

North King County

MOBILITYCOALITION

Shoreline | Lake Forest Park | Kenmore | Bothell | Woodinville | Seattle

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

Welcome to NKCMC!
April 23rd, 2026

Hope**link** | Mobility Management

Meeting Agenda

- 10:30am-10:45am: Welcome, Introductions, and Announcements
- 10:45am-11:15am: Camp United We Stand Presentation and Updates
- 11:15am-11:45am: UW Tacoma Active Transportation Research Study
- 11:45am-11:55am: Downtown Bothell Workgroup Updates and Feedback
- 11:55am-12:00pm: Roundtable Sharing & Close

Gratitude

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**, 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.

Introductions

- Please provide your name
- Pronouns if comfortable
- Organization
- Title
- You have 3 scoops of ice cream to make your perfect ice cream sundae.

What are the flavors?

If you are new to the North King County Mobility Coalition, Welcome! Please share your name and contact info in chat to be included in our newsletter distribution list.

Camp United We Stand Presentation & Updates

Oliver Moffat

Camp United We Stand

Camp United We Stand

A Self-Managed Shelter Community in North King County

About Camp United We Stand

Camp United We Stand

- Founded in 2015
- Self-managed tent shelter for up to 35 unhoused adults
- Federal 501(c)(3) non-profit organization
- Hosted by faith communities in Shoreline, North Seattle, Kenmore, Kirkland, and Woodinville
- Only legally sanctioned encampment in North King County



The King County Homelessness Crisis

Camp United We Stand

- 16,868 individuals experiencing homelessness in King County (2024 Point-in-Time Count)
- 26% increase in the regional unhoused population since 2022
- Black and Indigenous residents are significantly overrepresented in the homeless population
- Driven by housing scarcity, especially for those earning below 50% of the Area Median Income (AMI)



The North King County Shelter Bed Shortage Camp United We Stand



- 9.6 unsheltered people for every 1 available bed — the worst ratio in King County
- 1,730 unsheltered individuals in North King County with only 198 emergency beds available
- The county-wide average ratio is significantly lower at 2.1 to 1
- The homeless population in this subregion grew from 260 in 2020 to 1,900 in 2024

Who We Serve: Resident Demographics

Camp United We Stand



- 96% of residents were last housed in King or Snohomish County
- Average age is 46 (range 27–73); 38% of the community is age 50 or older
- Serves all genders; the only safe general-population shelter in the area that accepts couples
- 41% of residents have monthly health-related appointments
- Only 37% own a vehicle — public transportation is a necessity

Camp Facilities

- Small tents on wooden platforms inside 12' x 20' portable carport structures
- Shared kitchen with refrigeration for fresh and frozen food
- Security trailer, community areas, and donation storage
- On-site portable toilets and a mobile shower unit
- Organized waste management and regular garbage removal
- In-tent heat and electricity



Self-Managed Governance

Camp United We Stand

- Residents create camp rules and oversee security shifts, kitchen, and waste services
- An elected Executive Committee of ~5 residents manages daily operations
- Mandatory weekly democratic meetings where members discuss issues and elect leadership
- A volunteer Board of Directors provides legal, financial, and host-site support
- Camp members elect a representative to sit on the Board of Directors
- Residents pay monthly dues (\$55; \$45 for veterans) to help fund services



Admissions, Background Checks & Rules

Camp United We Stand

- Background checks are mandatory for all residents prior to admission
- Entry is barred for sex offenders and individuals with outstanding warrants
- Zero tolerance: strict prohibition of alcohol, drugs, personal weapons, and physical violence
- Bullying and harassment are not tolerated; respect and civility toward all is required
- Participation in weekly meetings and regular security shift rotations is required



What the Camp Does Not Provide

Camp United We Stand



- A temporary bridge shelter — not a final housing destination
- Currently lacks dedicated on-site social workers or medical professionals
- Has no fixed address and is entirely dependent on rotating host properties

Camp Finances & Operating Costs

Camp United We Stand



- Annual operating budget under \$50,000
- Reliant on donations and resident membership fees (\$55/month; \$45 for veterans)
- Daily operating cost is only \$3.50 per person
- Initial setup for a new member costs approximately \$600 for shelter and bedding
- Financial burdens include move expenses and insurance

The Siting Challenge: Land Scarcity & Permit Limits

Camp United. We Stand

- City codes typically limit the camp's stay at a site to 90 days
- Encampment is not permitted in some neighborhoods and cities
- Available properties must comply with local land-use, safety, and environmental standards
- Reliant on local faith-based organizations to provide host sites
- Always seeking new host sites



The Financial, Physical & Emotional Burden of Moving

Camp United. We Stand

- Each relocation requires funding for trucks and fuel
- Physical labor to dismantle, transport, and rebuild modular shelters and platforms
- Every move is emotionally traumatic and stressful for residents



CUWS Resident Cleaning Host Site

The Isolation of the Mobility Gap

Camp United We Stand



- Remote locations make accessing medical and legal services difficult
- Distance from major job centers makes finding or maintaining employment harder
- Displacement from friends, faith organizations, and community support networks
- Residents strongly prefer sites near light rail or major transit hubs

Learn More / Get Involved

Camp United We Stand | campunitedwestand.org

UW Tacoma Active Transportation Research Study

Sugar Keshari, UW Tacoma

Understanding Barriers to Walking, Biking, and Rolling in Rural Communities: A Resident Survey to Support Active Transportation Planning

Presented By: Sagar Keshari
University of Washington Tacoma

Presentation at the North King County Mobility Coalition Meeting

April 23rd, 2026

Research Funded By:

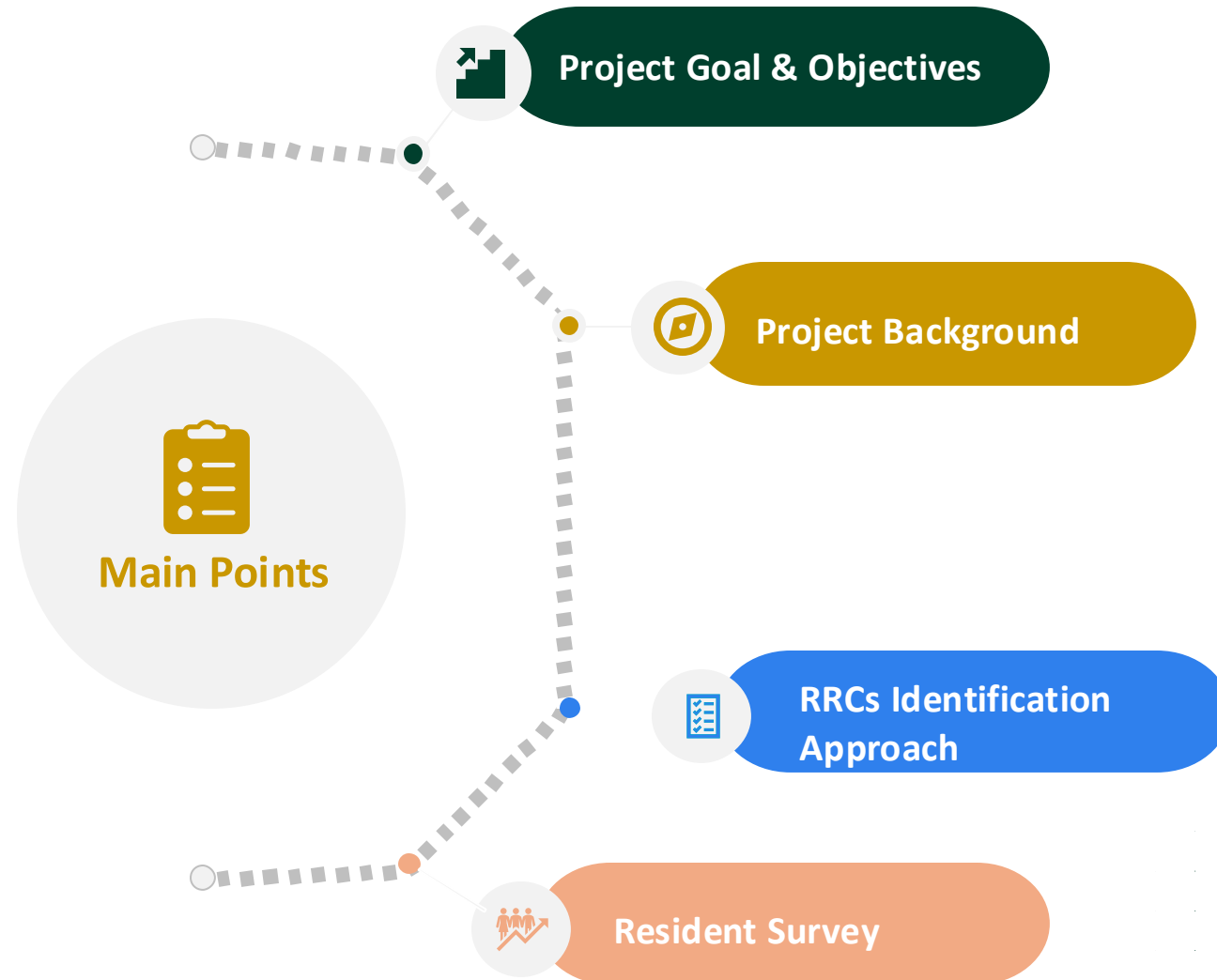


Washington State
Department of Transportation



R-SEAT
Rural Safe
Efficient Advanced
Transportation
Center

OVERVIEW



RESEARCH OBJECTIVES

Objective #1

Identify and map
key AT barriers in
RRCs

Objective #2

Assess needs and
prioritize
interventions

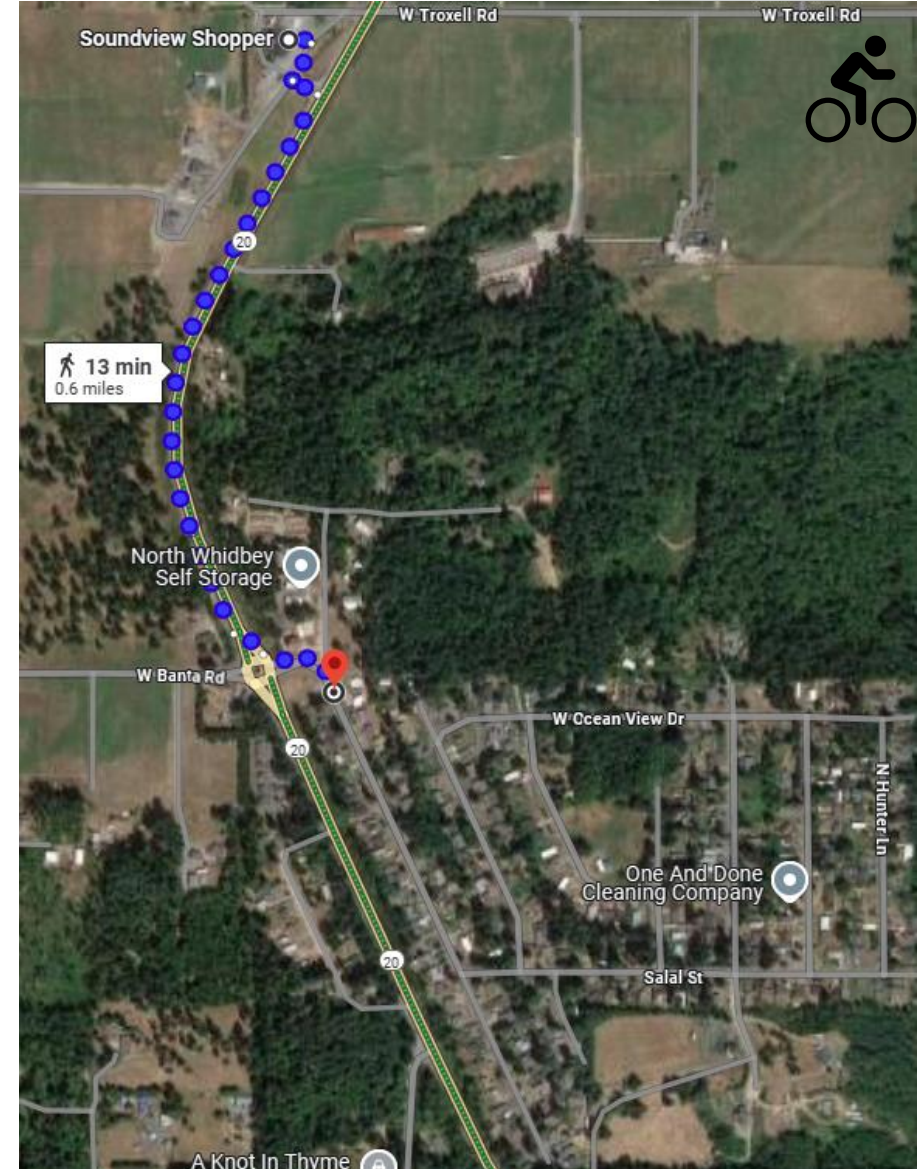
Objective #3

Create resources
for implementing
the target
interventions



BACKGROUND

- In this research, an RRC is defined as a small, unincorporated cluster of adjacent homes located along a state highway outside Population Centers (PCs)
 - These communities fall under county jurisdictions
 - Often lack municipal and on-site essential services
 - Depend on nearby PCs or destinations for essential services



Typical image representing a RRCs

BACKGROUND

- PCs include cities, towns, urban growth areas, and census-designated places
- Complete Streets mandate (RCW 47.04.035) requires prioritizing active transportation improvements in areas where people live, travel, and access key destinations
- The PCs data support implementation of Complete Streets by identifying and prioritizing locations for active transportation investments
- This research complements WSDOT efforts in PCs by extending prioritization to rural residential clusters with high AT needs

GEOSPATIAL FRAMEWORK FOR



IDENTIFYING RPCS



Step 1:
Study
Area

Step 2:
Roadway
Network

Step 3:
Residenti
al
Parcels

Step 4:
Essential
Destinati
ons

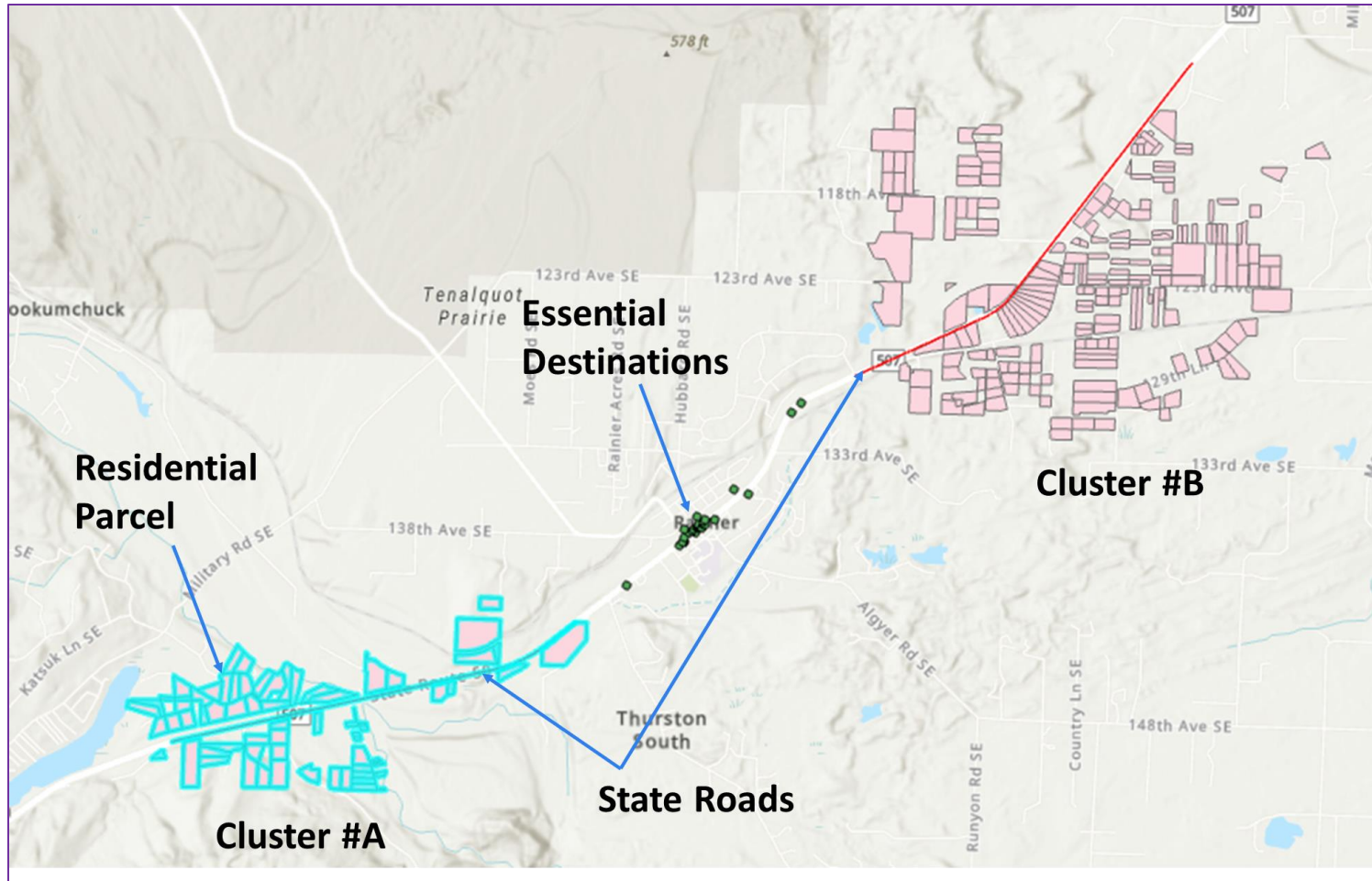
Step 5:
Residenti
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Parcels
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Proximit
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Essential
Destinati

Step 6:
Clusterin
g of
Residenti
al
Parcels



What do you think is the biggest barrier to active transportation in rural areas?

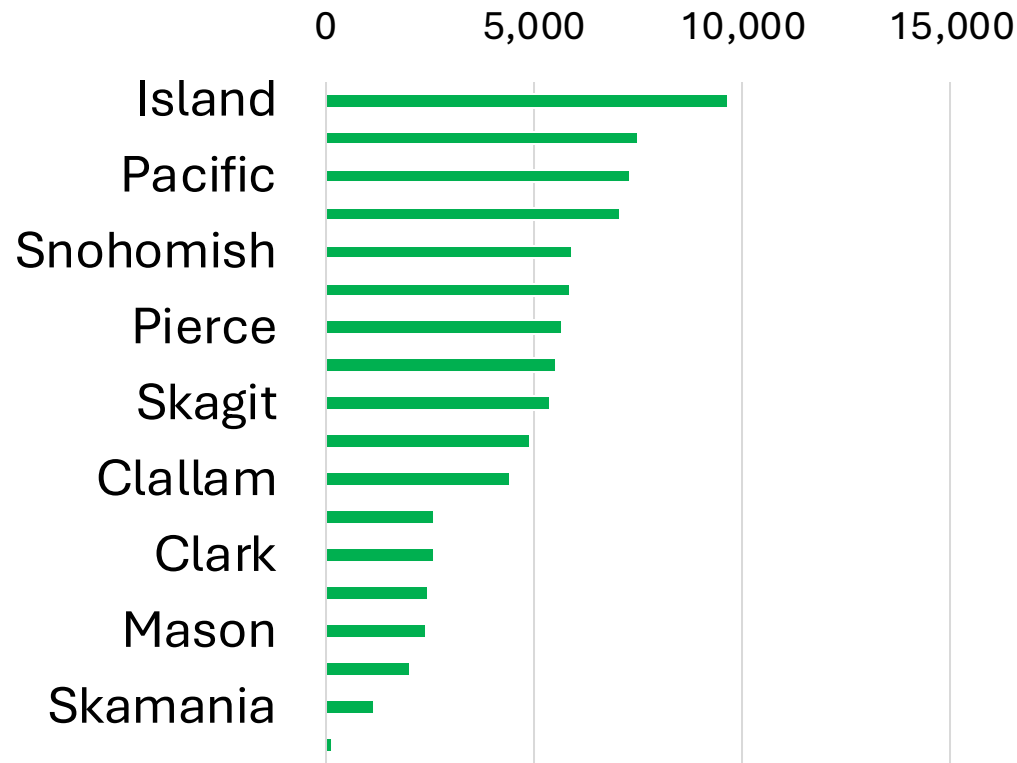
Rural Residential Cluster



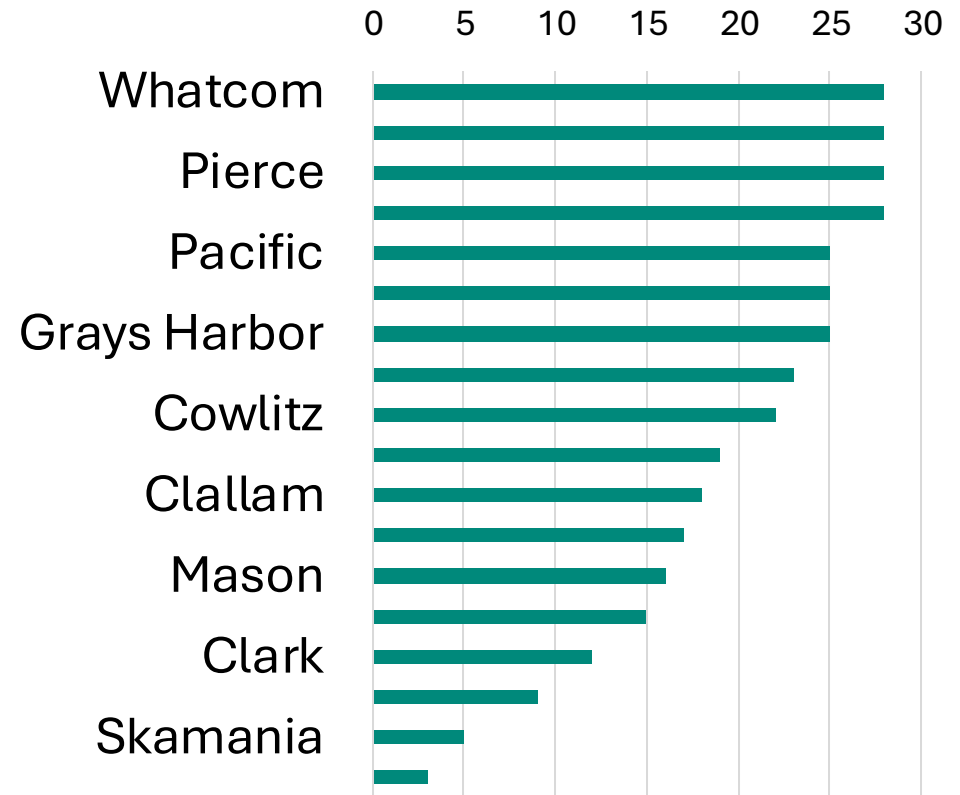
Rural Residential Cluster formed at the corridor level

DISTRIBUTION OF RRC CLUSTERS BY COUNTY

Total #Residential Parcels in 18 Counties



Cluster Count in 18 Counties



Total **346 RRC Clusters** representing over **82,000 residential parcels** in 18 counties

Rural Resident Survey

18



Why this survey matters

Findings will help us better understand the barriers residents face in walking and biking within their communities.

Responses will help us improve active transportation facilities



Time to Complete

Survey will take **10 – 15 minutes**



Thank you for your time

After completing the survey, the respondent will receive a **\$25 Tango** gift card



Your Privacy is important

Your contact information will remain confidential and will be used for research purposes only.



Who should complete the survey?

Member of your household who is **18 years of age or older** and has the **next birthday**



Survey Type and Response Update

This is a mail-based survey. We have received **12** responses out of **327** surveys sent

Rural Resident Survey

What We Asked



1 Daily Travel

How residents usually get around in their day-to-day life (walking, biking, rolling, driving, and transit).

7 questions



2 Facilities & Infrastructure

Walking and biking facilities available and how they affect residents' ability and comfort.

3 questions



3 Safety & Comfort

How safe and comfortable residents feel when walking, biking, rolling, or taking transit in their communities.

4 questions



4 Barriers & Challenges

Challenges or barriers residents face when walking, biking, rolling, or accessing transit in their community.

7 questions



5 Improvements & Needs

Changes or improvements that would make walking, biking, rolling, and using transit better for residents.

8 questions



6 About the Respondents

A few optional questions to help us understand who we heard from.

7 questions



Total Questions: | **36** |



Designed to capture travel behavior, barriers, and improvement needs.

Rural Resident Survey – Postcard Sample



Washington State
Department of Transportation

UNIVERSITY of
WASHINGTON
TACOMA

Active Transportation Survey

Help us make walking, biking, and rolling better in your community

Share your experiences with walking, biking, and rolling in your neighborhood to help us guide local improvements

Complete the Survey and Receive a \$25 Tango Gift Card

A research study in partnership with USDOT and WSDOT

Postcard Sample - Front



Why participate?

- Survey takes 10 - 15 minutes
- Confidential - used for research only
- Help us improve active transportation in your community

How to participate?

Scan the QR code or visit:
<https://tinyurl.com/AT-Survey-2026>



Thank you for your time
You will receive a \$25 Tango gift card after completing the survey.

Survey access code 12345

What is this study about?

USDOT and WSDOT, in partnership with the University of Washington Tacoma, is conducting a study to learn more about barriers you face when walking or biking in your community. We want to learn what works, what doesn't, and how safety, access, and connectivity can be improved in your community.

Who will participate?

One member of your household who is **18 years or older AND has the next birthday** should complete the survey.

Contact & Oversight

Dr. Jeff Walters
jpwalt@uw.edu
University of Washington Tacoma
IRB #STUDY00023147

Thank you for helping us improve active transportation facilities in Washington communities!

Postcard Sample - Back

THANK YOU

Sagar Keshari, Ph.D.

Postdoctoral Scholar

University of Washington Tacoma

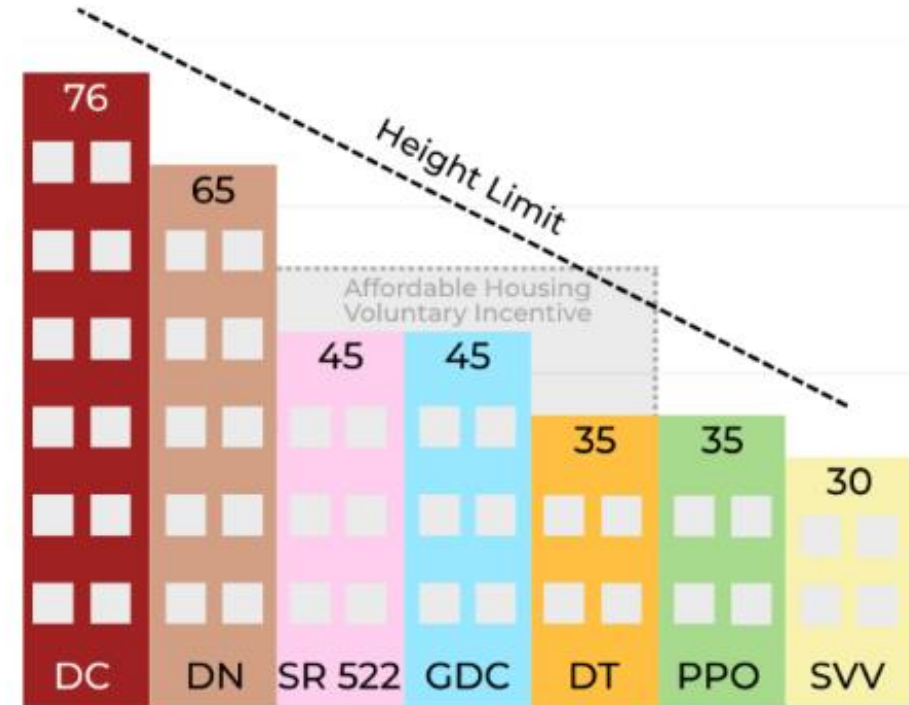
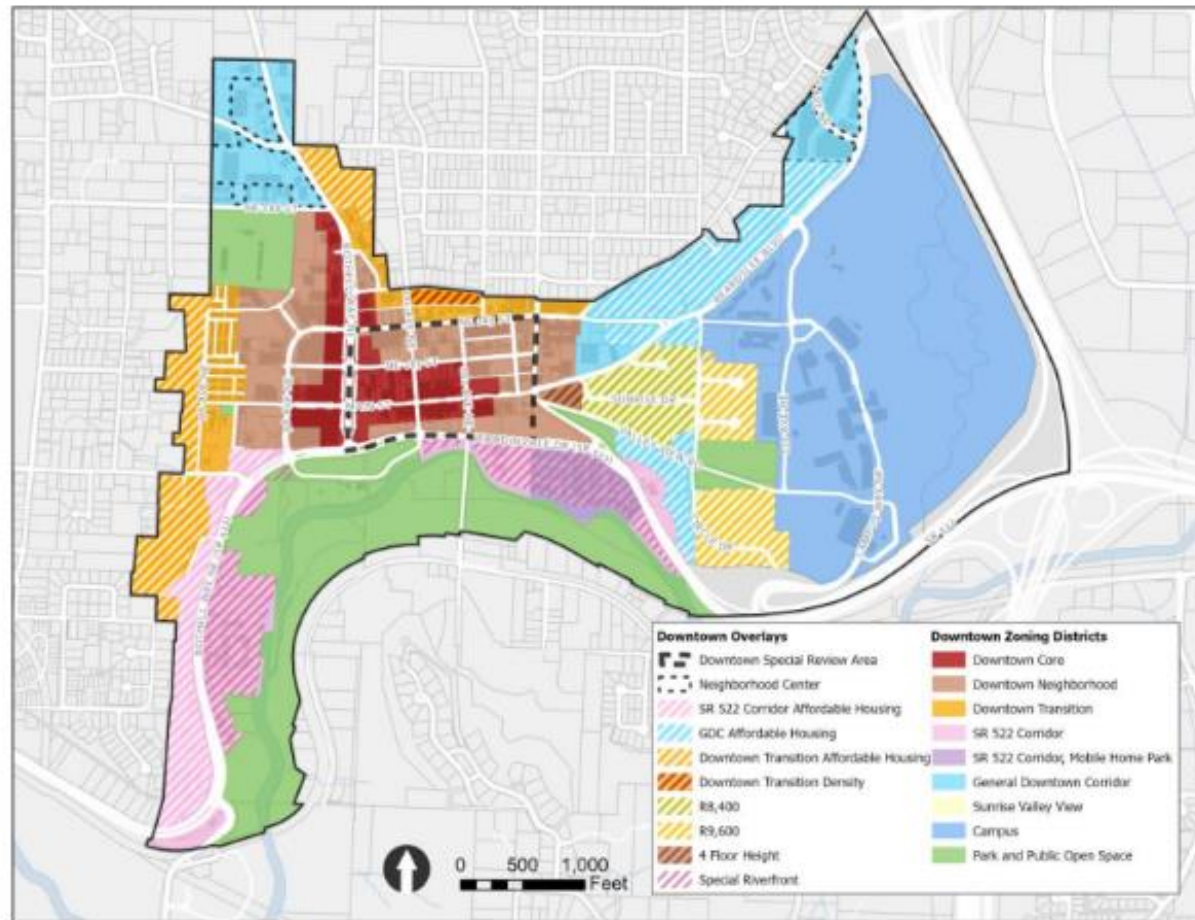
Email: kesharis@uw.edu



Scan me to fill out the survey

Downtown Bothell Workgroup Project Updates and Feedback

Housing & Development



Discussion Questions

1. Where should we allow more height or preserve existing scale?
2. What design features would make buildings feel more welcoming?



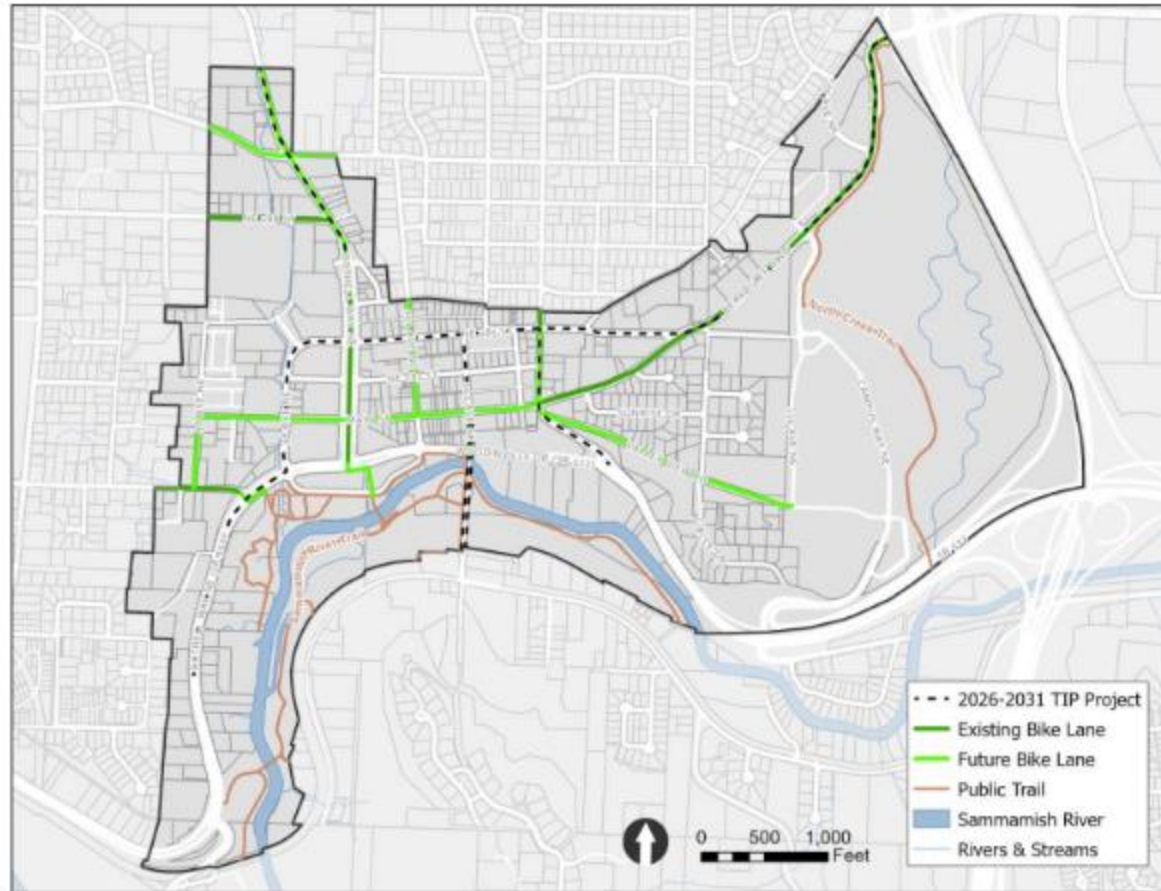


Discussion Questions

3. What types of housing are most needed downtown?
4. How should we improve housing affordability downtown?
 - Mandatory Requirements
 - Voluntary Incentives
 - Public/Private Partnerships
 - Other approaches?



Transportation & Mobility



Major Projects

- Bothell Way Improvements
- Beardslee Blvd Widening
- 102nd Ave NE Bridge & Sidewalk Replacement
- Sound Transit BRT Improvements

Discussion Questions

1. How can we better connect downtown to surrounding neighborhoods and key destinations like UW Bothell?
2. What would make walking, rolling, and biking around downtown feel safer and easier?

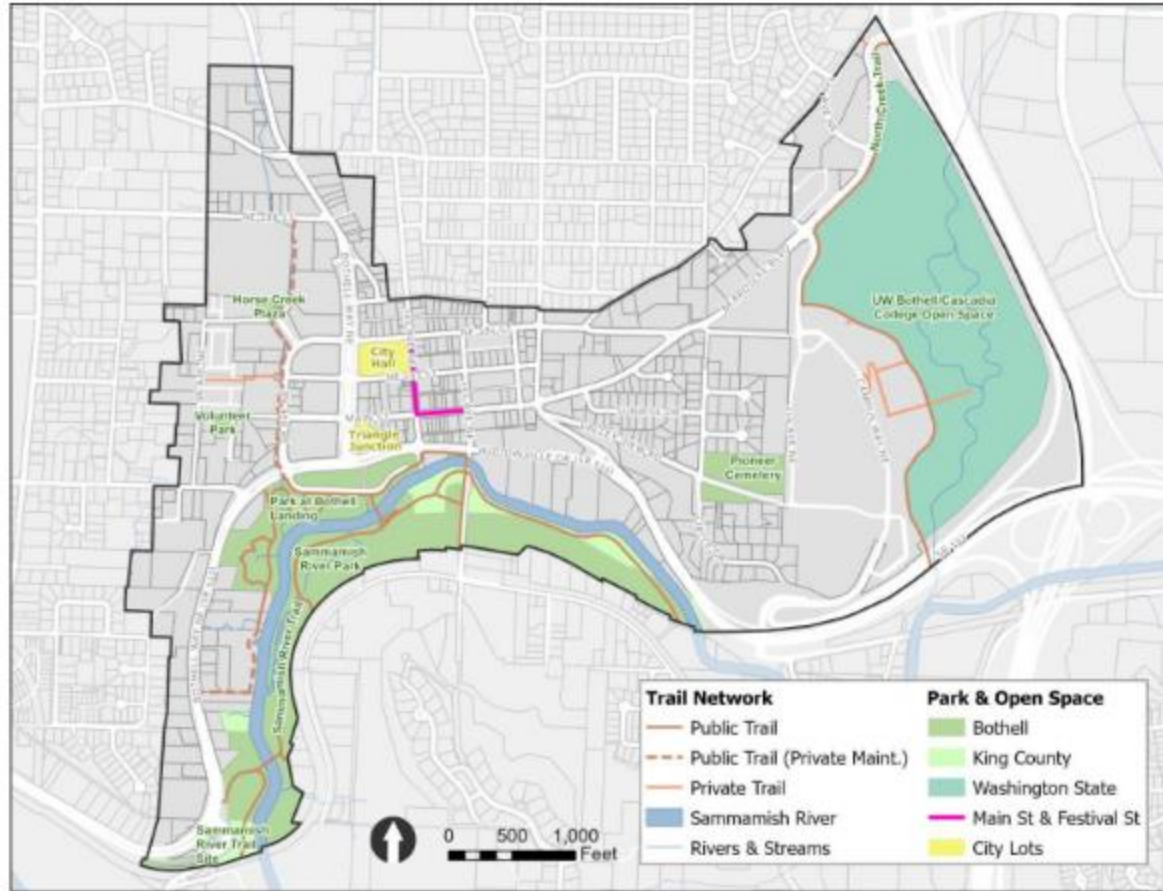


Discussion Questions

3. What would make transit a convenient and attractive choice for getting to and from downtown?
4. As downtown grows, how should we manage parking and curb space to support businesses, residents, and visitors?



Public Space & Activation



Parks & Open Space

**19 Acres Per
1,000 Residents**



**Public Space
Requirements**

**10% - 15%
Net Floor Area**



Signature Events

- 4th of July Parade
- Summer Nights
- Youth Summer Entertainment
- Arbor Day
- Trick or Treat on Main Street

Discussion Questions

1. What kinds of public spaces does downtown need as it grows?
2. What kinds of events or activities would bring more people downtown throughout the year?



Discussion Questions

3. What types of businesses, services, or activities are missing from downtown?
4. How can art, design, and wayfinding help make downtown feel welcoming and easy to navigate?



North King County

MOBILITYCOALITION

Next Meeting:

June 25th

10:30 AM – 12:00 PM

Zoom

NKCMC Contact Information

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Thank you!