

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

<p>AGENDA TITLE: Transportation Master Plan Update DEPARTMENT: Public Works PRESENTED BY: Kirk McKinley, Transportation Services Manager Alicia McIntire, Senior Transportation Planner</p> <p>ACTION: <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Discussion</p>
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PROBLEM/ISSUE STATEMENT:

The intent of this agenda item is to introduce minor amendments to the City's Transportation Master Plan (TMP) to the Council. In December 2011, Council adopted a major update to the City's TMP. The TMP is Shoreline's long range vision for the City's transportation system. It addresses all modes of transportation, including bicycle, pedestrian, transit, vehicular and freight travel. The TMP includes policy and program direction, bicycle, pedestrian and transit system plans and the projects needed to complete them, as well as a funding strategy to implement the identified projects. It also identifies the classification for all streets in the City and contains a master street plan for Shoreline streets.

Over the past year, staff has implemented various aspects of the TMP. Through its use, staff has noted a few minor changes needed to correct errors or add clarification. Additionally, staff identified reclassification of N 192nd Street from Aurora Avenue N to Ashworth Avenue N as part of the discussion with Council earlier this year regarding access from the South Echo Lake development. Finally, with the decision by the Sound Transit Board identifying Interstate 5 as the only light rail alignment for the Lynnwood Link light rail extension project, a figure within the plan that previously included Aurora Avenue N can be updated. The changes recommended with this update are minor in nature and do not result in policy changes or the identification of new projects.

RESOURCE/FINANCIAL IMPACT:

There is no financial impact to the City associated with the proposed amendments to the TMP. The proposed amendments are minor in scope and do not include addition of any new projects or programs for implementation.

RECOMMENDATION

There is no formal action required this evening, although staff is seeking Council direction regarding the recommended amendments to the TMP. Staff will return to Council on December 3 for adoption of the amendments to the TMP.

Approved By: City Manager **JU** City Attorney **IS**

INTRODUCTION

In December 2011, Council adopted an update to the City's Transportation Master Plan (TMP). As the long range vision for the City's transportation system, the TMP addresses the current and future needs of all modes of transportation in the City, including bicycle, pedestrian, transit, vehicular and freight travel. The TMP includes policy and program direction, bicycle, pedestrian and transit system plans and the projects needed to complete them and a funding strategy to implement the identified projects.

Since its adoption, staff has utilized the TMP for project review, program development and policy direction. Over the past year, staff has noted errors or areas that need clarification. The classification of N 192nd Street from Aurora Avenue N to Ashworth Avenue N was discussed with Council earlier this year in conjunction with the issues raised regarding access from the South Echo Lake development. Soon after adoption of the TMP, the Sound Transit Board identified Interstate 5 as the only alignment to be considered as part of the Lynnwood Link Light Rail extension project. The recommended changes address these issues and do not result in policy changes or the identification of new projects.

DISCUSSION

The specific text for each recommended change detailed below is included with Attachment A.

Street Reclassification

Earlier this year, Council discussed access to N 192nd Street from the South Echo Lake development. One aspect of that conversation focused on the functionality of the street. Currently, N 192nd Street from Aurora Avenue N to Ashworth Avenue N is classified as a Local Secondary Street. This segment of N 192nd Street connects two arterial streets (Aurora Avenue N and Ashworth Avenue N) and is the only east-west connection from the neighborhood to Aurora Avenue N between N 185th Street and N 200th Street. It has traffic volumes consistent with those of a Collector Arterial. Based upon the functionality, street grid and traffic volumes, staff recommends reclassification of N 192nd Street from Aurora Avenue N to Ashworth Avenue N to a Collector Arterial. This recommended change is shown on Attachment B.

Staff has contacted the Department of Commerce to verify that a change in street classification does not have to be considered a GMA comprehensive plan amendment, and therefore be docketed for the annual review of the Planning Commission. Their initial feedback is that the functional street classification maps do not need to be included in the comprehensive plan itself and therefore can be considered an amendment to the TMP. If the Department ultimately provides a different response, staff will notify Council of the change.

Light Rail Alignment

At the time the TMP was adopted, Sound Transit was still considering two alignment options for the Lynnwood Link light rail extension project – Aurora Avenue N and

Interstate 5. The Long Range Transit Plan included in the TMP included policy language and implementation strategies addressing anticipated changes to transit service in Shoreline in conjunction with the beginning of light rail service. The figure within the Long Range Transit Plan identified conceptual transit enhancements with feeder service to proposed stations along both alignments under consideration at the time. The Sound Transit Board has since identified Interstate 5 as the sole alignment option for light rail. Additionally, Council has identified NE 145th Street and NE 185th Street as the preferred locations for stations in Shoreline. Staff recommends that the figure included in the Long Range Transit Plan be amended to reflect the Interstate 5 alignment and Council's identified preferred station locations. Attachment C identifies the recommended changes to this figure.

Impact Fees

During development of the TMP, staff requested Council direction regarding inclusion of policy direction for creation of an impact fee program for Shoreline. Impact fees can be used to cover a portion of the costs of projects needed to accommodate growth and allow the City to remain consistent with its adopted transportation concurrency standard. Randy Young of Henderson, Young & Co is the City's contracted consultant for development of a new concurrency standard and is a local expert in the creation of impact fee programs for jurisdictions. Mr. Young presented to Council and participated in the discussion about development of an impact fee program for Shoreline. Upon conclusion of the discussion, Council directed staff to create an impact fee program for the City. Staff has been working on creation of this program since the adoption of the TMP.

The TMP includes policy language reflecting Council's direction for creation of an impact fee program. However, there are two erroneous statements in the plan stating that impact fees will cover all of the costs associated with growth projects. Staff recommends that these two statements be corrected.

Master Street Plan

One element of the TMP is a Master Street Plan (MSP). The MSP identifies the planned cross-section for all arterial and local primary streets in the City. The MSP also identifies the maximum right-of-way needs for each street classification.

With the recommended reclassification of N 192nd Street, staff is recommending a cross-section for this roadway segment. The other recommended changes to the MSP are corrections and include:

- Correcting the termini for N 160th Street and NW 175th Street roadway segments
- Correcting the right-of-way width for NW Richmond Beach Road, as the existing MSP does not include the width of the sidewalk in the total
- Correcting the maximum right-of-way need for Minor Arterials in response to the corrected width for NW Richmond Beach Road (a Minor Arterial).

STAKEHOLDER OUTREACH

The City undertook an extensive public involvement process in conjunction with development of the TMP adopted in December 2011. These changes are minor in nature or correct errors within the plan and are not designed to change the intent or policy direction within the plan.

COUNCIL GOAL(S) ADDRESSED

This issue addresses Council Goal 2: “Improve Shoreline's utility, transportation, and environmental infrastructure”. The TMP is the City’s long range plan for transportation infrastructure. The proposed amendments have been developed to make minor corrections and changes to this plan.

RESOURCE/FINANCIAL IMPACT

There is no financial impact to the City associated with the proposed amendments to the TMP. The proposed amendments are minor in scope and do not include addition of any new projects or programs for implementation.

RECOMMENDATION

There is no formal action required this evening, although staff is seeking Council direction regarding the recommended amendments to the TMP. Staff will return to Council on December 3 for adoption of the amendments to the TMP.

Attachment A: Recommended Changes to the Transportation Master Plan

Attachment B: Recommended Street Classifications

Attachment C: Conceptual Transit Enhancements: Long Range Plan

ATTACHMENT A – RECOMMENDED CHANGES TO THE TRANSPORTATION MASTER PLAN

	PAGE	SUBJECT	AMENDMENT	NOTES/EXPLANATION
1	Page 29 (Figure A)	Street Classification	Change the street classification of N 192nd Street from Aurora Avenue N to Ashworth Avenue N from Local Secondary Street to Collector Arterial (See attached)	Per previous discussions with Council.
2	Page 175 (Figure V)	Light Rail Alignment	Remove Aurora Avenue N and the two potential light rail stations as alternatives identified as Light Rail Station Scenario Options. Correct the legend accordingly (See attached)	Sound Transit is now considering Interstate 5 as the only alignment option for the Lynnwood Link Light Rail extension as part of the Draft Environmental Impact Statement. The station locations shown on the figure are consistent with Council's stated preference for station area locations.
3	Page 178	Master Street Plan	The planned cross-sections establish the location of future curbs so that streets can be constructed in the proper location. <u>It should be noted that the identified cross-sections do not necessarily include the full right-of-way width that may be needed at intersections to accommodate additional facilities, such as turn lanes. These right-of-way needs, including those for identified projects needed to accommodate future growth, will be determined at the time of development permit application and/or capital project design.</u>	Added to provide clarification.
4	Page 194	Impact Fees	The fees reimburse at least a portion, if not all , of the costs incurred by the municipality to provide transportation facilities needed to serve new development.	Corrects an error in this statement. Impact fees cannot be used to entirely fund growth projects.
5	Page 243	Impact Fees	The roadway projects to accommodate growth identified in this Transportation Master Plan will be fully funded <u>in part</u> through the collection of transportation impact fees authorized by the Growth Management Act.	Corrects an error in this statement. Impact fees cannot be used to entirely fund growth projects.
6	Page 253	Master Street Plan	The planned cross-sections for these streets establish the location of future curbs so that streets can be constructed in the proper location. <u>It should be noted that the identified cross-sections do not necessarily include the full right-of-way width that may be needed at intersections to accommodate additional facilities, such as turn lanes. These right-of-way needs, including those for identified projects needed to accommodate future growth, will be determined at the time of development permit application and/or capital project design.</u>	Added to provide clarification.

ATTACHMENT A – RECOMMENDED CHANGES TO THE TRANSPORTATION MASTER PLAN

	PAGE	SUBJECT	AMENDMENT	NOTES/EXPLANATION
7	Page 254	Master Street Plan	The maximum right-of-way needs for street classifications are as follows: <ul style="list-style-type: none"> • Principal Arterial – 122 feet • Minor Arterial – 84 <u>95</u> feet • Collector Arterial – 80 feet • Local Primary Street – 66 feet • Local Secondary Street – 90 feet 	Amended for consistency with corrected cross-section for NW Richmond Beach Rd
8	Appendix D	Master Street Plan	See below	Correct the termini for N 160 th St and NW 175 th St, correct the right-of-way width for NW Richmond Beach Rd (it previously did not include the sidewalk widths) and add a cross-section for N 192 nd St to reflect its new classification as a Collector Arterial

APPENDIX D

FUNCTIONAL CLASSIFICATION	STREET NAME	FROM	TO	TOTAL EXISTING RIGHT-OF-WAY	EXISTING CURB TO CURB WIDTH	REQUIRED RIGHT-OF-WAY	PLANNED CURB TO CURB WIDTH	NOTES
Minor Arterial	N 160 th St	Dayton Ave N Greenwood Ave N	Aurora Ave N	50-72	40-43	72	43	
Collector Arterial	N 192 nd St	Aurora Ave N	Interurban Trail	As per the Aurora Corridor Project				
Collector Arterial	N 192 nd St	Interurban Trail	Ashworth Ave N	<u>60</u>	<u>22-26</u>	<u>60</u>	<u>30</u>	
Collector Arterial	NW 175 th St	3rd Ave NW	3rd <u>6th</u> Ave NW	60	28-34	54.5	36	
Minor Arterial	NW Richmond Beach Rd	2nd Ave NW	8th Ave NW	60-80	44-54	79-89' – <u>95'</u>	66	

Figure A Recommended Street Classifications

-  Interstate
- Arterial Streets:**
 -  Principal Arterial
 -  Minor Arterial
 -  Collector Arterial
- Non-Arterial Streets:**
 -  Local Primary Street (formerly "Neighborhood Collector")
 -  Local Secondary Street (formerly "Local Street")
 -  Recommend Change / Affected Street Segment
 -  City Limits

Note: This map includes the following recommended changes to street classification titles:

- Neighborhood Collectors to be renamed "Local Primary Streets"
- Local Streets to be renamed "Local Secondary Streets"



