

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

**AGENDA TITLE:** Transportation Master Plan  
**DEPARTMENT:** Public Works  
**PRESENTED BY:** Paul S. Haines, PE, Public Works Director  
Jill M. Marilley, PE, City Engineer

**PROBLEM/ISSUE STATEMENT:**

The City of Shoreline's Transportation Master Plan (TMP) is the long-range blueprint for travel and mobility, describing a vision for transportation that supports the City's adopted land use plan. The TMP will provide 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 the projects and schedule their planning, engineering, and construction as growth takes place and the need for the facilities and improvements is warranted. The TMP covers all forms of personal travel - walking, bicycling, bus, automobile and freight. The TMP is designed to be flexible and can be modified to meet changing circumstances, funding opportunities and community priorities.

The recommended system improvements in the Transportation Master Plan will implement the City of Shoreline's goals and policies in the Transportation Element of the City's Comprehensive Plan. Those policies provide direction for prioritizing projects and programs and identifying the City's strategic interests in regional investments, adjacent transportation facilities, and funding alternatives. The TMP focuses on satisfying travel demand by making efficient use of the existing infrastructure and by providing the facilities and services to encourage walking, cycling and transit as priority modes.

**FINANCIAL IMPACT:**

Adoption of this plan provides a guideline for future budget and Capital Improvement Program (CIP) development. There are no specific financial obligations or commitments that this plan commits the City too. However, it does outline future needs for maintaining and developing the transportation system over the next 20 years which

**RECOMMENDATION**

Staff recommends that the Council adopt the first City of Shoreline Transportation Master Plan.

Approved By: City Manager RSB City Attorney fxe

## **INTRODUCTION**

The Transportation Master Plan was developed over the last almost three years concurrently with the Comprehensive Plan update. The plan identifies areas of focus and improvement over the next 20 years and, among other recommendations, establishes a preliminary prioritization of projects that can be programmed into future budgets and the Capital Improvement Program. This staff report outlines these priorities, areas of focus and flexibility of the plan and recommends Council adoption of the TMP.

## **BACKGROUND**

The City of Shoreline initiated the update of its Comprehensive Plan concurrent with development of the City's first long-range "Master Plans" for Transportation, Parks and Recreation, and Surface Water Management. The master plans provide detailed information about recommended long-range capital facilities planning and funding, including greater inventory information and level of service information.

The City of Shoreline's Transportation Master Plan (TMP) is the long-range blueprint for travel and mobility, describing a vision for transportation that supports the City's adopted land use plan. The TMP will provide 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 the projects and schedule their planning, engineering, and construction as growth takes place and the need for the facilities and improvements is warranted. The TMP covers all forms of personal travel - walking, bicycling, bus, automobile and freight.

Among other recommendations, the TMP establishes a preliminary prioritization of the projects that can be programmed into future Capital Improvement Plans (CIP). It is intended to serve as a guideline, subject to change, to reflect current conditions as projects are programmed. It is important to note that the TMP is designed to be flexible and can be modified to meet changing circumstances, funding opportunities and community priorities.

Policies developed through the public process and recommended to the City Council for adoption by the Planning Commission and staff provide guidance for program and project needs addressed in the TMP. The TMP reflects policy direction from the City Council, Planning Commission, public comments, and technical analysis of existing conditions and external requirements (such as federal and state mandates). The TMP focuses on satisfying travel demand by making efficient use of the existing infrastructure and by providing the facilities and services to encourage walking, cycling and transit as priority modes.

## **RELATION TO COMPREHENSIVE PLAN TRANSPORTATION ELEMENT**

The recommended system improvements in the Transportation Master Plan will implement the City of Shoreline's goals and policies in the Transportation Element of the City's Comprehensive Plan. Those policies provide direction for prioritizing projects and programs and identifying the City's strategic interests in regional investments, adjacent transportation facilities, and funding alternatives.

The Master Plan's recommended project list is what was adopted in the 20-year Capital Facilities Element in the Comprehensive Plan. Those top priority projects in the Master Plan are, generally, the most suited to "graduating" to the 6-year CIP as it is updated annually. Further plan and project refinement is made when projects are added to the annual budget. It is recognized that additional projects may be added and priorities may change. A project's priority may increase, for example, if outside funding is identified. Or, additional projects may be identified, such as through the City's traffic safety monitoring program. New safety information could potentially elevate the need for a specific project.

## **TRANSPORTATION MASTER PLAN HIGHLIGHTS**

The TMP recommendations support the transportation policies of the City's Comprehensive Plan. The recommended projects listed in the TMP are intended to serve as a guide over the next 5 years when selecting projects for grant applications and for funding within the City's 6-year Capital Investment Plan. The TMP identifies ways to ensure continued mobility through and within the City of Shoreline, while safeguarding its neighborhoods. The TMP focuses on satisfying travel demand by making efficient use of the existing infrastructure and by providing facilities and services that encourage walking, cycling and transit as priority modes.

Chapter 6 identifies multiple areas of attention for the City to address in the next 20 years. These areas of improvement will be developed and included in future workplans and budgets over the next number of years. All of these improvements and developments can be summarized in the Chapter 6 title of "Safe and Friendly Streets" and will remain as the guiding theme for the TMP implementation. The in-depth recommendations can be found in the report but are briefly summarized as follows:

**Enhanced Safety Programs:** Citizen safety within our transportation system is critical to "Safe and Friendly Streets". This program will seek to combine civil engineering, safety education and police enforcement tools to improve traffic safety. Early elements could include working with the Shoreline School District to address safe walking routes to schools and reduce hazards along these routes, provide safety education in multiple formats, encourage alternative transportation methods and provide bicycle safety education;

**Street Lighting:** Street lighting increases a feeling of safety that will encourage people to choose alternative transportation methods. Early elements could include adopting and funding a street lighting plan that establish standards for street light type and placement as well as operation methods.

**Curb Ramps & Pedestrian Program:** The curb ramp program is already established with in the CIP programming and is expected to continue until the project objectives are met. For the Pedestrian Program we will seek funding and programming to construct more pedestrian facilities throughout the City and prioritize the locations.

**Neighborhood Traffic Safety Program:** This established program shall continue to provide services to improve residential street safety and reducing impacts form surrounding city arterials and state highways.

**“Green Streets”:** The Community Design Element directs the City to develop a program to implement “Green Street” Improvements that prioritize connections among all uses in the City and then develop standards to overlay on existing street standards to establish the “greening” of our streets.

**Street Classification Recommendations:** Implementation of the recommendations could provide emphasis to areas requiring specific traffic needs, revision of street standards and possible restriping opportunities to reduce speeds and improve safety where needed;

**Roadway Improvement Projects:** Construction of roadway improvements will increase safety and address predicted level of service issues;

**Transit Improvements:** In this area, the City would work with WSDOT, transit agencies and King County to continue to improve transit service within the City and for commuters and develop programs and incentives to encourage other modes of transportation;

**Pedestrian Improvements:** As part of the Curb Ramp and Pedestrian Program candidate projects and priorities would be developed to construct new pedestrian facilities in areas that currently lack any type of system. Additional funding sources will be pursued and programmed in future CIPs;

**Bicycle Improvements:** Development of programs and projects in this area could include improvement of the cross town connectors to work with the Interurban Trail now under construction; other improvements would include connections with other regional trail such as the Burke-Gilman Trail;

**Transportation Demand Management (TDM):** This continuing program encourages a more efficient use of the existing transportation system by influencing the time, route or mode selected for a given trip. The City would continue to develop these programs for employers, developers and other organizations who help impact the transportation system;

**Freight and Mobility System:** This program would include maintaining a truck route system, develop commercial area guidelines and encourage or program business access plans in major business areas;

**Regional Coordination:** A number of the influences on our arterial system is from impacts outside of our City. As such, the City will continue to actively participate

and coordinate with the region on transportation issues to bring greater benefit to the City.

As the above extensive list indicates, there are a number of areas the City will need to address during the life of this TMP. Priorities, workplans and policy issues will continue to be brought to the Council for discussion and decisions as programs are funded and developed. Funding in all areas will be identified and pursued to enhance programs and increase the impact of our local funding.

### **PROCESS AND UPDATED INFORMATION**

The City of Shoreline initiated the update of its Comprehensive Plan concurrent with development of the City's first long-range "Master Plans" for Transportation, Parks and Recreation, and Surface Water Management.

The City held two public meetings in September 2003 to introduce the project to the public. The Planning Commission's transportation work group supplemented the public comments received at the open houses and identified additional areas of the city needing transportation improvements, as well as policy issues for consideration. Following completion of draft plans (including the Transportation Master Plan and the Transportation Element), a third open house was held on May 13, 2004, to ask for input on proposed comprehensive plan and master plan revisions. The Planning Commission subsequently reviewed the Transportation Master Plan in Fall 2004 and recommended Council approval.

The Planning Commission did request we initiate addressing our method of measuring delay. While supportive of the change to the delay method, which provided a clearer list of projects to be accomplished, they requested a future change. This change will seek to incorporate the impacts of transit and non-single occupant vehicles in measuring delay and encouraging these transportation alternatives.

Some of the capital facilities information provided in the master plans was developed prior to adoption of the current 6-year Capital Improvement Program (CIP). The capital facilities information included here includes all of the capital facilities recommendations of the master plans. Where newer information is available, such as more detailed information or updated costs developed as part of the 6-year CIP process, that newer information is provided.

Attached are the policy and project listing changes made during Council review in the first half of 2005 and adopted June 13, 2005. Also listed are minor general edits to formatting and grammar. Upon adoption, a final version that includes these changes will be distributed and available to the public.

### **RECOMMENDATION**

The development of the TMP compiles and develops information that was previously in multiple plans or had not yet been developed. By developing this TMP we now have a working document to guide our recommendations to Council on programs, priorities and

staff efforts. We have specific goals and guidelines to provide our citizens with an improving transportation system. With this single document we have established information that will guide our next 20 years, create clear goals in our CIP program development and enable us to create better improvements for our citizens in a more efficient and cost effective manner.

Staff recommends that the Council adopt the Transportation Master Plan.

**Attachments:**

Attachment A: Policy and Project Listing Changes Errata Sheets

Attachment B: Resolution No. 234 adopting the Transportation Master Plan

**Attachment A. Proposed Modifications to November 2004 Planning Commission  
Recommended Draft Transportation Master Plan**

<b>Subject</b>	<b>Change</b>	<b>Chapters</b>
Goals and Policies (See attached Appendix 1-1)	Updated to reflect June 13, 2005 Council-adopted Comprehensive Plan	Throughout the document and Appendix 1-1.
Project Recommendations (See attached Appendix 6-1)	Updated to reflect Capital Facilities Element of June 13, 2005 Council-adopted Comprehensive Plan	Chapter 6 and Appendix 6-1
Financial Analysis (See attached pages)	Added \$5 million in grant revenue, per Council action on June 13. Added text to report 2005 Legislative transportation funding package	Chapter 7
General edits	Cleaned up any typos, grammar, formatting as needed	Throughout the document (not included in this staff report but will be in final published report)

# Transportation Element Goals & Policies as adopted June, 2005

## 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 ensures 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 standard 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 so 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.
- 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 onto 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.

### *Financial Forecast*

Based upon current funding sources and awarded grants, the funds expected to be available in the next 20 years for transportation capital projects total \$131.6 million in 2004 dollars.

<b>Revenues Available for Transportation Capital Facilities</b>	
	<b>2004\$</b>
Existing Reserves	\$9,518,426
CIP Revenue Forecast 2005-2010 (converted to 2004\$)	\$78,759,243
Local Revenue Forecast 2011-2024	\$27,795,250
SWU Components	\$8,033,000
Assumed New Grants	\$7,503,000
Total Estimated Revenue 2005-2024	\$131,608,919

### *Available Revenue Sources*

#### **State Funding**

In 2005, the Legislature passed ESSB 6103, an \$8 billion dollar investment in transportation over the next 16 years. The revenues include a 9.5 cents gas tax increase phased in over the next four years (3 cents the first year, 3 cents the second year, 2 cents the third year, and 1.5 cents the fourth year), a weight fee on vehicles under 8,000 pounds (up to 4,000 lbs - \$10, 4,000 to 6,000 lbs - \$20, 6,000 to 8,000 lbs - \$30) and various fee increases for vehicle and driver licensing requests.

Table CF-5 Transportation Capital Funding Recommendations

Revenue Available for Transportation Capital Facilities		(2004\$)
EXISTING RESERVES		9,518,426
CIP REVENUE FORECAST 2005 - 2010 (converted to 2004\$)		78,759,243
LOCAL REVENUE FORECAST 2011-2024		27,795,250
SWU COMPONENTS		8,033,000
ASSUMED NEW GRANTS		7,503,000
<b>TOTAL ESTIMATED REVENUE 2005 - 2024</b>		<b>131,608,919</b>

### Recommended Transportation Capital Facilities Spending

Ref. No.	Project	2005 - 2024 Project Cost (2004\$)	2005 - 2010 CIP Project Cost*	Subtotal (2004\$)
<b>Priority Level 1A</b>				
<b>Pedestrian / Nonmotorized Projects</b>				
	Interurban Trail Ped Crossing	2,917,476	3,005,000	
	Interurban Trail North Central Segment	1,970,874	2,030,000	
	Curb Ramp, Gutter and Sidewalk Program	2,740,000	705,000	
	Traffic Small Works	1,800,000	1,201,000	
	Pedestrian Program (candidate projects are listed below)	18,850,000		
	- NW 175th St: 6th Ave NW to Dayton Ave N (one side of street) (\$1,289K)			
	- Dayton Ave N: Carlyle Hall Rd to N 175th (\$1,558K)			
	- N 172nd St: Dayton Ave N to Fremont Ave N (\$357K)			
	- 3rd Ave NW: NW Richmond Beach Rd to NW 195th St (one side) (\$818K)			
	- N 175th and Midvale Ave N Corridors Subarea Project Placeholder (\$2,779)			
	- NE Ballinger Way: 19th Ave south side			
	NE to 25th Ave NE (\$714K)			
	- Fremont Ave N: N 165th St to N 175th St (\$1,720K)			
	- 5th Ave NE: NE 185th St to NE 195th St (\$1,720K)			
	- NW 195th: 8th Ave NW to Fremont Ave NW (\$2,180K)			
	Bicycle Program (candidate projects are listed below)	150,000		
	- NE 185th Street: 5th Ave NE to 10th Ave NE: Restriping, Shared Roadway, Both Sides (120K)			
	- NE 155th St: 5th NE to 15th NE Complete Bike Lanes and Restrict Parking (\$22K)			
	- 25th Ave NE: NE 145th to NE 168th Parking Restrictions (\$0)			
	<b>Subtotal</b>			<b>28,428,350</b>
<b>System Preservation Projects</b>				
	Annual Road Surface Maintenance Program	13,000,000	3,520,000	
	Richmond Beach Overcrossing 1670X	1,867,961	1,924,000	
	<b>Subtotal</b>			<b>14,867,961</b>
<b>Safety / Operations Projects</b>				
	Transportation Improvements CIP Project Formulation	800,000	520,000	
	Neighborhood Traffic Safety Program	3,220,000	1,061,000	
	Aurora 145 - 165	15,993,204	16,473,000	
	Aurora 165 - 205	52,276,747	59,963,000	
	NCBD/15th Ave improvements	3,699,029	3,810,000	
	Dayton Avenue North@175th street retaining wall	388,350	400,000	
	5th Avenue NE street drainage improvements	166,000	0	
	Safety Management Program (candidate projects may include)	1,000,000		
	- Street lighting standards and financing plan (\$50K)			
	- N 175th St/Stone Ave N: install new signal and convert the Midvale signal to a pedestrian signal (\$225K)			
	- NE 185th St/10th Ave NE: install new signal (\$220K)			
	Meridian Ave N/N 175th St Corridors Subarea Project Placeholder	2,060,000		
	Midvale Ave N: N 190th to N 192nd (developer funded)	0		
	NE 175th St/15th Ave NE: Intersection analysis and improvements	1,290,000		
	Planning Studies (candidate studies are listed below)	535,000		
	- N 175th and Meridian Ave N Corridor Subarea Study (\$185K)			



- Multimodal Level of Service Study (\$50K)		
- Richmond Beach Road: Aurora to Puget Sound (\$100K)		
- Ballinger Way Under I-5 Ped Bike Connections (\$50K)		
- Transit Plan (\$100K)		
- Green Street Initial Corridor Selection and Predesign (\$50K)		0
Roads Capital Engineering	3,884,279	1,002,595
General Fund Cost Allocation Overhead Charge (\$150K per yr)	3,000,000	1,119,372
Subtotal		88,312,608

<b>TOTAL 2005 - 2024 PROJECT COSTS</b>	<b>131,608,919</b>
--	--------------------

#### Additional Identified Unfunded Transportation Projects

##### Priority Level 1B

###### Pedestrian / Nonmotorized Projects

24th Avenue NE: 15th Ave NE to city limits	shared roadway	811,000
NE Perkins Way: 10th Ave NE to 15th Ave NE	shared roadway	605,000
NW 200th Street: 8th Ave NW to Aurora Ave N	asphalt trails on both sides	2,279,000
8th Avenue NW: NW 205th St to NW Richmond Beach Rd	5' bike lanes	1,464,000
20th Avenue NW: NW 195th St and NW 190th St	off-road asphalt trail	522,000
NW 196th Street: 20th Ave NW to 24th Ave NW	5' bike lanes built as part of roadway project	130,000
NW Richmond Beach Road/NW 195th St: 20th Ave NW to Dayton Ave N	5' bike lanes built as part of roadway project	280,000
Meridian Ave N: N 175th St to N 172nd St	east side	276,000
3rd Ave NW: NW Richmond Beach Rd to NW 195th St	sidewalk on remaining side	480,000
Ashworth: N 185th to N 192nd	both sides	1,071,000
15th Ave NE: NE Perkins Way to NE 180th St	west	812,000
15th Ave NE: NE 165th St to NE 150th St	east	1,298,000
NE 25th: 195th to 205th	both sides	1,753,000
NE 165th: 15th NE to 25th NE	both sides	1,753,000
N 195th: Wallingford Ave N to 1st NE	both sides	1,298,000
Subtotal		14,832,000

###### Safety / Operations Projects

Dayton Ave N/St Luke Pl N	intersection improvements, subject to predesign	750,000
Innis Arden Way/N 160th St/ Greenwood Ave N	intersection improvements, subject to predesign	750,000
Subtotal		1,500,000

<b>Total Priority Level 1B</b>	<b>16,332,000</b>
--------------------------------	-------------------

##### Priority Level 2

###### Pedestrian / Nonmotorized Projects

NE 155th Street: 5th Ave NE to 15th Ave NE	add signs, share roadway	220,000
Dayton Avenue N: NW Richmond Beach Road to Westminster Way N/N 150th St	shared roadway	3,214,000
NE 150th Street: 15th Ave NE to 25th Ave NE	shared roadway	843,000
NW 175th Street: 6th Ave NW to Dayton Ave N	5' bike lanes	1,243,000
NE 180th: NE 10th to NE 15th	both sides	844,000
NW Innis Arden Way: NW 167th St to Greenwood Ave N	both sides	3,181,000
3rd Ave NW: NW 195th St to NW 205th St	both sides	1,720,000

Fremont Ave N: N 175th St to N 205th St	both sides	5,129,000
NE 150th St: 15th Ave NE to 25th Ave NE	both sides	1,753,000
8th Ave NW: NW 205th St to NW Richmond Beach Board	both sides	2,987,000
24th Ave NE: 15th Ave NE to 25th Ave NE	both sides	1,656,000
10th Ave NE: NE 165th to NE 185th	both sides	3,473,000
Ashworth: N 195th to N 200th	both sides	876,000
6th Ave NW: NW 180th St to NW 175th St	both sides	876,000
Dayton Ave N: St Luke's School to Richmond Beach Rd	both sides	2,045,000
NW 180th St: 8th Ave NW to 6th Ave NW	both sides	422,000
NE Perkins Way: 10th Ave NE to 15th Ave NE	both sides	1,234,000
25th Ave NE: NE 150th St to NE 145th St	both sides	844,000
10th Ave NE: NE 185th St to NE 195th St	both sides	1,668,000
8th Ave NW: NW 185th St to NW 180th St	both sides	649,000
25th Ave NE: NE 168th St to NE 165th St	West	260,000
NW 175th St: 6th Ave NW to Dayton Ave N	sidewalk on remaining side	2,045,000
25th Ave NE: NE 165th St to NE 150th St	East	1,282,000
Ashworth: 145th N to 155th N	both sides	1,720,000
10th Ave NE: NE 162nd to NE 165th	East	292,000
<b>Subtotal</b>		<b>40,476,000</b>

#### Safety / Operations Projects

Perkins Way/15th Ave NE	Provide WB and EB left turn lanes	710,000
19th Ave NE/NE Ballinger Way	Provide NB and SB left turn lanes on 19th Ave NE	710,000
Dayton Ave N/Richmond Beach Rd	Reconfigure intersection; remove islands, rebuild signal. Coordinate with planning study	400,000
Dayton Ave N/Westminster Way	Reconfigure per draft plan	450,000
Carlyle Hall Rd/NW 165th St	Improve geometry to create acceptable angle intersections with the approaches to Dayton Avenue at Carlyle and N 165th	750,000
<b>Subtotal</b>		<b>3,020,000</b>

#### Total Priority Level 2

**43,496,000**

#### Priority Level 3

##### Pedestrian / Nonmotorized Projects

NW Richmond Beach Road/N 185th Street: Dayton Ave N to Stone Ave N	shared roadway	280,000
N 160th Street: Dayton Ave N to Aurora Ave N/Interurban Trail	design study for connection to Interurban Trail	not estimated
N 200th Street: Aurora Ave N to Ashworth Ave N	asphalt trails on both sides	603,000
8th Avenue NW: Richmond Beach Rd to NW 180th Stree; NW 180th St: 8th Ave NW to 6th Ave NW;/6th Avenue NW: NW 180th St to NW 175th St	5' bike lanes	1,808,000
25th Avenue NE: NE 145th St to NE 170th St	shared roadway	2,148,000
10th Avenue NE: NE 155th St to NE 195th St	mixed trail	4,080,000
N 195th Street: Ashworth Ave N to 10th Ave NE	10' mixed trail	2,030,000

NE 165th : NE 6th to NE 5th	both sides	195,000
10th Ave NE: NE 158th to NE 162nd	both sides	584,000
1st NE: N 193rd to N 195th	both sides	519,000
N 165th St: Dayton Ave N to Aurora Ave North	both sides	1,558,000
25th Ave NE: NE 175th St to NE 168th St (see bike project 109)	both sides	844,000
Carlyle Hall Rd NW: NW 175th to Dayton Ave N	both sides	2,013,000
Ashworth: N 167th to N 175th	both sides	1,298,000
5th Ave NE: NE 175th St to NE 185th St	both sides	1,818,000
NE 175th/171st: 15th NE to 25th NE	both sides	1,948,000
Greenwood Ave N: N 160th to Carlyle Hall Road N	both sides	1,234,000
Subtotal		22,960,000
Total Priority Level 3		22,960,000
<b>Total Unfunded Transportation Capital Facilities</b>		<b>82,788,000</b>

See the Transportation Master Plan for more information about proposed projects.

Project costs shown in the TMP have been updated to be consistent with the adopted CIP, where applicable.

Spending completed in 2004 has been removed from project costs.

Additional transportation projects may be funded by grants, bonds, private funds, or other sources.

\* 2005-2010 CIP costs are adjusted for inflation based on proposed timing and are provided, where applicable, for reference only.

**RESOLUTION NO. 234**

**A RESOLUTION OF THE CITY OF SHORELINE, WASHINGTON, ADOPTING  
THE TRANSPORTATION MASTER PLAN**

WHEREAS, the City's first Comprehensive Plan was adopted on November 23, 1998; and

WHEREAS, in 2003 City Council directed staff to undertake development of master plans for Parks Recreation and Open Space (PROS), Transportation (TMP), and Surface Water (SWMP) in conjunction with the Major Update of the Comprehensive Plan to take advantage of coordinated process and review; and

WHEREAS, an extensive public participation process was conducted to develop and review the TMP in conjunction with the Comprehensive Plan Update and development of the other master plans. This included four phases:

1. Listen and Learn, September 2003 to December 2003 – Purpose of phase was public input on technical information and staff listens to community values.
2. Writing, October 2003 to April 2004 – Purpose of phase was for staff to work with Planning Commission workgroups to draft plans and identify needed revisions based on updated data and current community values.
3. Public Review, May 2004 to November 2004 – Purpose of phase was to provide multiple opportunities for public review and input on the draft plans, and opportunities for the Planning Commission to hear and respond to public comment.
4. Adoption, December 2004 to June 2005 – Purpose of the phase was for continued public input opportunities and Council review and adoption of the plans.; and

WHEREAS, a SEPA Determination of Non-significance was issued on September 14, 2004 for the adoption of the TMP; and

WHEREAS, the Planning Commission conducted a Public Hearing on the Updated Comprehensive Plan, PROS Plan, TMP, and SWMP on September 28, 29, 30, 2004; and

WHEREAS, the Planning Commission unanimously recommended approval of the Updated Comprehensive Plan, PROS Plan, TMP, and SWMP on November 4, 2004; and

WHEREAS, the City Council conducted public hearings on the Updated Comprehensive Plan, PROS Plan, TMP, and SWMP on December 13, 2004, January 10,

2005, and February 14, 2005; and

WHEREAS, the City Council adopted the Major Update to the Comprehensive Plan on June 13, 2005 by Ordinance No. 388, which included a Capital Facilities Element that contained all the six and twenty-year capital projects that are identified in the PROS Plan, TMP, and SWMP; and

WHEREAS, the TMP is consistent with the Comprehensive Plan, including the Capital Facilities Element.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON AS FOLLOWS:**

**Section 1. Plan Adopted.** The Transportation Master Plan, published November 2004 and filed in the City Clerk's Office under Clerk's Receiving Number 3477, is hereby adopted.

**ADOPTED BY THE CITY COUNCIL ON JULY 11, 2005.**

\_\_\_\_\_  
Mayor Ron Hansen

ATTEST:

\_\_\_\_\_  
Scott Passey  
City Clerk

This page intentionally left blank.