



## Memorandum

**DATE:** September 29, 2011

**TO:** Shoreline Planning Commission

**FROM:** Kirk McKinley, Transportation Services Manager  
Alicia McIntire, Senior Transportation Planner

**RE:** Comprehensive Plan Update – Transportation Element  
Development Code amendments

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### **I. Introduction**

The City Public Works Department has led an effort over the past two years in developing a draft Transportation Master Plan (TMP), which is the long range vision for the City's transportation system. Public Works staff has regularly updated the Planning Commission during the TMP's development. While it was originally thought that the TMP would be a policy document that would help set the framework for update of the Transportation Element of the Comprehensive Plan, it was recently determined by the City's legal department that the TMP, Comprehensive Plan and Development Code must all be internally consistent in order for them to be effective and implementable.

In light of this determination, the Planning and Community Development and Public Works Department are requesting Planning Commission review of an updated Transportation Element of the Comprehensive Plan and associated Development Code amendments to implement this updated element. The draft updated element has been derived from the Goals and Policies included in the draft TMP. Over the next few meetings, the Planning Commission is scheduled to discuss and make a recommendation regarding an updated Transportation Element of the Comprehensive Plan and Development Code amendments needed for its implementation.

### **II. Discussion**

Attachment A is the draft Transportation Element of the Comprehensive Plan. In accordance with Council direction to reduce the size of the City's Comprehensive Plan, the element consists of an introductory statement and the goals and policies. The goals and policies establish the framework and objectives for the City's transportation system and guide its development and management. The background information and technical

analysis about the City's transportation system is contained in the TMP, which is referenced in the introductory statement, as well as several of the policies. Staff is recommending no changes to the existing Comprehensive Plan goals, only renumbering to match the format of the TMP. Staff is recommending 53 policies, some of which are existing, that address the following topics:

- Sustainability and Quality of Life
- Bicycle System
- Pedestrian System
- Transit System
- Master Street Plan
- Concurrency and Level of Service
- Transportation Improvements
- Funding

The draft Transportation Element includes reference notations indicating whether a recommended policy is existing or new. Please note that some of the policies have been modified a bit since the distribution of the TMP. The discussion will be based upon the language in the attachment. Policy 40 (shaded in gray) is currently undergoing revision. Staff will provide revised language with the October 6 packet, along with additional text addressing mandatory Growth Management Act elements for the Transportation Element.

A detailed description of each topic can be found in the July 21, 2011 Planning Commission staff report. Supporting documentation for development of the policies can be found in the draft TMP provided earlier this month.

Attachment C lists the existing Transportation Goals and Policies in the Comprehensive Plan.

Attachment B identifies the development code amendments needed for consistency with the Comprehensive Plan. Most of these amendments are "clean up" items that identify specific items to reference (such as the street classification map) or provide clarity to review processes. Notations are included that explain or clarify the need for the change. The language associated with Amendment #1 will be modified to coincide with the changes made to Policy 40 in the draft Transportation Element and will be provided with the October 6 packet.

The most significant change is to the City's transportation Level of Service (LOS) standards. The recommended development code amendment is consistent with the recommended policy for the Comprehensive Plan. The following charts summarize the characteristics of LOS standards and provide examples of intersections in Shoreline and their existing LOS.

## Level-of-Service (LOS) Standards and Characteristics

Level of Service	Roadway Segments V/C Ratio	Signalized Intersections Avg. 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)

### Examples of Current LOS in Shoreline for Comparison Purposes

Level of Service	Roadway Segments in Shoreline	Signalized Intersections in Shoreline
A	Northbound 5 <sup>th</sup> Ave NE: 145-185 in the p.m. peak	N 196 <sup>th</sup> St & 15 <sup>th</sup> Ave NE in the p.m. peak
B	Eastbound 175 <sup>th</sup> Ave N: Meridian-I-5 in the p.m. peak	Richmond Beach Rd & 3 <sup>rd</sup> Ave NW in the p.m. peak
C	Northbound Meridian Ave N: 155-200 in the p.m. peak	Richmond Beach Rd & 8 <sup>th</sup> Ave NW in the p.m. peak
D	Southbound Meridian Ave N: 175-185 in the a.m. peak	N 185 <sup>th</sup> St & Meridian Ave N in the p.m. peak
E	Northbound 15 <sup>th</sup> Ave NE: 152-153 (transition for 4 to 3 lanes) in the p.m. peak	N 145 <sup>th</sup> St & Greenwood Ave N in the p.m. peak
F	None currently	N 145 <sup>th</sup> St & I-5 Northbound Ramp/5 <sup>th</sup> Ave NE in the p.m. peak

Currently, the City has adopted LOS E for signalized intersections on arterials as the acceptable standard. The draft policy language and associated development code amendments recommend that the City adopt LOS D for all signalized intersections on arterials, with additional volume to capacity standards for Principal and Minor arterials. With these standards, the City will accept intersections that operate at LOS D or better and will help balance levels of congestion, the cost of added capacity, and the need to minimize diversion of traffic onto neighborhood streets.

Randy Young, the consultant assisting the City with updating the concurrency regulations, will be in attendance at the October 6 Planning Commission meeting to answer questions regarding LOS and concurrency. Please see the July 21 staff report and the TMP for additional information about concurrency.

In conjunction with the amendments to the Transportation Element of the Comprehensive Plan, the Transportation Level of Service and Transportation Capital Funding Recommendations in the supporting analysis for the Capital Facilities element will need to be amended. This will provide for consistency within the Comprehensive Plan. The staff recommended changes to the Capital Facilities element will be included in the October 6 packet.

### **III. Recommendation**

No formal action is requested at this time. This report is for update purposes only. The schedule for completion of the amendment process is outlined below.

### **IV. Next Steps**

At the September 29 meeting, staff will discuss the proposed revisions to the Transportation Element and provide background about the proposed changes. If there is enough time, staff will introduce the proposed Development Code amendments that are necessary to implement the proposed policies.

The Planning Commission is scheduled to continue discussion of the Comprehensive Plan and/or development code amendments on October 6. The Commission will be using the information from this packet in the October 6 continued discussion.

A public hearing is tentatively scheduled for October 27. That evening, if time allows, the Planning Commission may finalize their recommendation to Council. If needed, additional meetings could be scheduled for November 3 and 17.

If you have questions or ideas that you would like staff to address at the study session, please email, [plancom@shorelinewa.gov](mailto:plancom@shorelinewa.gov) and [amcintire@shorelinewa.gov](mailto:amcintire@shorelinewa.gov).

Attachment A: Draft Comprehensive Plan Transportation Element

Attachment B: Draft Development Code amendments

Attachment C: Existing Comprehensive Plan Transportation Goals and Policies

**TRANSPORTATION ELEMENT****INTRODUCTION**

The Transportation Element will guide the development and funding of a transportation network that provides mobility for residents and employees within the City of Shoreline in a way that preserves citizens' quality of life. The City's transportation system will be multi-modal transportation, with an emphasis on moving people and a "Complete Streets" approach where the system accommodates all users. Because of Shoreline's location between the City of Seattle and Snohomish County, as well as the multiple entities that influence transportation in Shoreline, such as the Washington State Department of Transportation and transit agencies, the City should work to coordinate transportation improvements with neighboring jurisdictions and transit providers.

The Transportation Element establishes policies on how to prioritize Shoreline's transportation system improvements and how to identify the City's strategic interests in regional investments, adjacent transportation facilities and funding alternatives. The transportation policies are designed to guide the actions of public agencies, such as the City, as well as private decisions related to individual developments. The Transportation Element also provides the foundation for development regulations contained in the Shoreline Development Code and Engineering Development Guide.

The City's transportation system supports development of the land uses envisioned by the Comprehensive Plan and helps to shape the form of development within Shoreline's mixed-use, commercial and residential neighborhoods. To further that purpose, the City has adopted a Transportation Master Plan (TMP). The TMP is the City's long-range blueprint for travel and mobility in Shoreline. The TMP provides guidance for public and private sector decisions on local and regional transportation investments, including short-, mid-, and long-range transportation and related land-use activities. In this way, the City can assess the relative importance of projects and schedule their planning, engineering and construction as growth takes place and the need for the facilities and improvements is warranted. It also establishes a prioritization of the projects to be included in future capital improvement programs.

The TMP is a long range plan, with policies, programs and projects that will be implemented over the next 20 years. As the City's transportation needs change over time, the TMP will be updated and adopted as an amendment to the Comprehensive Plan.

**GOALS**

**Goal T I:** Provide safe and friendly streets for Shoreline citizens. *(Existing Comprehensive Plan Goal T I)*

**Goal T II:** Work with transportation providers to develop a safe, efficient and effective multimodal transportation system to address overall mobility and accessibility. Maximize the people carrying capacity of the surface transportation system. *(Existing Comprehensive Plan Goal T II)*

**Goal T III:** Protect the livability and safety of residential neighborhoods from the adverse impacts of the automobile. *(Existing Comprehensive Plan Goal T VI)*

**Goal T IV:** Encourage alternative modes of transportation to reduce the number of automobiles on the road. *(Existing Comprehensive Plan Goal T VII)*

**Goal T V:** Maintain the transportation infrastructure so that it is safe and functional. *(Existing Comprehensive Plan Goal T XI)*

**Goal T VI:** Develop a transportation system that enhances the delivery and transport of goods and services. *(Existing Comprehensive Plan Goal T VIII)*

**Goal T VII:** Coordinate the implementation and development of Shoreline's transportation system with its neighbors and regional partners. *(Existing Comprehensive Plan Goal T X)*

**Goal T VIII:** Develop a bicycle system that is connective and safe and encourages bicycling as a viable alternative method of transportation. *(Existing Comprehensive Plan Goal T V)*

**Goal T IX:** Provide a pedestrian system that is safe, connects to destinations, accesses transit and is accessible by all. *(Existing Comprehensive Plan Goal T IV)*

**Goal TX:** Support increased transit coverage and service that connects local and regional destinations to improve mobility options for all Shoreline residents. *(Existing Comprehensive Plan Goal T III)*

**Goal XI:** Secure reliable and fair funding to ensure continuous maintenance and improvement of the transportation system. *(Existing Comprehensive Plan Goal T IX)*

## **POLICIES**

### **Sustainability and Quality of Life**

**Policy T1:** Make safety the first priority of citywide transportation planning and traffic management. Place a higher priority on pedestrian, bicycle and automobile safety over vehicle capacity improvements at intersections. *(Existing Comprehensive Plan Policy T1 - modified)*

**Policy T2:** Reduce the impact of the City's transportation system on the environment through the use of technology, expanded transit use and nonmotorized transportation options. *(New Recommended Policy)*

**Policy T3:** Use engineering, enforcement and educational tools to improve traffic safety on City roadways. *(Existing Comprehensive Plan Policy T2)*

**Policy T4:** Communicate and involve residents and businesses in the development and implementation of transportation projects. *(New Recommended Policy)*

**Policy T5:** Support and promote opportunities and programs so that residents have options to travel throughout Shoreline and the region using modes other than single occupancy vehicles. *(New Recommended Policy)*

**Policy T6:** Implement the City's Commute Trip Reduction Plan. *(New Recommended Policy)*

**Policy T7:** In accordance with Complete Streets practices and guidelines, new or rebuilt streets shall address, as much as practical, the use of the right-of-way by all users and consider the unique aspects of Shoreline's transportation network. (***New Recommended Policy***)

**Policy T8:** Develop a comprehensive detailed street lighting and outdoor master lighting plan to guide ongoing public and private street lighting efforts. (***Existing Comprehensive Plan Policy T8***)

**Policy T9:** Comply with National Pollutant Discharge Elimination System requirements for all transportation projects. Integrate stormwater management into transportation projects. Use Low Impact Development techniques or green street elements except when determined to be unfeasible. (***New Recommended Policy***)

**Policy T10:** Develop a regular maintenance program and schedule for all components of the transportation infrastructure. Maintenance schedules should be based on safety/imminent danger and on preservation of resources. (***Existing Comprehensive Plan Policy T18 – modified***)

**Policy T11:** Direct service and delivery trucks and other freight transportation to appropriate streets so that they can move through Shoreline efficiently. (***Existing Comprehensive Plan Policy T55 – modified***)

**Policy T12:** Implement a strategy for regional coordination that includes the following activities:

- Identify important transportation improvements in Shoreline that involve other agencies. These may include improvements that will help keep traffic on I-5 and off of Shoreline streets, such as changes to on-ramp metering and construction of a southbound collector-distributor lane from NE 205th Street to NE 145th Street.
- Remain involved in federal, state, regional and county budget and appropriations processes.
- Participate in regional and county planning processes that will affect the City's strategic interests.
- Form strategic alliances with potential partners, such as adjacent jurisdictions or like-minded agencies.
- Develop legislative agendas and meet with federal and state representatives who can help fund key projects.
- Develop regional legislative agenda and meet with area representatives (elected officials and staff) to the Puget Sound Regional Council, Sound Transit and King County Council.
- Develop partnerships with the local business community to advocate at the federal, state and regional level for common interests. (***New Recommended Policy***)

### **Bicycle System**

**Policy T13:** Implement the Bicycle System Plan included in the City's Transportation Master Plan. Develop a program to construct and maintain bicycle facilities that are safe, connect to destinations, access transit and are accessible by all. Use short-term improvements, such as signage and markings, to identify routes when large capital improvements will not be constructed for several years. (***New Recommended Policy***)

**Policy T14:** Develop standards for the creation of bicycle facilities. (***New Recommended Policy***)

**Policy T15:** Develop a sustainable funding program to cover the costs to implement the City's Bicycle System Plan included in the City's Transportation Master Plan. (***New Recommended Policy***)

**Policy T16:** Develop a public outreach program to inform residents of the options for bicycling in the City and educate residents about bicycle safety and the health benefits of bicycling. (***New Recommended Policy***)

### **Pedestrian System**

**Policy T17:** Implement the Pedestrian System Plan included in the City's Transportation Master Plan through a combination of public and private investments. (***New Recommended Policy***)

**Policy T18:** Prioritize construction of sidewalks, walkways and trails that are safe, connect to destinations, access transit and are accessible by all. (***New Recommended Policy***)

**Policy T19:** Design crossings that are appropriately located and provide safety and convenience for pedestrians. (***New Recommended Policy***)

**Policy T20:** Develop a funding program to share the cost and efforts needed to construct sidewalks, walkways and trails identified as part of the City's Pedestrian System Plan included in the City's Transportation Master Plan. (***New Recommended Policy***)

**Policy T21:** Develop flexible sidewalk standards to fit a range of locations, needs and costs. (***Existing Comprehensive Plan Policy T30***)

**Policy T22:** Develop a public outreach program to inform residents of the options for walking in the City and educate residents about pedestrian safety and the health benefits of walking. (***New Recommended Policy***)

### **Transit System**

**Policy T23:** Make transit a more convenient, appealing and viable option for all trips through implementation of the Shoreline Transit Plans included in the City's Transportation Master Plan. (***New Recommended Policy***)

**Policy T24:** Monitor transit service and advocate the City be well served and transit quality, passenger comfort and safety are maintained at the desired level for Shoreline residents. (***New Recommended Policy***)

**Policy T25:** Encourage development in appropriate areas that is supportive of transit. (***New Recommended Policy***)

**Policy T26:** Encourage transit providers to expand service on existing transit routes in accordance with adopted transit agency service guidelines. (***New Recommended Policy***)

**Policy T27:** Work with Metro Transit to implement RapidRide Bus Rapid Transit service on the Aurora Avenue N corridor and operate it as a convenient and appealing option for riders in Shoreline and those that want to come to Shoreline. (***New Recommended Policy***)



**Policy T28:** Work with transit agencies to improve east-west service across the City of Shoreline and service from Shoreline to the University of Washington. (***New Recommended Policy***)

**Policy T29:** Strengthen Aurora Avenue N as a high usage transit corridor that encourages cross-county, seamless service. (***New Recommended Policy***)

**Policy T30:** Work with Sound Transit, the Shoreline School District, the Washington State Department of Transportation, Metro Transit and Shoreline neighborhoods to develop the final light rail alignment and station area plans for the areas surrounding the future Link light rail stations. (***New Recommended Policy***)

**Policy T31:** Work with Metro Transit to develop a plan to orient bus service to serve the light rail station at Northgate coinciding with the opening of service at Northgate. (***New Recommended Policy***)

**Policy T32:** Support and encourage the development of additional High Capacity Transit service in Shoreline. (***New Recommended Policy***)

**Policy T33:** Continue to install and support the installation of transit supportive infrastructure. (***New Recommended Policy***)

**Policy T34:** Work with Metro Transit and Community Transit to develop a bus service plan that connects residents to light rail stations, High Capacity Transit corridors, such as Bus Rapid Transit on Aurora Avenue N, and park-and-ride lots throughout the City. (***New Recommended Policy***)

**Policy T35:** Implement traffic mitigation measures at light rail station areas. (***New Recommended Policy***)

**Policy T36:** Monitor transit service, transportation patterns and land use around the light rail stations. (***New Recommended Policy***)

### **Master Street Plan**

**Policy T37:** Design City transportation facilities with the primary purpose of moving people via multiple modes, including automobiles, freight trucks, transit, bicycles and walking, with vehicle parking identified as a secondary use. (***New Recommended Policy***)

**Policy T38:** Implement the standards outlined in the Master Street Plan for development of the City's roadways. (***New Recommended Policy***)

**Policy T39:** Frontage improvements shall support the adjacent land uses and fit the character of the areas in which they are located. (***Existing Comprehensive Plan Policy T16 – modified***)

### **Concurrency and Level of Service**

**Policy T40:** Adopt a volume to capacity (V/C) ratio of 0.90 or lower for Principal Arterials or Minor Arterials, excluding the following areas where:

- Widening the roadway cross-section is not feasible, due to significant topographic constraints.

- Interjurisdictional coordination is required to mitigate congestion.
- Rechannelization and safety improvements result in acceptable levels of increased congestion in light of the improved operational safety of the roadway.
- The V/C ratio on one leg of an intersection is greater than 0.90 but the intersection operates at Level of Service (LOS) D or better.

Adopt LOS D at the signalized intersections on arterials within the City as the level of service standard for evaluating planning level concurrency and reviewing traffic impacts of developments, excluding the Highways of Statewide Significance (I-5 and Aurora Avenue N). Intersections that operate worse than LOS D will not meet the City's established concurrency threshold. The level of service shall be calculated with the delay method described in the Transportation Research Board's Highway Capacity Manual 2010 or its updated versions.

These Level of Service standards apply throughout the City unless an alternative Level of Service standard is identified in a Shoreline Comprehensive Plan Subarea Plan. (***New Recommended Policy***)

**Policy T41:** The following levels of service are the desired frequency of transit service in the City of Shoreline. Headways on all-day service routes should be no less than thirty minutes, including weekends and evenings (strive for twenty-minute or less headways during the day on these routes); headways on peak-only routes should be no more than twenty minutes (strive for fifteen-minute or less headways on these routes). (***New Recommended Policy***)

### **Transportation Improvements**

**Policy T42:** Projects should be scheduled, designed and constructed with the following criteria taken into consideration:

- Service and greatest benefit to as many people as possible.
- Ability to be flexible and respond to a variety of needs and changes.
- Coordination with other City projects to minimize costs and disruptions.
- Ability to partner with private development and other agencies and leverage funding from outside sources.
- Flexibility in the implementation of projects when funding sources or opportunities arise. (***New Recommended Policy***)

**Policy T43:** Consider and coordinate the construction of new capital projects with upgrades or projects needed by utility providers operating in the City. (***New Recommended Policy***)

**Policy T44:** Pursue corridor studies on key corridors to determine improvements that address safety, capacity and mobility and support adjacent land uses. (***New Recommended Policy***)

**Policy T45:** Expand the City's pedestrian network. Prioritize projects shown on the Pedestrian System Plan included in the City's Transportation Master Plan, using the following criteria:

- Can be combined with other capital projects or leverage other funding
- Proximity to a school or park.
- Located on an arterial.
- Connects to an existing walkway or the Interurban Trail.
- Located in an activity center, such as Town Center or North City, or connects to Aurora Avenue N.
- Connects to transit.

- Links major destinations such as neighborhood businesses, high-density housing, schools and recreation facilities. (***New Recommended Policy***)

**Policy T46:** Prioritize projects that complete the City's bicycle networks, as shown on the Bicycle System Plan included in the City's Transportation Master Plan, using the following criteria:

- Connects to the Interurban Trail.
- Completes a portion of the routes connecting the Interurban and Burke Gilman Trails.
- Provides access to bus rapid transit or light rail.
- Connects to existing facilities.
- Connects to high-density housing, commercial areas or public facilities.
- Connects to a regional route or existing or planned facilities in a neighboring jurisdiction.
- Links to a school or park.
- Can be combined with other capital projects or leverage other funding. (***New Recommended Policy***)

**Policy T47:** Coordinate with the Washington State Department of Transportation to evaluate and design improvements to the interchange at NE 175th Street and I-5. Develop a funding strategy for construction. (***New Recommended Policy***)

### **Funding**

**Policy T48:** Aggressively seek grant opportunities to implement the City's Transportation Master Plan and work to ensure that Shoreline receives regional and federal funding for its high priority projects. (***Existing Comprehensive Plan Policy 59 – modified***)

**Policy T49:** Support efforts at the state and federal level to increase funding for the transportation system. (***Existing Comprehensive Plan Policy 61***)

**Policy T50:** Identify and secure funding sources for transportation projects. (***New Recommended Policy***)

**Policy T51:** Develop and implement a City-wide transportation impact fee program to fund growth related transportation improvements and, when necessary, use the State Environmental Policy Act to provide traffic mitigation for localized development project impacts. (***New Recommended Policy***)

**Policy T52:** Enhance neighborhood safety and livability by funding neighborhood safety programs. (***New Recommended Policy***)

**Policy T53:** Provide funding for maintenance, preservation and safety. (***New Recommended Policy***)

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**AMENDMENT #1 SMC 20.60.140**

*This change would modify the development code to bring it into compliance with the recommended Level of Service for Shoreline.*

**SMC 20.60.140 Adequate streets.**

The intent of this subchapter is to ensure that public streets maintain an adequate Level of Service (LOS) as new development occurs. ~~The level of service standard that the City has selected is a LOS E Standard at signalized intersections on arterial streets, which is the basis for measuring concurrency.~~

A. Level of Service. The level of service standard that the City has selected is a LOS D standard at signalized intersections on arterial streets and a volume to capacity (V/C) ratio of 0.90 or lower for Principal Arterials or Minor Arterials, excluding the following areas where:

1. Widening the roadway cross-section is not feasible, due to significant topographic constraints.
2. Interjurisdictional coordination is required to mitigate congestion.
3. Rechannelization and safety improvements result in acceptable levels of increased congestion in light of the improved operational safety of the roadway.
4. The V/C ratio on one leg of an intersection is greater than 0.90 but the intersection operates at LOS D or better.

B. Concurrency. Development that causes roadways to operate below the level of service identified in 20.60.140(A) will not meet the City's established concurrency threshold. These Level of Service standards apply throughout the City unless an alternative Level of Service for particular streets has been adopted in the Comprehensive Plan Transportation Element.

A.C. Development Proposal Requirements. All new proposals for development that would generate 20 or more new trips during the p.m. peak hour must submit a traffic study at the time of application. The estimate of the number of trips for a development shall be consistent with the most recent edition of the Trip Generation Manual, published by the Institute of Traffic Engineers. The traffic study shall include at a minimum:

1. An analysis of origin/destination trip distribution proposed;
2. The identification of any intersection that would receive the addition of 20 or more trips during the p.m. peak hour; and
3. An analysis demonstrating how impacted intersections could accommodate the additional trips and maintain the LOS standard.

BD. Development Approval Conditions. A development proposal that will have a direct traffic impact on a roadway or intersection that exceeds the adopted LOS standards shall not be approved unless:

1. The applicant agrees to fund improvements needed to attain the LOS standard;
2. The applicant achieves the LOS standard by phasing the project or using transportation demand management (TDM) techniques to reduce the number of peak hour trips generated by the project;

3. The roadway or intersection has already been improved to its ultimate roadway section and the applicant agrees to use TDM incentives and/or phase the development proposal as determined by the City of Shoreline.

**AMENDMENT #2 SMC 20.70.010 and .020**

*These sections would be recodified as SMC 12.10.100 and .110, respectively.*

**20.70.010 Purpose.**

~~The purpose of this chapter is to establish engineering regulations and standards to implement the Comprehensive Plan and provide a general framework for relating the standards and other requirements of this Code to development.~~

**20.70.020 Engineering Development Guide.**

~~Pursuant to SMC [20.10.050](#), the Director is authorized to prepare and administer an “Engineering Development Guide.” The Engineering Development Guide includes processes, design and construction criteria, inspection requirements, standard plans, and technical standards for engineering design related to development. The specifications shall include, but are not limited to:~~

- ~~A. Street widths, curve radii, alignments, street layout, street grades;~~
- ~~B. Intersection design, sight distance and clearance, driveway location;~~
- ~~C. Block size, sidewalk placement and standards, length of cul de sacs, usage of hammerhead turnarounds;~~
- ~~D. Streetscape specifications (trees, landscaping, benches, other amenities);~~
- ~~E. Surface water and stormwater specifications;~~
- ~~F. Traffic control and safety markings, signs, signals, street lights, turn lanes and other devices be installed or funded; and~~
- ~~G. Other improvements within rights-of-way~~

**AMENDMENT #3 SMC 20.70.120 and .130**

SMC 20.70.120 ~~General~~ Dedication of right-of-way

- A. Dedication shall occur at the time of recording for subdivisions, and prior to permit issuance for development projects.
- B. Dedications may be required in the following situations:
  1. When it can be demonstrated that the dedications of land or easements within the proposed development or plat are necessary as a direct result of the proposed development or plat to which the dedication of land or easement is to apply;
  2. To accommodate motorized and nonmotorized transportation, landscaping, utilities, surface water drainage, street lighting, traffic control devices, and buffer requirements as required in Subchapter 4, Required Improvements, and Subchapter 5, Utility Standards;
  3. Prior to the acceptance of a private street, private stormwater drainage system or other facility for maintenance;

4. When the development project abuts an existing substandard public street and additional right-of-way is necessary to incorporate future frontage improvements as set forth in the Transportation Master Plan and the Engineering Development Guide for public safety; or
5. Right-of-way is needed for the extension of existing public street improvements necessary for public safety.

C. The city may accept dedication and assume maintenance responsibility of a private street only if the following conditions are met:

1. All necessary upgrades to the street to meet City standards have been completed;
2. All necessary easements and dedications entitling the City to properly maintain the streets and allow public access have been conveyed and accepted by the City;
3. The Director has determined that maintenance of the facility will contribute to protecting or improving the health, safety, and welfare of the community served by the private road; and

SMC 20.70.130 Dedication of right-of-way.

- ~~A. The Director may grant some reduction in the minimum right-of-way requirement where it can be demonstrated that sufficient area has been provided for all frontage improvements.~~
- ~~B. The City may accept dedication and assume maintenance responsibility of a private street only if the following conditions are met:~~
- ~~1. All necessary upgrades to the street to meet City standards have been completed;~~
  - ~~2. All necessary easements and dedications entitling the City to properly maintain the street have been conveyed to the City;~~
  - ~~3. The Director has determined that maintenance of the facility will contribute to protecting or improving the health, safety, and welfare of the community served by the private road; and~~
  - ~~4. The City has accepted maintenance responsibility in writing.~~

SMC 20.70.220 Street classification.

~~Streets and rights of way are classified in the Transportation Master Plan Street Classification Map (Fig.A)~~

SMC 20.70.320 Frontage improvements

Frontage improvements required for subdivisions pursuant to Chapter 58.17 RCW and Chapter 20.30 SMC, Subchapter 7, and to mitigate identified impacts, shall be provided and installed pursuant to standards set forth in the Transportation Master Plan Street Classification Map (Fig. A), the Master Street Plan contained in Appendix D of the Transportation Master Plan and the Engineering Development Guide for the specific street which is substandard pursuant to this section. When required, frontage improvements shall be

installed as described in the ~~Transportation Master Plan and the Engineering Development Guide for the specific street classification and street segment~~

- A. Standard frontage improvements consist of curb, gutter, sidewalk, amenity zone and landscaping, drainage improvements, and pavement overlay to one-half of each right-of-way abutting a property as defined for the specific street classification. Additional improvements may be required to ensure safe movement of traffic, including pedestrians, bicycles, transit, and nonmotorized vehicles. The improvements can include transit bus shelters, bus pullouts, utility undergrounding, street lighting, signage, and channelization.
- B. Frontage improvements are required for:
  - 1. All new multifamily, nonresidential, and mixed-use construction;
  - 2. Remodeling or additions to multifamily, nonresidential, and mixed-use buildings or conversions to these uses that increase floor area by 20 percent or greater, as long as the original building footprint is a minimum of 4,000 square feet, or any alterations or repairs which exceed 50 percent of the value of the previously existing structure;
  - 3. Subdivisions.

Exception:

i. Subdivisions, short plats, and binding site plans where all of the lots are fully developed.

C. Exemptions to some or all of these requirements may be allowed if the street will be improved as a whole through a Local Improvement District (LID) or Capital Improvement Project scheduled to be completed within five years of permit issuance. In such a case, a contribution may be made and calculated based on the improvements that would be required of the development. Contributed funds shall be directed to the City's capital project fund and shall be used for the capital project and offset future assessments on the property resulting from an LID. An LID "no-protest" commitment shall also be recorded. Adequate interim levels of improvements for public safety shall be required.

D. Required improvements shall be installed by the applicant prior to final approval or occupancy.

E. For subdivisions the improvements shall be completed prior to final plat approval or post a bond or other surety as provided for in SMC [20.30.440](#)



# Transportation Element Goals & Policies

## *Introduction*

The Transportation Element will guide the development and funding of a transportation network that provides mobility for residents and employees within the City of Shoreline in a way that preserves citizens' quality of life. The City's transportation system will be designed around safe and friendly streets that can accommodate pedestrians and bicycles as well as automobiles and buses. Because of Shoreline's location between the City of Seattle and Snohomish County, the City should also pursue a strategic plan to coordinate transportation improvements with neighboring jurisdictions and transit providers. The Transportation Element establishes policies on how to prioritize the City's transportation system improvements and how to identify the City's strategic interests in regional investments, adjacent transportation facilities and funding alternatives.

## *Transportation Goals*

- Goal T I:** Provide safe and friendly streets for Shoreline citizens.
- Goal T II:** Work with transportation providers to develop a safe, efficient and effective multimodal transportation system to address overall mobility and accessibility. Maximize the people carrying capacity of the surface transportation system.
- Goal T III:** Support increased transit coverage and service that connects local and regional destinations to improve mobility options for all Shoreline residents.
- Goal T IV:** Provide a pedestrian system that is safe, connects to destinations, accesses transit, and is accessible by all.
- Goal T V:** Develop a bicycle system that is connective and safe and encourages bicycling as a viable alternative method of transportation
- Goal T VI:** Protect the livability and safety of residential neighborhoods from the adverse impacts of the automobile.
- Goal T VII:** Encourage alternative modes of transportation to reduce the number of automobiles on the road.
- Goal T VIII:** Develop a transportation system that enhances the delivery and transport of goods and services
- Goal T IX:** Secure reliable and fair funding to ensure continuous maintenance and improvement of the transportation system.

**Goal T X:** Coordinate the implementation and development of Shoreline’s transportation system with our neighbors and regional partners.

**Goal TXI:** Maintain the transportation infrastructure so that it is safe and functional.

## **Transportation Policies**

### **Safe and Friendly Streets**

- T1:** Make safety the first priority of citywide transportation planning and traffic management. Place a higher priority on pedestrian, bicycle, and automobile safety over vehicle capacity improvements at intersections.
- T2:** Use engineering, enforcement, and educational tools to improve traffic safety on City roadways.
- T3:** Monitor traffic accidents, citizen input/complaints, traffic violations, and traffic growth to identify and prioritize locations for safety improvements.
- T4:** Develop a detailed traffic and pedestrian safety plan for arterials, collector arterials and high potential hazard locations.
- T5:** Develop a safe roadway system as a high priority. Examples of methods to improve safety include:
  - center left turn lanes,
  - median islands,
  - turn prohibitions,
  - signals, illumination,
  - access management, and
  - other traffic engineering techniques.
- T6:** Evaluate and field test installation of devices that increase safety of pedestrian crossings such as flags, in-pavement lights, pedestrian signals, and raised, colored and/or textured crosswalks.
- T7:** Designate “Green Streets” on select arterials and neighborhood collectors that connect schools, parks, neighborhood centers and other key destinations. Compile design standards for each “Green Street” type.
- T8:** Develop a comprehensive detailed street lighting and outdoor master lighting plan to guide ongoing public and private street lighting efforts.
- T9:** Minimize curb cuts (driveways) on arterial streets by combining driveways through the development review process and in implementing capital projects.

### **Multi-Modal Transportation System**

**T10:** Implement the Transportation Master Plan that integrates “Green Streets”, bicycle routes, curb ramps, major sidewalk routes, street classification, bus routes and

transit access, street lighting and roadside storm drainage improvements. Promote adequate capacity on the roadways and intersections to provide access to homes and businesses.

- T11:** Coordinate transportation infrastructure design and placement to serve multiple public functions when possible, i.e. integrate storm water management, parks development and transportation facility design.
- T12:** Implement a coordinated signal system that is efficient and which is flexible depending on the demand or time of day, and responsive to all types of users.
- T13:** Adopt LOS E at the signalized intersections on the arterials within the City as the level of service standards for evaluating planning level concurrency and reviewing traffic impacts of developments, excluding the Highways of Statewide Significance (Aurora Avenue N and Ballinger Way NE). The level of service shall be calculated with the delay method described in the Transportation Research Board's Highway Capacity Manual 2000 or its updated versions.
- T14:** The City of Shoreline shall pursue the development of a multi-modal measure for Level of Service that takes into account not only vehicular travel and delay, but transit service and other modes of travel.
- T15:** Assure that vehicular and non-motorized transportation systems are appropriately sized and designed to serve the surrounding land uses and to minimize the negative impacts of growth.
- T16:** Design transportation improvements to support the city's land use goals and fit the character of the areas through which they pass.
- T17:** Utilize the Arterial Classification Map as a guide in balancing street function with land uses. Minimize through traffic on local streets.
- T18:** Develop a regular maintenance schedule for all components of the transportation infrastructure. Develop maintenance schedules based on safety/imminent danger, and on preservation of resources.
- T19:** Inventory and inspect the transportation infrastructure.
- T20:** Establish a pavement management system.
- T21:** Upgrade our signal system to that it is responsive, fully interconnected, and moves people efficiently and safely.

### **Local and Regional Public Transit**

- T22:** Develop a detailed transit plan in coordination with transit providers to identify level of service targets, facilities and implementation measures to increase Shoreline residents' and students' transit ridership.

- T23:** Work with transit service providers to provide safe, lighted, and weather protected passenger waiting areas at stops with high ridership, transfer points, Park and Ride, and park and pool lots.
- T24:** Work with all transit providers to support “seamless” service into Shoreline across the county lines and through to major destinations.
- T25:** Work with Sound Transit to study the development of a low impact commuter rail stop in the Richmond Beach/Point Wells area. The Richmond Beach residents shall be involved in the decision making process as far as location, design, and access to the service.

**Pedestrian System**

- T26:** Provide adequate, predictable, and dedicated funding to construct pedestrian projects.
- T27:** Place high priority on sidewalk projects that abut or provide connections to schools, parks, transit, shopping, or large places of employment.
- T28:** Reinforce neighborhood character and abutting land uses when developing and designing the pedestrian system.
- T29:** Provide sidewalks on arterial streets and neighborhood collectors.
- T30:** Develop flexible sidewalk standards to fit a range of locations, needs and costs.
- T31:** Work with the School District to determine and construct high priority safe school walk routes. The City should partner with the School District to achieve these goals.
- T32:** Coordinate sidewalk design and construction with adjacent jurisdictions where sidewalks cross the City boundaries.
- T33:** Provide pedestrian signalization at signalized intersections, and install midblock crossings if safety warrants can be met. Consider over- and under-crossings where feasible and convenient for users. Use audio and visual pedestrian aids where useful.
- T34:** Implement the City’s curb ramp program to install wheelchair ramps at all curbed intersections.
- T35:** Require all commercial, multi-family and residential short-plat and long-plat developments to provide for sidewalks or separated all weather trails, or payment in lieu of sidewalks.
- T36:** Develop an off-street trail system that serves a recreational and transportation function. Preserve rights-of-way for future non-motorized trail connections, and utilize utility easements for trails when feasible.

### **Bicycle System**

- T37:** Reinforce neighborhood character and abutting land uses when developing and designing the bicycle system.
- T38:** Work with the bicycle community to develop bicycle routes connecting schools, recreational and commuter destinations, including transit linkages. Aggressively pursue construction of the Interurban Trail as the spine of the City's bicycle system.
- T39:** Work with neighboring jurisdictions and other agencies to ensure that Shoreline's bicycle routes/corridors and designs are compatible and connect with one another.
- T40:** Work with Lake Forest Park to develop a bicycle linkage to the Burke-Gilman trail.
- T41:** Work with the School District to determine and encourage safe bike routes to schools. The City should partner with the School District to achieve these goals.
- T42:** Accommodate bicycles in future roadway or intersection improvement projects.
- T43:** Require new commercial developments to provide convenient bicycle parking facilities for employees and visitors/customers. Encourage merchants to install bike parking facilities.
- T44:** Reduce barriers to bicycle travel and reduce bicycle safety problems.

### **Neighborhood Protection**

- T45:** Work with neighborhood residents to reduce speeds and cut-through traffic on non-arterial streets with education, enforcement, traffic calming, signing, or other techniques. Design new residential streets to discourage cut-through traffic while maintaining the connectivity of the transportation system.
- T46:** Streamline the Neighborhood Traffic Safety Program process and improve opportunities for public input.
- T47:** Monitor traffic growth on collector arterials and neighborhood collectors and take measures to keep volumes within reasonable limits.

### **Transportation Demand Management**

- T48:** Work with major employers, developers, schools, and conference facilities to provide incentives to employees, tenants, students, and visitors to utilize alternatives other than the single occupant vehicle.
- T49:** Support educational programs for children and residents that communicate transportation costs, safety, and travel choices.
- T50:** Support state and federal tax policies that promote transit and ridesharing.

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- T51:** Develop parking system management and regulations to support alternatives to the single occupant vehicle
- T52:** Analyze alternatives by which employers and/or developers not subject to the Commute Trip Reduction Act can encourage their employees and tenants to pursue alternative transportation choices.
- T53:** Work with Shoreline Community College and King County Metro to reduce employee and student use of single occupant vehicles and promote transit and carpooling.

**Freight Mobility System**

- T54:** Incorporate new strategies, as they are developed, into Shoreline’s TDM programs that promote or provide alternatives to driving alone.
- T55:** Ensure that service and delivery trucks, and other freight transportation can move with minimal delay on appropriate streets and rail systems in our city as shown on the truck route map.
- T56:** Minimize the disruption of arterial traffic flow by developing time-limited loading zones in commercial areas and regulating areas that don’t have loading zones. Develop a plan for business access streets to provide freight loading zones on less-heavily traveled roadways.
- T57:** Discourage truck traffic through residential neighborhoods during typical sleeping hours.
- T58:** Work with developers/property owners along the Aurora Avenue North corridor and in North City to plan business access streets as a part of redevelopment.

**Funding**

- T59:** Aggressively seek grant opportunities to implement the adopted Transportation Element to ensure that Shoreline receives its fair share of regional and federal funding. Pursue grant opportunities for joint project needs with adjacent jurisdictions.
- T60:** Analyze and if feasible implement a City-wide development impact fee program which will include transportation system improvements, and where feasible, use SEPA to provide traffic mitigation for system-wide impacts.
- T61:** Support efforts at the state and federal level to increase funding for the transportation system.
- T62:** Allocate resources in the City’s Transportation Improvement Program and Capital Improvement Program according to the project prioritization matrices.
- T63:** Balance project costs against reasonably expected revenue sources for the Transportation Master Plan (TMP). The TMP shall be updated bi-annually to reflect changes in revenue availability and revisions to the project list.

- T64:** Pursue one of the following actions in the event that the City is unable to fund the transportation capital improvements needed to maintain adopted transportation level of service standards:
- Phase development which is consistent with the Land Use Plan until such time that adequate resources can be identified to provide adequate transportation improvements;
  - Reassess the Land Use policies and regulations to reduce the travel demand placed on the system to the degree necessary to meet adopted transportation service standards; or
  - Reassess the City’s adopted transportation level of service standards to reflect levels that can be maintained, based on known financial resources.

### **Regional Coordination**

- T65:** Advocate the City’s strategic interest in high capacity transit, local and express bus service and other transit technologies. Work with local and regional agencies to obtain a fair share of transit service and facilities.
- T66:** Develop short-, medium- and long-range priorities and implementation strategies for improvements to the state highway system within and adjacent to the City of Shoreline. Advocate for added access to and connections on to I-5 through the City of Shoreline.
- T67:** Develop interlocal agreements with neighboring jurisdictions for development impact mitigation, for coordination of joint projects, and management of pass-through traffic. Consider annexing the sections of NE 145<sup>th</sup> and NE 205<sup>th</sup> Streets that are adjacent to the City. Work with adjacent jurisdictions and stakeholders to jointly study the 145<sup>th</sup>, 205<sup>th</sup> and Bothell Way NE corridors to develop level of service standards as part of a plan and funding strategy for future improvements.
- T68:** Work with neighboring jurisdictions to reduce air quality impacts and manage storm water runoff from the transportation system.
- T69:** Pursue methods of reducing the impact on Richmond Beach Drive at the King/Snohomish County line (e.g. closing) if the Point Wells property is not annexed by the City of Shoreline. Consider the extension of 205th only as potential mitigation for future development of Point Wells.

