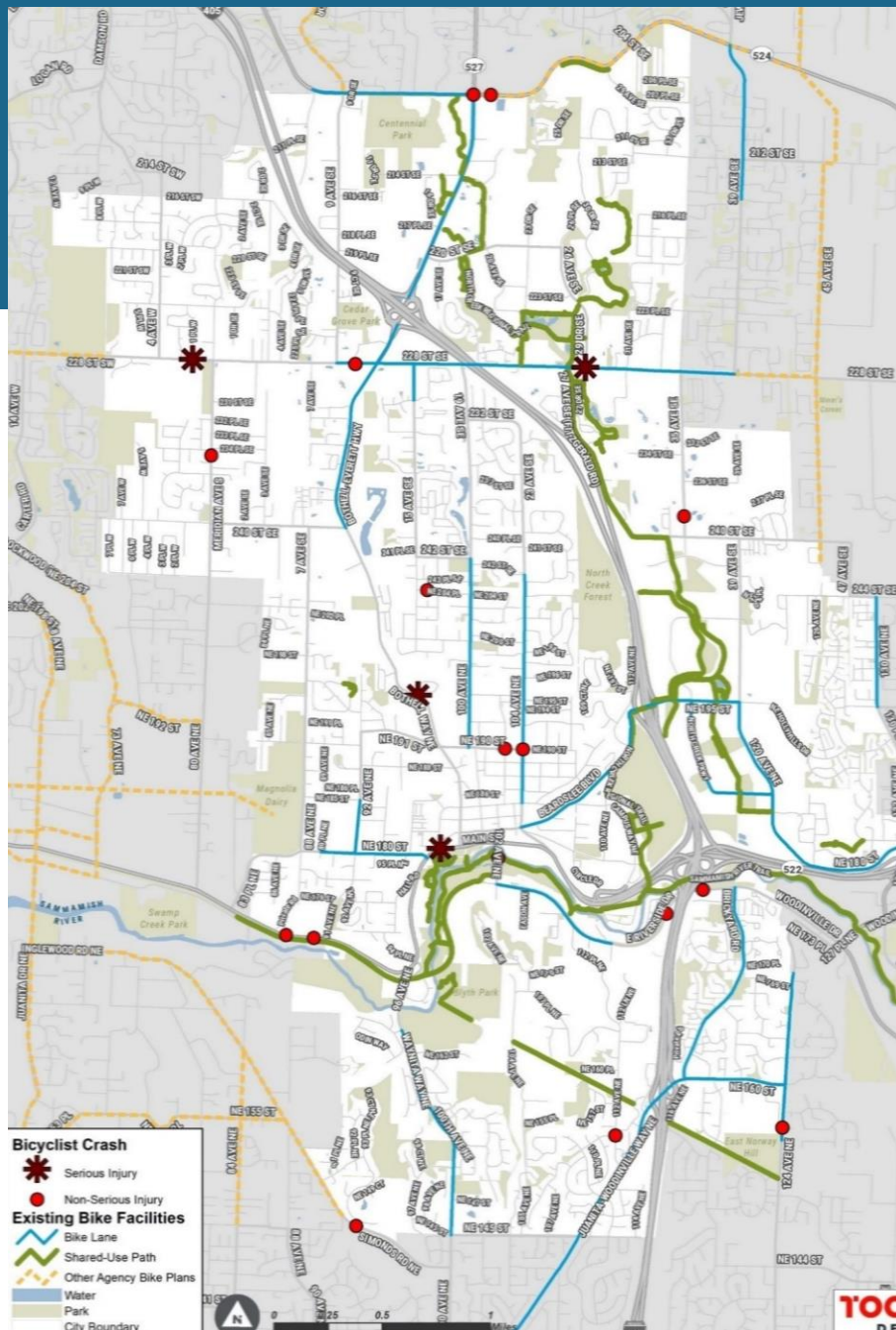
Phase	Time
Initial Plan Development	2018-2019
Draft Plan Development	2020-2022
Final Draft Plan Development	January 2022- July 2022
Final Plan Adoption	July 2022- September 2022

Today's bike network



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Crash analysis



BICYCLIST DESIGN USER PROFILES

Interested but Concerned

51%-56% of the total population

Often not comfortable with bike lanes; may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

Somewhat Confident

5-9% of the total population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

Highly Confident

4-7% of the total population

Comfortable riding with traffic; will use roads without bike lanes.



**LOW STRESS
TOLERANCE**

**HIGH STRESS
TOLERANCE**



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Bicycle Facilities

Level of Traffic Stress by Facility



Shared Use Path

- Physically separated from motor vehicle traffic
- Comfortable for a wide range of users
- Provides connectivity to on-street bicycle network
- May not serve all destinations directly



Separated Bike Lane

- Provides bike-only facility physically separated from automobile travel lane and distinct from sidewalk
- Separated from traffic by curb, bollards, planters, parked cars and/or other vertical elements
- Appropriate on medium- and high-volume streets



Buffered Bike Lane

- Increases riding space and comfort by adding a painted buffer to a standard bike lane
- Buffer located either between the bike lane and automobile travel lane, or between bike lane and parking
- Appropriate on medium- to high-volume streets



Bike Lane/ Shoulder Bikeway

- Marks dedicated space for bicyclists on the street with pavement markings
- Appropriate on medium- or low-volume streets



Shared-Lane Marking

- Shows both bicyclists and drivers where bicyclists should ride on street for safe travel
- Reinforces that bicyclists belong in the lane and drivers must share the road
- Appropriate on low- and medium-volume streets where bicycle lanes cannot be accommodated

Level 1 Most Separated

- All Ages and Abilities

Level 2

- Interested but Concerned Bicyclists

Level 2/3

- Interested but Concerned Bicyclists
- Somewhat Confident Bicyclists

Level 2/3

- Somewhat Confident Bicyclists

Level 3 Least Separated

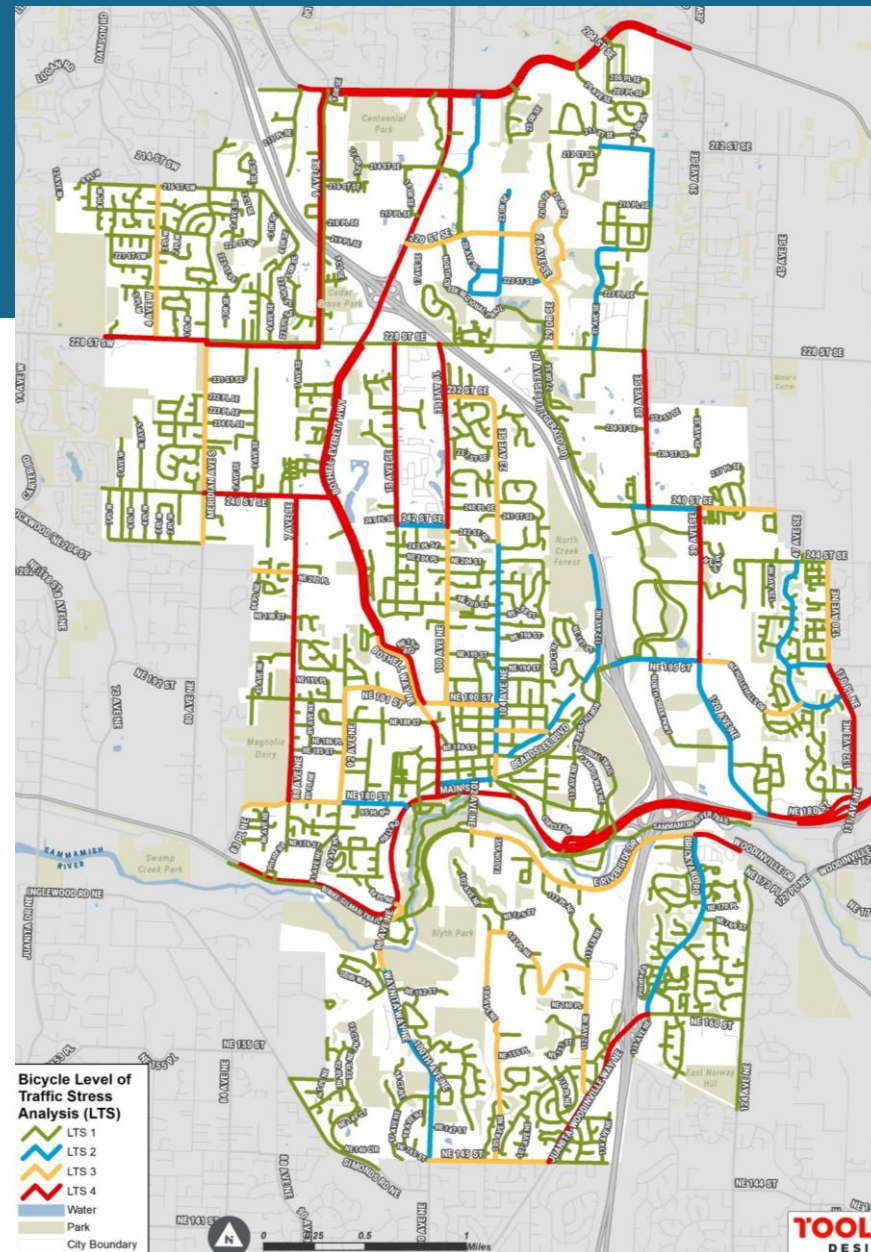
- Highly Confident Bicyclists

Level 4 No Facility



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Level of Stress Analysis



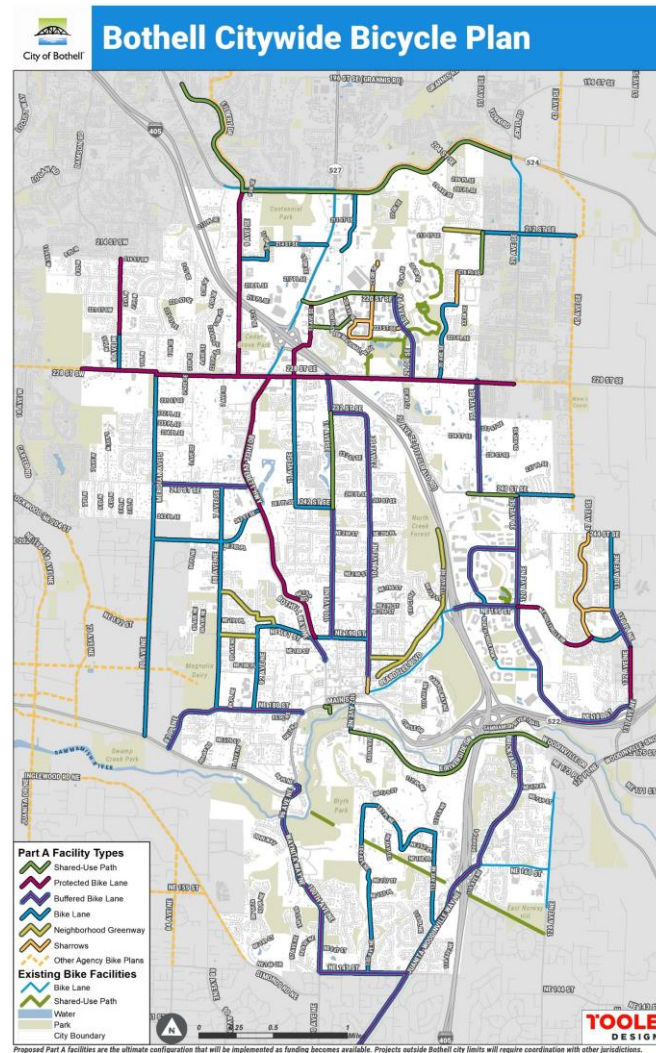
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Bike plan

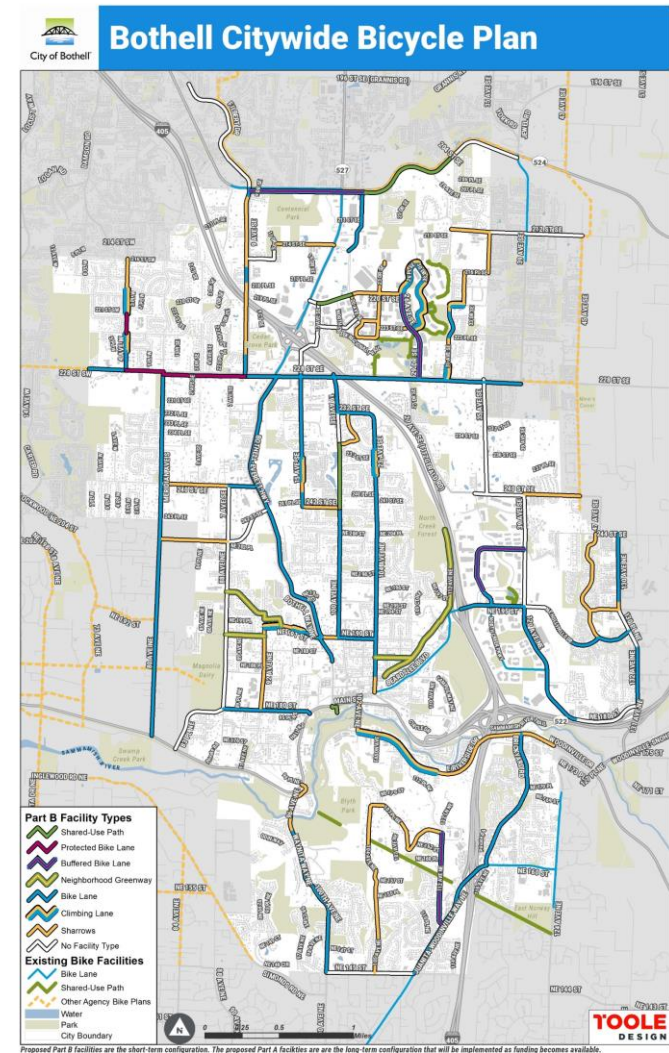


Proposed Bike Plan

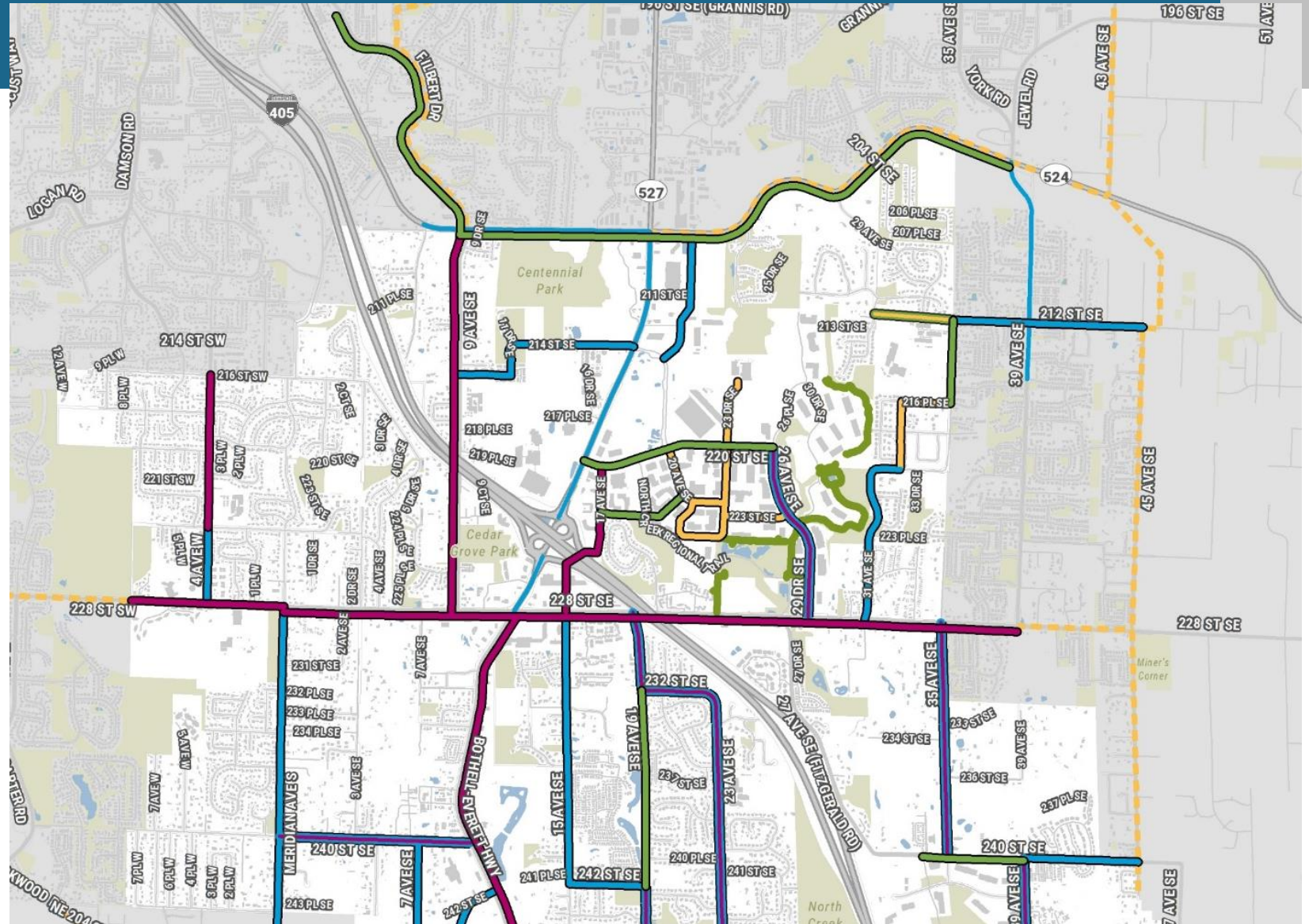
Part A



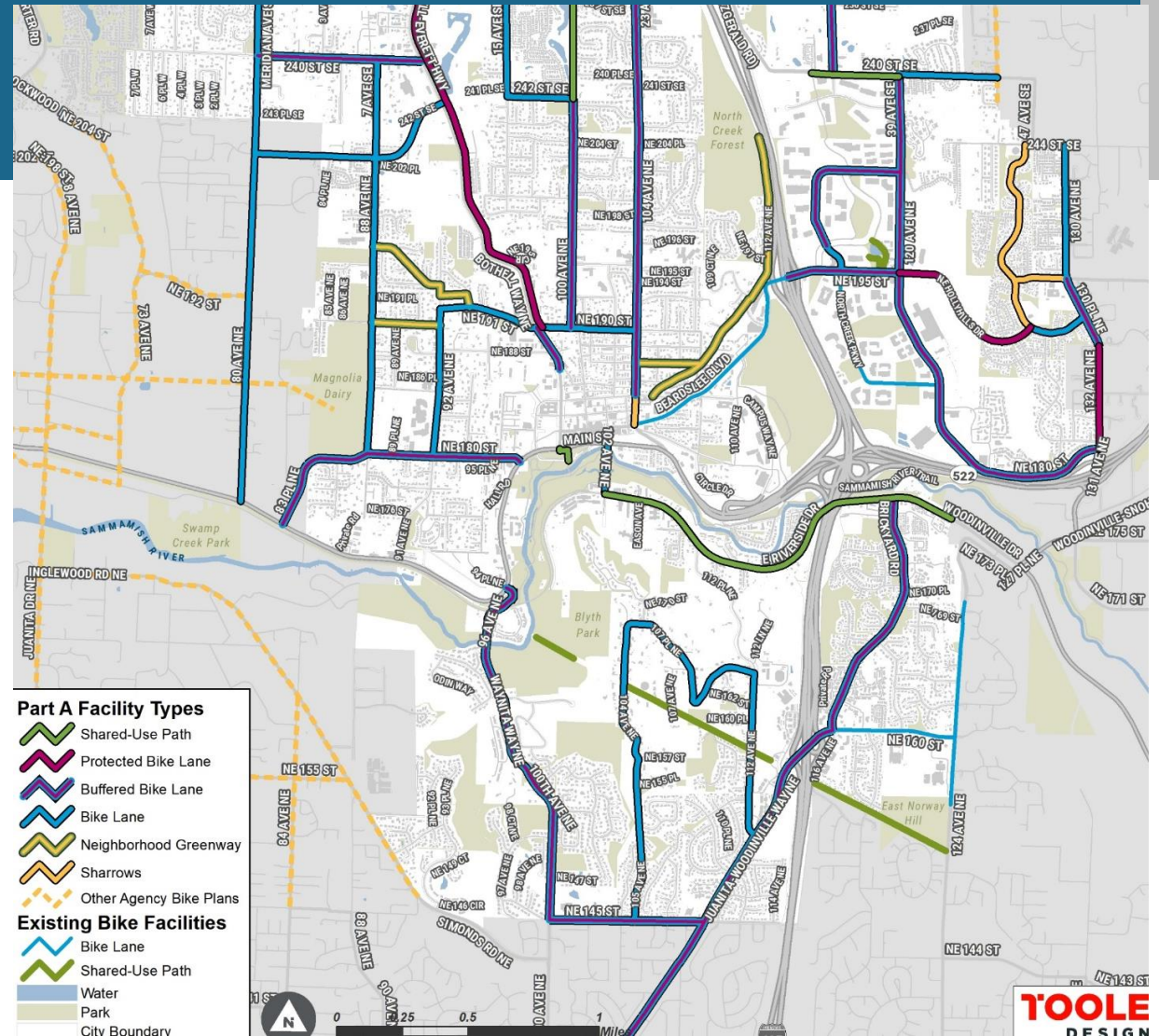
Part B



Proposed Bike Plan part A – north

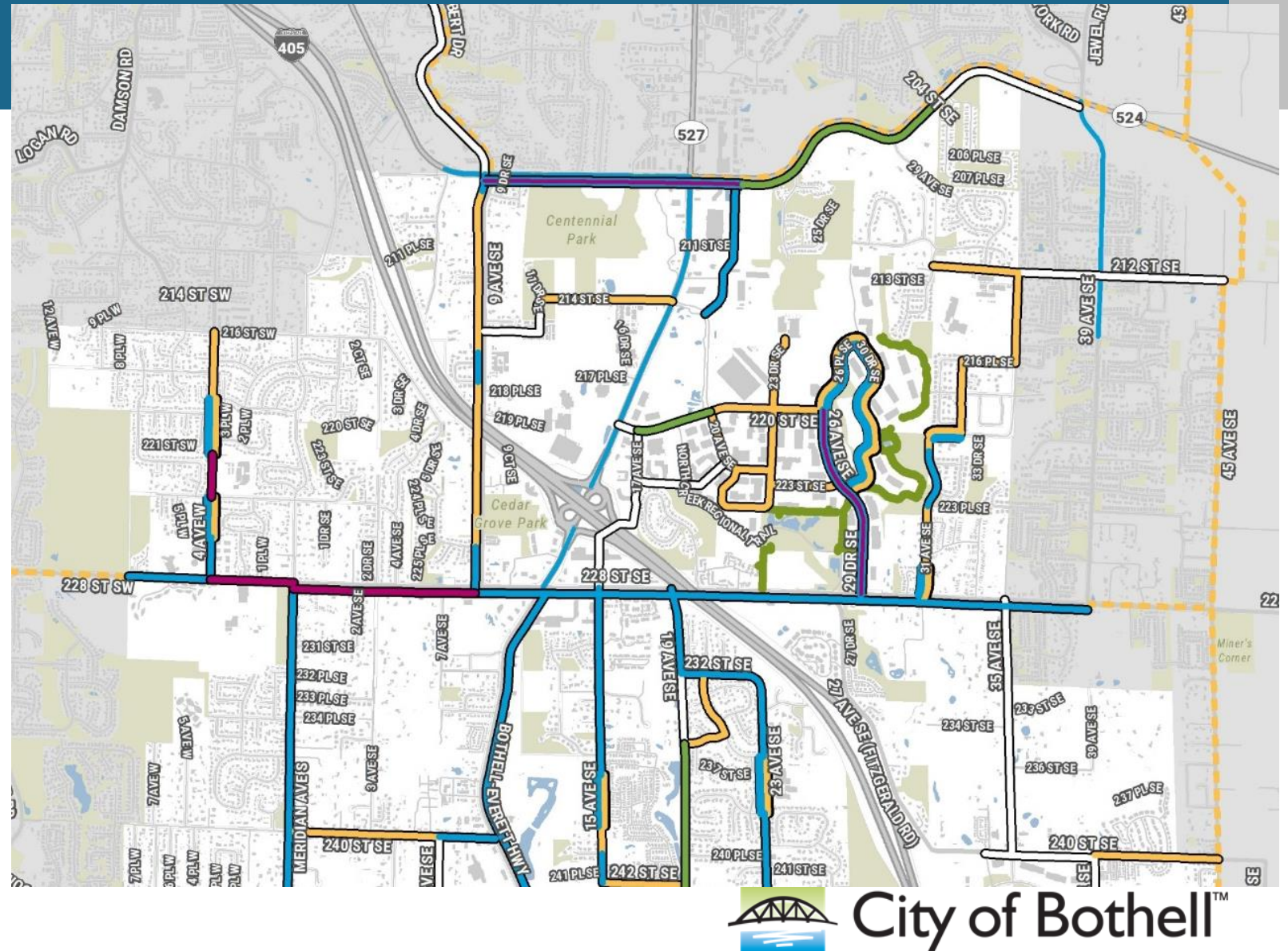


Proposed Bike Plan part A - south

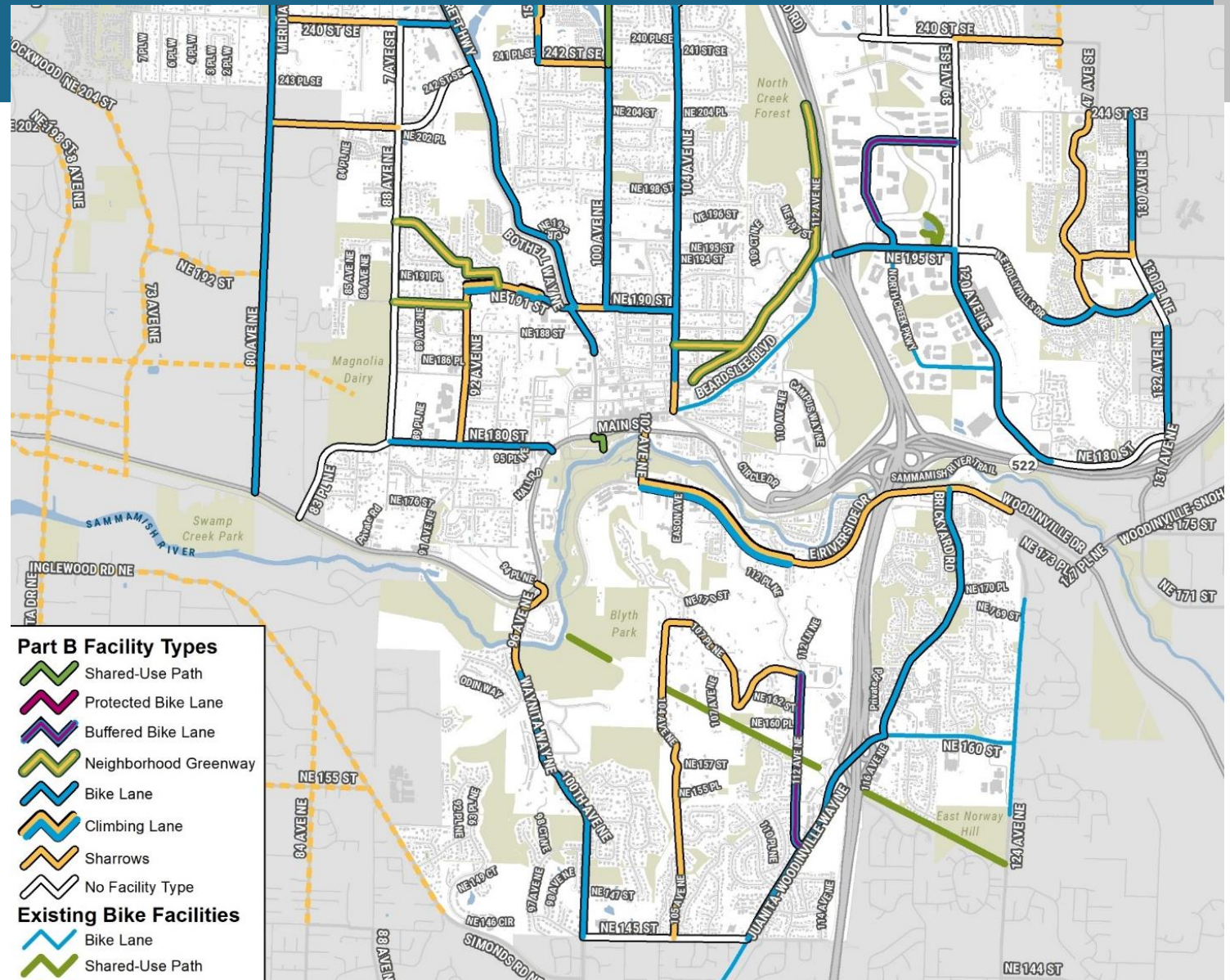


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Proposed Bike Plan part B - north



Proposed Bike Plan part B - south



Next steps

- Final draft to Planning Commission July 20
- This fall: City Council
- Visit project website to learn more:
 - <https://www.bothellwa.gov/Bike-Plan>
- Email:
 - Sherman Goong at sherman.goong@bothellwa.gov



Questions?

Thank you

Snotrac Subarea Committees



Presentation by
Brock Howell – Director

NKCMC Project Updates

NKCMC Projects

Fiscal Year 2023 Interest (July 1st, 2022 – June 30th, 2023)

1. Connect with Latinx organizations in NKC
2. Cross-county transportation barriers
3. Other Ideas?

Next Fiscal year

Fiscal Year 2023 (July 1st, 2022 – June 30th, 2023)

- What topics do you want to see the coalition focusing on next year?
- What transportation needs specific to your agency or community; do you feel are not being adequately met?
- What are the major barriers to service coordination that your agency/system has encountered?

Roundtable & Next Steps



Next Meeting:

August 25, 2022

10:30am – 12:00pm

Zoom

Please contact with any questions!

Julio Perez

North King County
Mobility Coordinator

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Bree Boyce

Senior Manager of
Coalitions

BBoyce@hopelink.org

(425) 943-6751



Sub County Committees

Presentation to North King County Mobility Coalition
Thursday, June 23
10:30 a.m.



Who we are

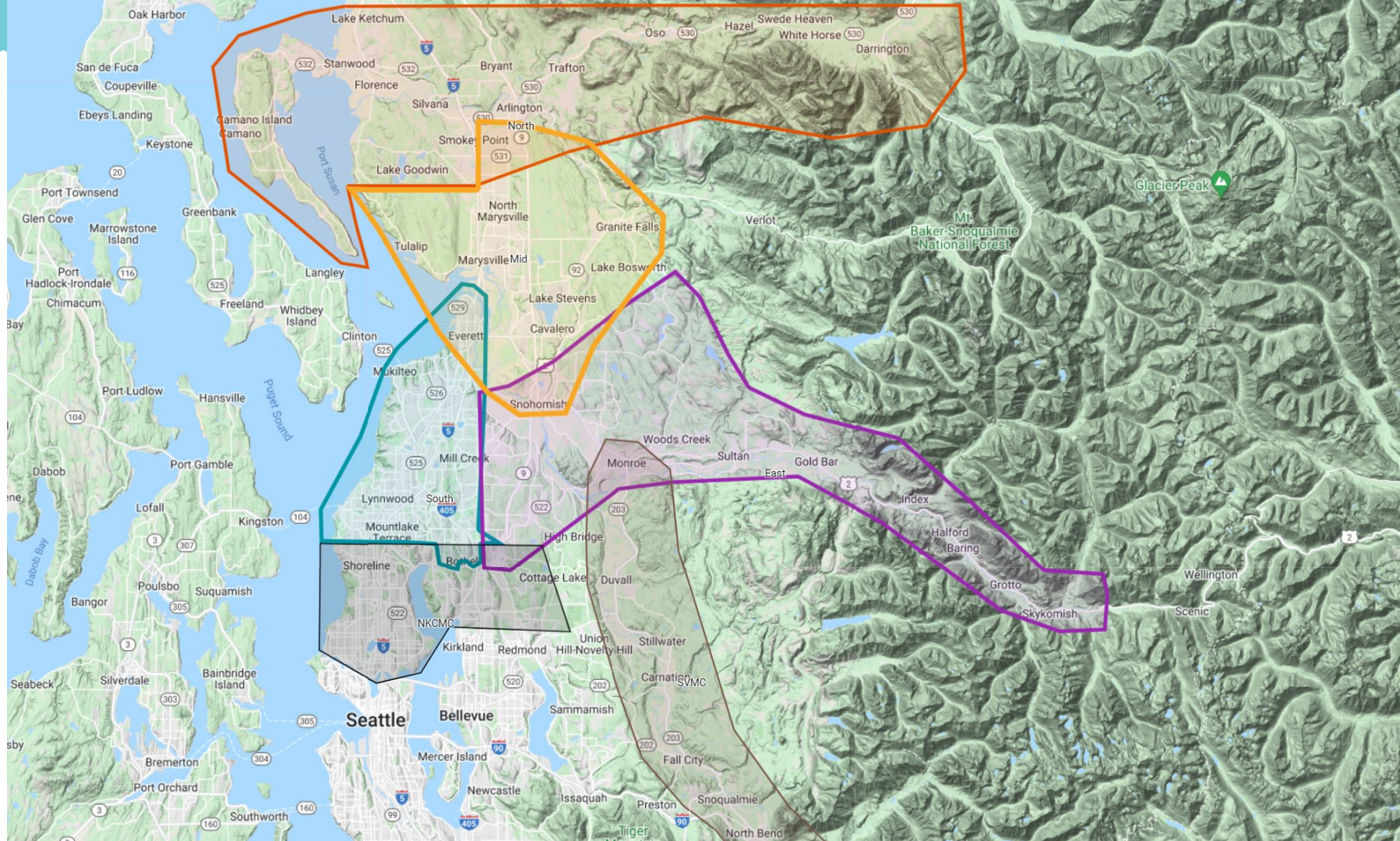
Snotrac advocates for connecting people and communities in Snohomish County and beyond with safe, equitable, and accessible transportation.

Our Priorities

1. Creating & coordinating mobility services
2. Education, outreach, and engagement
3. Planning & design of livable communities
4. Securing public support & funding
5. Emergency response coordination

Priority Populations

- Low income
- People with disabilities
- Older adults
- Youth
- Veterans
- Medicaid-funded transportation
- Tribes
- Rural communities
- People of Color
- Immigrants
- Refugees
- People who speak English as a second language, or not at all

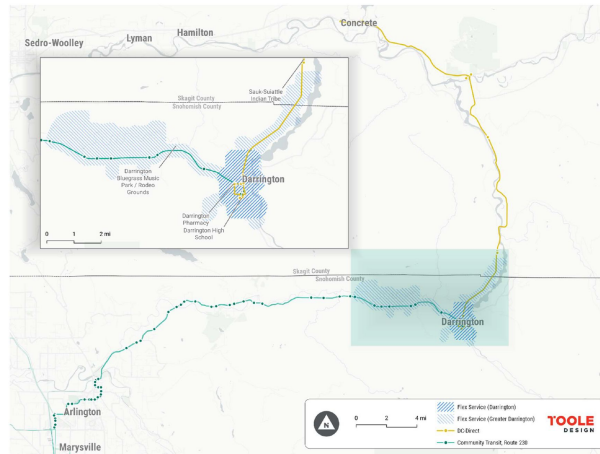
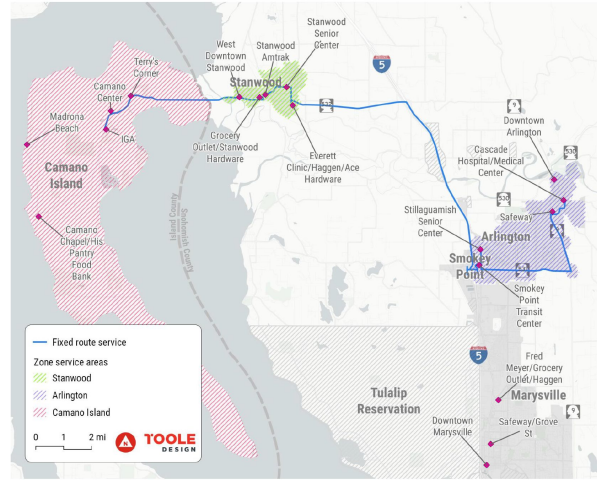


Model

1. Convene
2. Brainstorm
3. Prioritize
4. Work to implement

NORTH COUNTIES TRANSPORTATION COALITION PILOT MOBILITY SERVICES REPORT

Final Report
10/13/2020



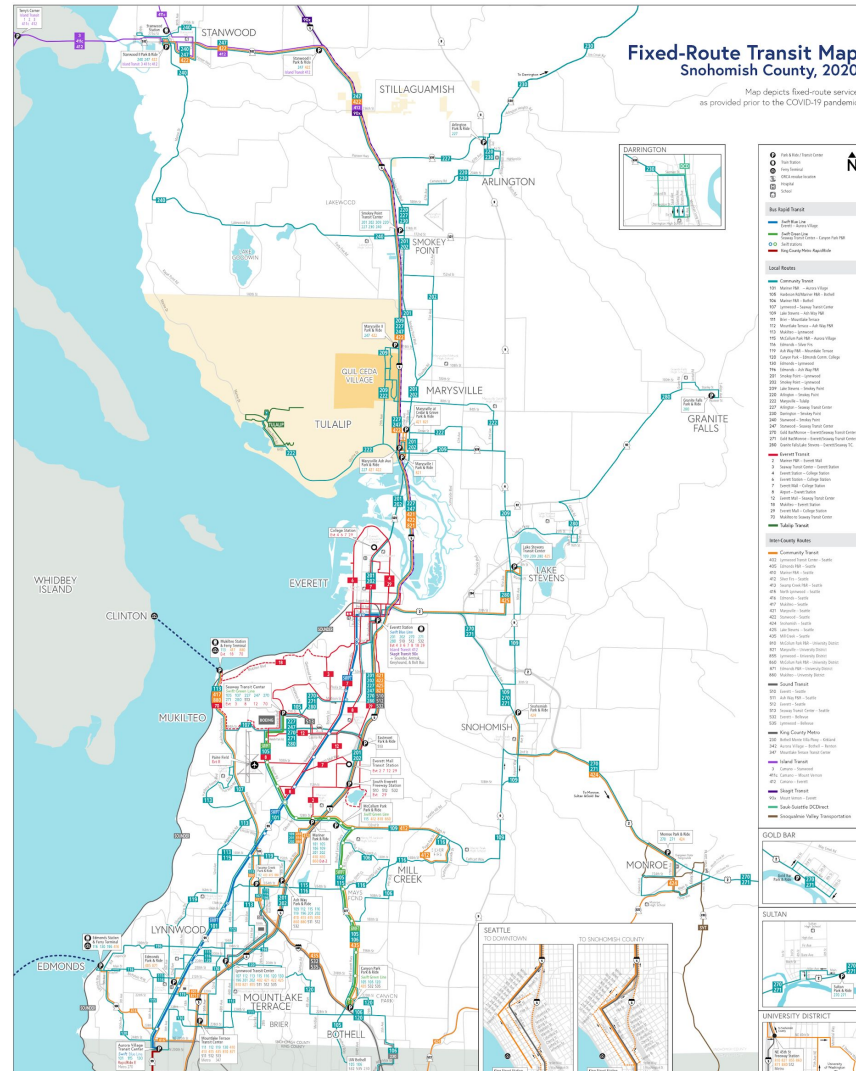
DARRINGTON MOBILITY SOLUTIONS

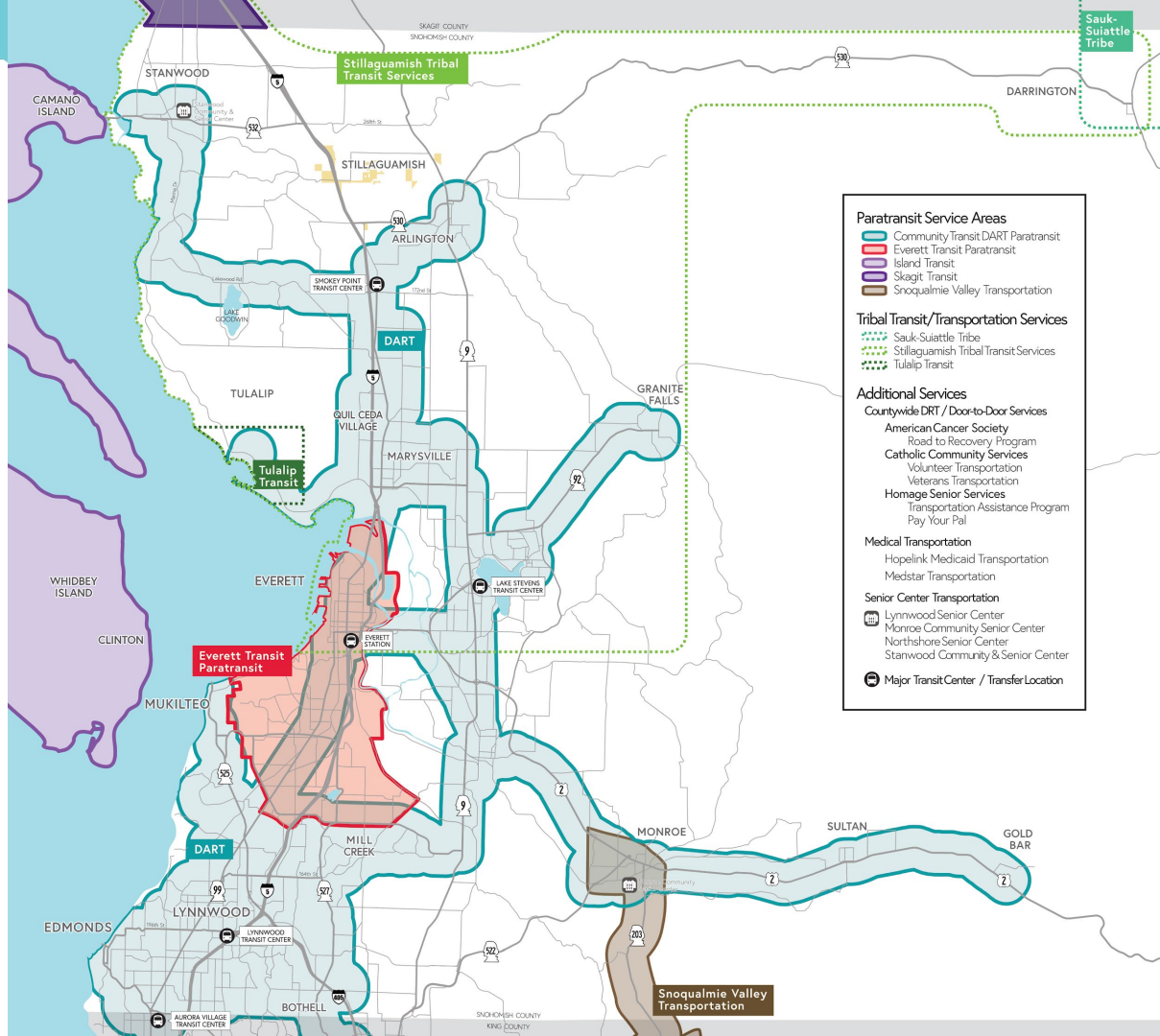
June 30, 2021 | Final Report

Understand Existing Services

Fixed-Route Transit Map
Snohomish County, 2020

Map depicts fixed-route service as provided prior to the COVID-19 pandemic





Paratransit Service Areas

- Community Transit DART Paratransit
- Everett Transit Paratransit
- Island Transit
- Skagit Transit
- Snoqualmie Valley Transportation

Tribal Transit/Transportation Services

- Sauk-Suiattle Tribe
- Stillaguamish Tribal Transit Services
- Tulalip Transit

Additional Services

Countywide DRT / Door-to-Door Services

- American Cancer Society
- Road to Recovery Program

Catholic Community Services

- Volunteer Transportation
- Veterans Transportation

Homage Senior Services

- Transportation Assistance Program
- Pay Your Pal

Medical Transportation

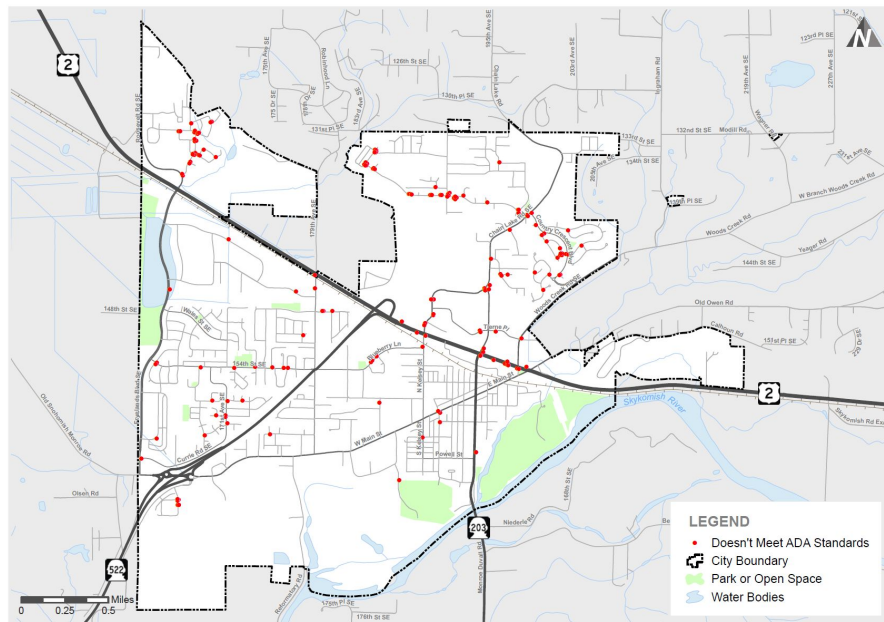
- Hopelink Medicaid Transportation
- Medstar Transportation

Senior Center Transportation

- Lynnwood Senior Center
- Monroe Community Senior Center
- Northshore Senior Center
- Stanwood Community & Senior Center

Major Transit Center / Transfer Location



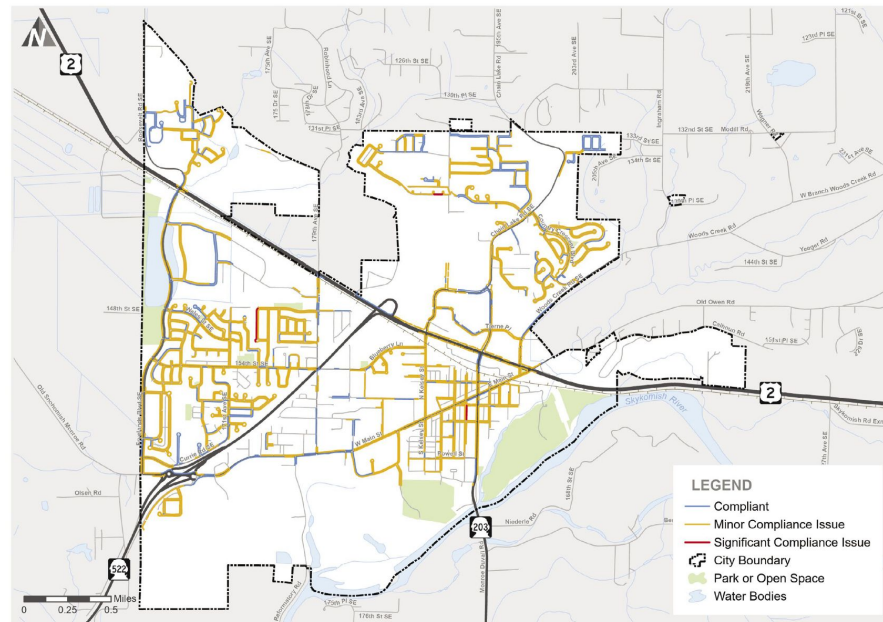


Curb Ramp Cross Slope
Monroe ADA Transition Plan

DRAFT

transpogroup **2-9**

FIGURE



Non-Compliant Sidewalk
Monroe ADA Transition Plan

DRAFT

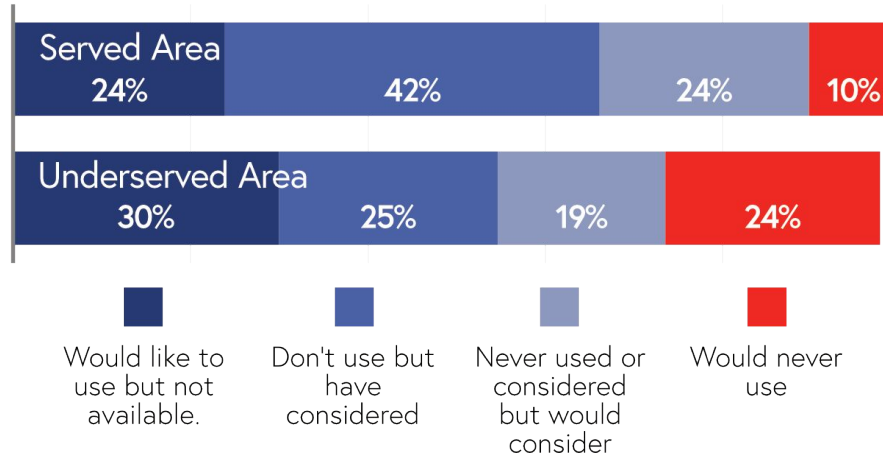
transpogroup **2-11**

FIGURE

Data-based approach to needs

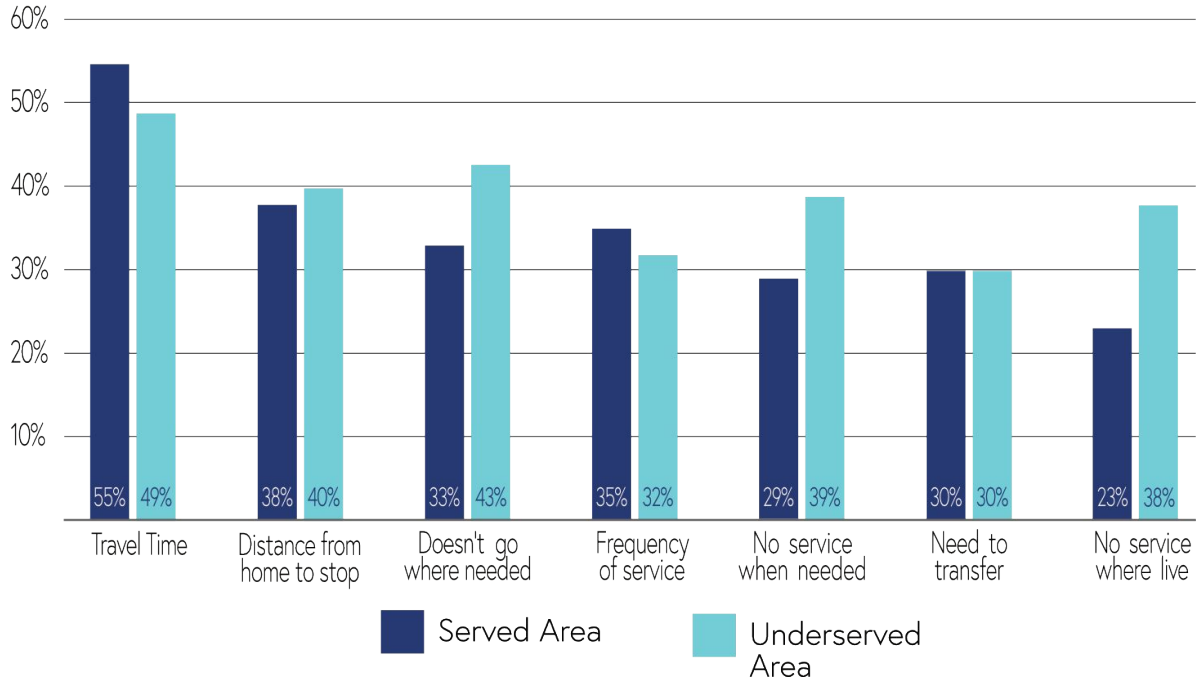
Snotrac 2019 Transportation Needs Assessment

Percentage of people who rode transit in last 30 days



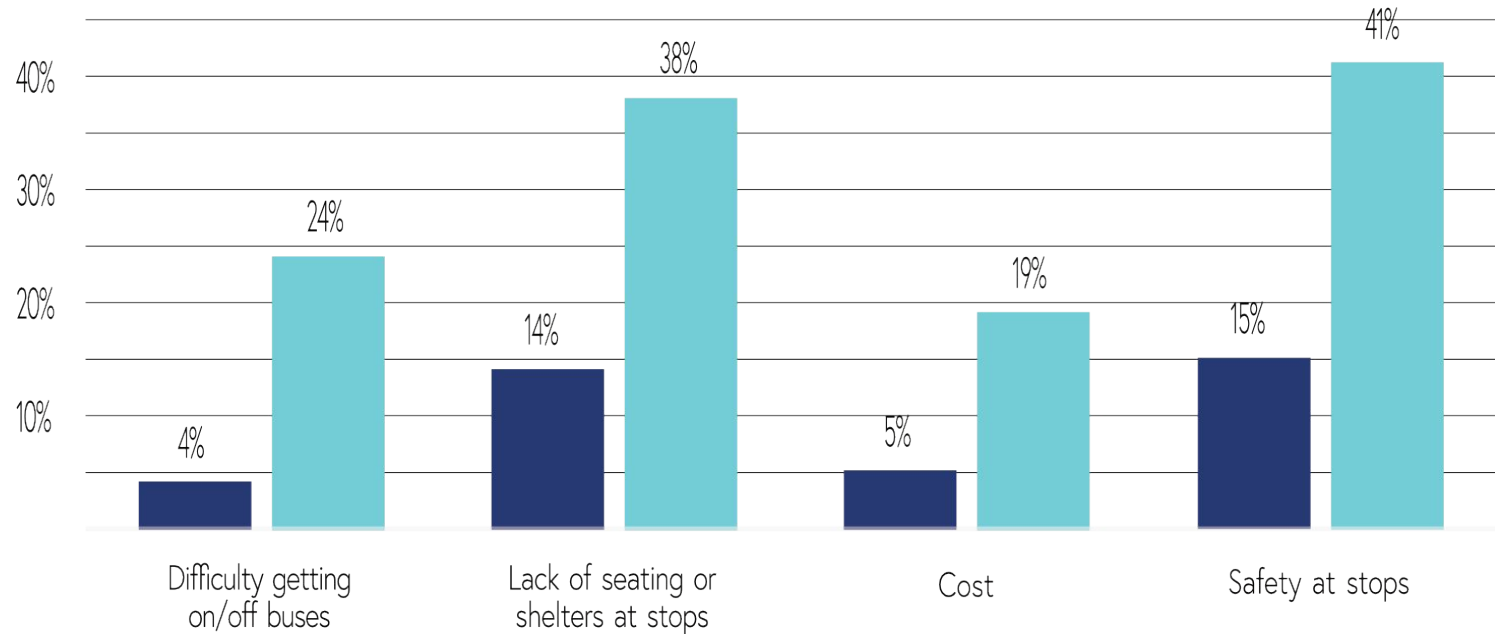
Snotrac 2019 Transportation Needs Assessment

Reasons why people don't ride transit



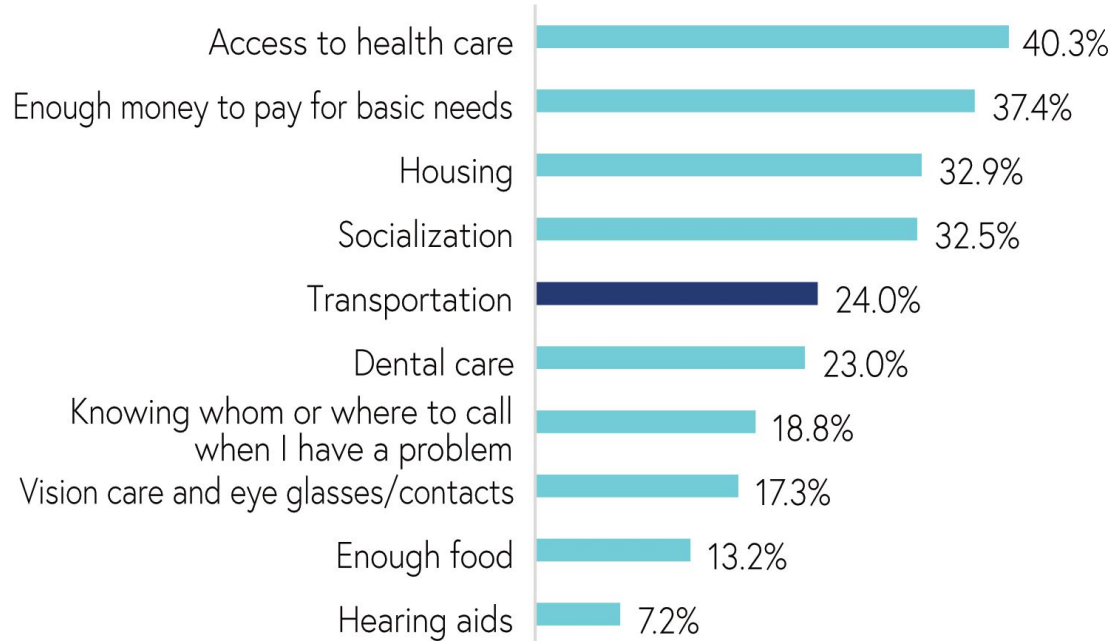
Snotrac 2019 Transportation Needs Assessment

Reasons why people with disabilities don't ride transit

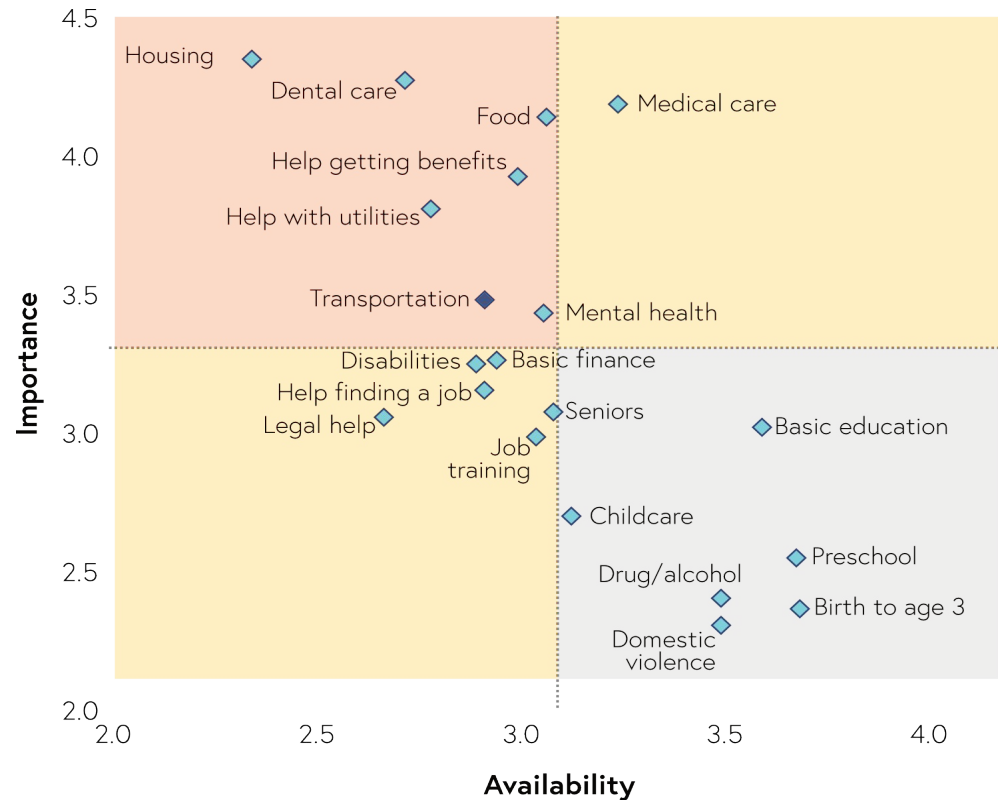


Council on Aging 2019 Survey

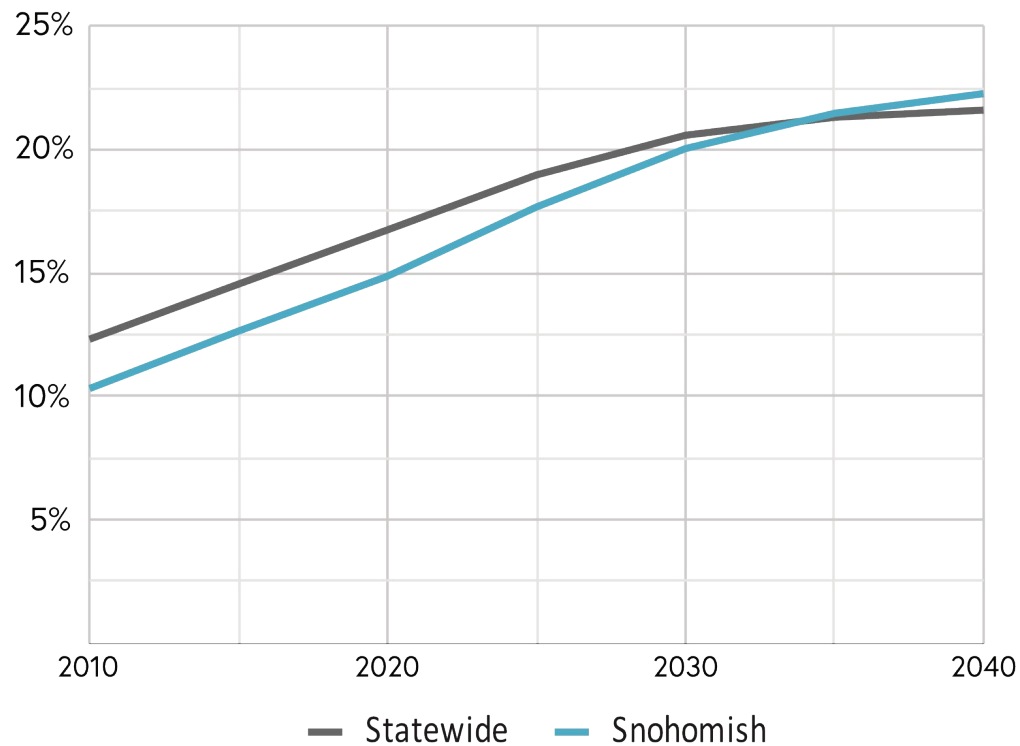
Top Needs of Older Adults



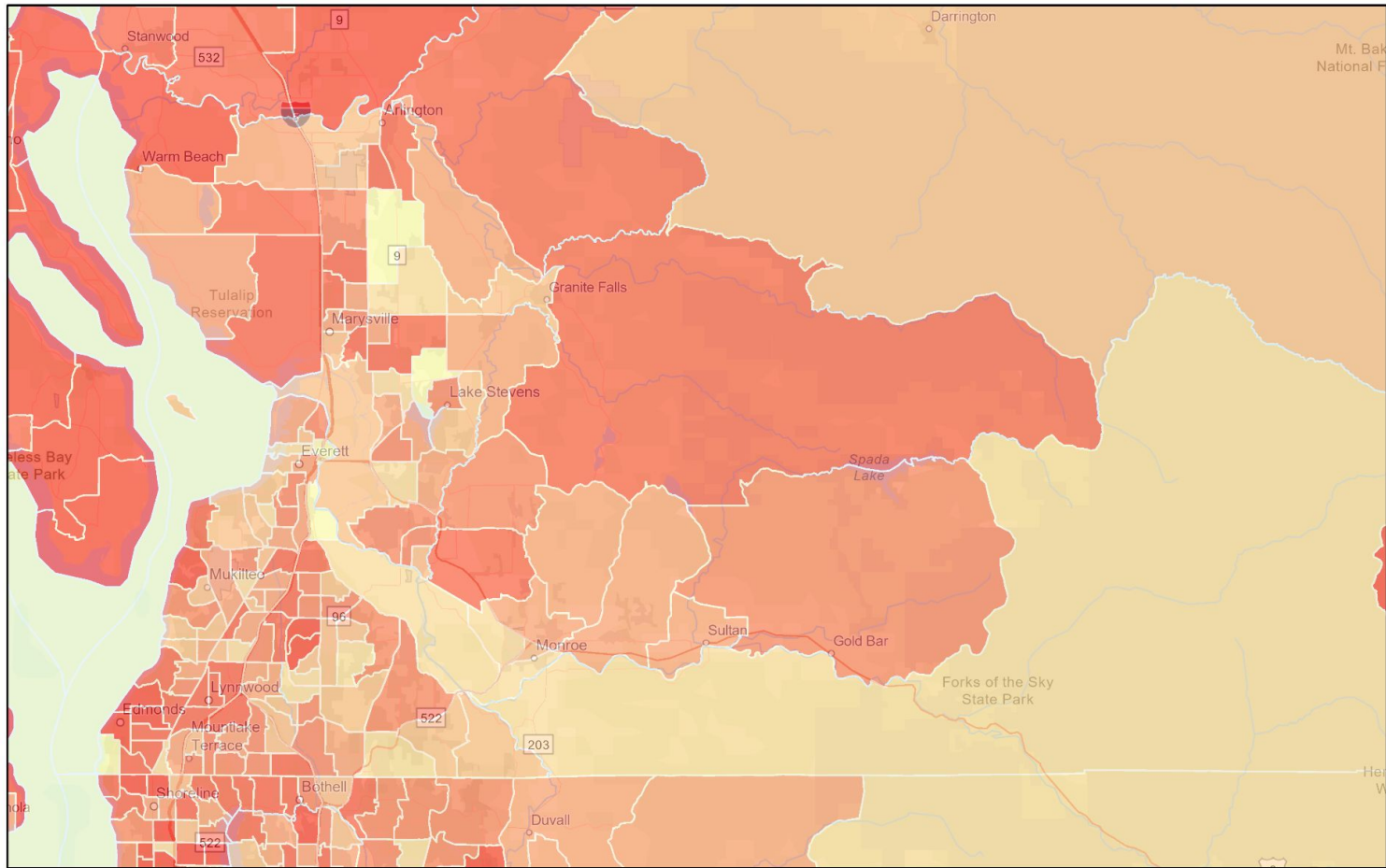
2019 Low Income Needs Assessment



Projection of Percent Population Age 65+

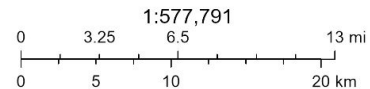
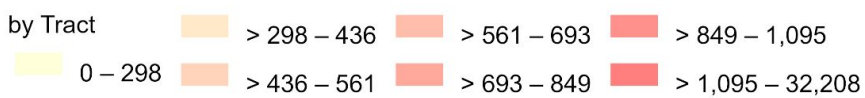


[Washington State Office of Financial Management](#)

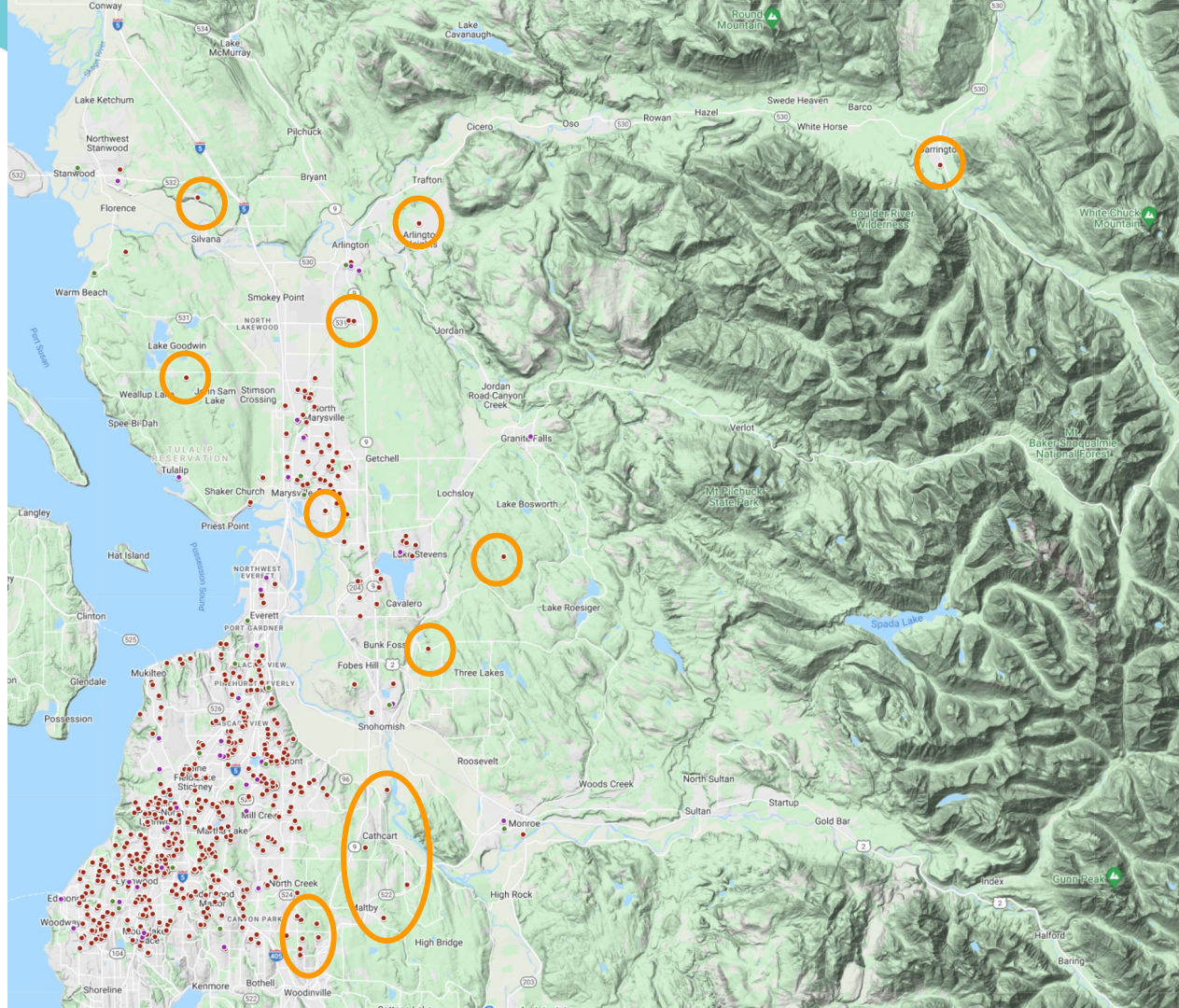


6/10/2022

by Tract



EPA, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, FAO, METI/
NASA, USGS, Bureau of Land Management, EPA, NPS



In a Livable Community, people of all ages can ...



Go for a walk



Cross the streets



Ride a bike



Be entertained



Get around without a car



Live safely and comfortably



Work or volunteer



Find the services they need



Enjoy public places



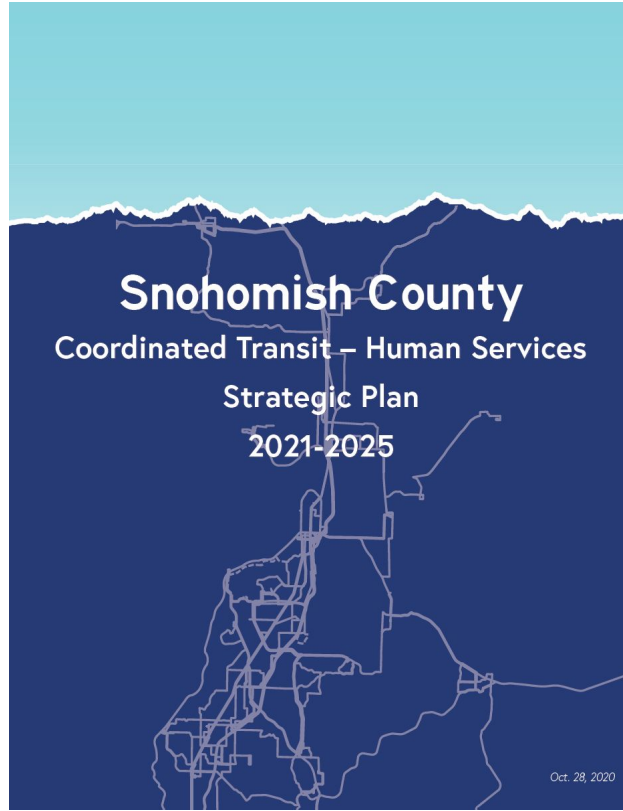
Socialize



Spend time outdoors



... and make their city,
town or neighborhood
a lifelong home.





Hearing from Stakeholders: Needs & Opportunities

Implementation: Schedule

1. East: First Tuesday
2. Mid: Second Tuesday
3. North: Third Tuesday
4. South: Fourth Tuesday

