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**Council Meeting Date:** May 6, 2013

**Agenda Item:** 8(b)

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

<b>AGENDA TITLE:</b> Bicycle System Plan Update <b>DEPARTMENT:</b> Public Works <b>PRESENTED BY:</b> Alicia McIntire, Senior Transportation Planner <b>ACTION:</b> <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Discussion
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**PROBLEM/ISSUE STATEMENT:**

In 2011, Council adopted an updated Transportation Master Plan (TMP). The TMP includes a Bicycle Plan, a major element of which is the Bicycle System Plan (BSP). The BSP represents a complete bicycle system for Shoreline, identifying the location and facility type for existing and future bicycle facilities throughout the City. The BSP maps these facilities throughout the City and shows their connections to existing and planned facilities in neighboring cities.

Since its adoption, the City has been implementing elements of the BSP on an annual basis. This report details the implementation activities that occurred in 2012 and those planned for 2013 and 2014.

**RESOURCE/FINANCIAL IMPACT:**

There is no financial impact associated with tonight's discussion. The resources needed for implementation of the Bicycle System Plan are allocated in conjunction with development of the annual Capital Improvement Plan and operating budget.

**RECOMMENDATION**

No action is required. This report is for discussion purposes only.

Approved By:            City Manager            City Attorney

## **BACKGROUND**

In 2011, Council adopted the updated Transportation Master Plan (TMP). The TMP includes a Bicycle Plan, a major element of which is the Bicycle System Plan (BSP). The BSP (Attachment A) represents a complete bicycle system for the Shoreline, identifying the location and facility type for existing and future bicycle facilities throughout the City. Facilities include:

- Bicycle lanes – on-street lanes adjacent to travel lanes, generally five feet wide.
- Sharrows – pavement marking indicating lanes that are shared by automobiles and bicycles, generally lanes that are wider than a typical travel lane and lower traffic volumes
- Separated bicycle paths – pathways that are completely separated from roadways (such as the Interurban Trail), generally twelve feet wide
- Signage – freestanding signs that indicate a bicycle route, can accompany other facilities

The BSP maps these facilities throughout the City and shows their connections to existing and planned facilities in neighboring cities.

Shoreline recognizes the importance of bicycling as a mode that addresses both the City's transportation and recreational needs. At the city level, bicycle routes in the network connect neighborhoods to schools, city institutions, community businesses and recreational and commuter destinations, including transit linkages. At a larger scale, these bike routes provide connections that link to the regional network.

The Bicycle System Plan was developed with the assistance of the City's Bicycle and Pedestrian Advisory Committee. Routes and facility design were selected with the following criteria in mind:

- Connecting neighborhoods to destinations, such as schools, parks, public buildings, commercial areas and transit
- Connecting to existing facilities, such as the Interurban Trail, within the City and in neighboring jurisdictions
- Connecting to planned facilities in neighboring jurisdictions
- Traffic volumes on the roadway
- Existing right-of-way and capacity to support bicycles
- Future planned capital projects

With two regional bicycle facilities in the City of Shoreline and neighboring Lake Forest Park, connections between the Interurban and Burke-Gilman Trails are important. Developed in partnership, the two cities identified northern and southern routes connecting these two trails. The connections are made up of a combination of bicycle facilities, including signage, bicycle lanes and separated trails. The southern connection has two branches, one of which travels through Hamlin Park. The BSP includes these facilities.

Implementation of this plan will occur in stages over several years. Installation of striping for bicycle lanes or other pavement markings can occur in conjunction with the City's annual road resurfacing program where the planned work coincides with bicycle routes. In some cases, the installation of bicycle lanes will require the removal of on-street parking rather than widening the street. Improvements that are part of larger capital projects, such as roadway widening projects or sidewalk construction, will be installed as the capital improvements are constructed. In locations where bicycle lanes are planned but the existing roadway shoulder serves as the pedestrian walkway, the City will strive to complete sidewalks on at least one side of the street before installing the bicycle lanes. Lower-cost projects, such as sign installation, will be implemented throughout the system as an interim measure until permanent, planned improvements, such as bicycle lanes, separated paths or bridges, can be completed. Private development may also construct portions of the bicycle system as redevelopment occurs.

## **DISCUSSION**

Since its adoption, the City has been implementing elements of the BSP on an annual basis. Attachment B identifies the locations and types of facilities installed in 2012 and those planned for 2013 and 2014 as well as those in existence prior to 2012.

### *Facilities Installed in 2012*

- As part of the City's BST pavement resurfacing work in 2012, the City installed its first sharrows on 10<sup>th</sup> Avenue NE, 22<sup>nd</sup> Avenue NE, NE 171<sup>st</sup> Street, NE 175<sup>th</sup> Street and NE 180<sup>th</sup> Street.
- Bicycle route signage was installed on 19<sup>th</sup> Avenue NE, 25<sup>th</sup> Avenue NE and NE 196<sup>th</sup> Street.
- None of this work required roadway rechannelization or the removal of on-street parking.

### *Facilities Planned for 2013*

- The City plans to install additional sharrows on 10<sup>th</sup> Avenue NE this summer in conjunction with the BST pavement resurfacing work.
- BST work is also planned on NE 185<sup>th</sup> Street from 8<sup>th</sup> Avenue NE to 10<sup>th</sup> Avenue NE. NE 185<sup>th</sup> Street is identified as a bicycle lane street from the Interurban Trail at Midvale Avenue N to 10<sup>th</sup> Avenue NE. Bicycle lanes already exist between Midvale Avenue N and 1<sup>st</sup> Avenue NE. Since installation of the 10<sup>th</sup> Avenue NE sharrows in 2012, there is now a gap in bicycle facilities between bicycle lanes on NE 185<sup>th</sup> St between 1<sup>st</sup> Avenue NE and 10<sup>th</sup> Avenue NE. The City plans to complete the bicycle lanes in the gap this summer.
- In order to provide enough room, on-street parking on the north side of NE 185<sup>th</sup> Street will be removed between 1<sup>st</sup> Avenue NE and 10<sup>th</sup> Avenue NE. Staff anticipates that there may be concerns about this change and the City's Traffic division has sent letters to residents along this section of NE 185<sup>th</sup> Street inviting them to an open house at the Shoreline Center on May 14<sup>th</sup> to review the rechannelization plan and answer questions.

### *Facilities Planned for 2014*

The City was recently awarded two grants for the installation of bicycle facilities, both of which are part of the Interurban-Burke Gilman connectors. One grant is for the construction of a separated pathway on NE 195<sup>th</sup> Street from 1<sup>st</sup> Avenue NE to 5<sup>th</sup> Avenue NE, south of the Holyrood Cemetery. This path will serve as a continuation of the trail just to the west, which was completed in 2011.

The second grant will fund the installation of bicycle lanes and bicycle route signage along the remaining sections of the north and south connectors, as well as a small sidewalk project and some hard surface trail improvements in currently unimproved rights-of-way. The sidewalk project is located on NE 150<sup>th</sup> Street from approximately 18<sup>th</sup> Avenue NE to 20<sup>th</sup> Avenue NE. Once this sidewalk is constructed, a complete sidewalk will exist on the north side of NE 150<sup>th</sup> Street from 15<sup>th</sup> Avenue NE to 25<sup>th</sup> Avenue NE. Bicycle lanes are planned for this section of NE 150<sup>th</sup> Street as well as NE 155<sup>th</sup> Street. The bicycle lanes on NE 155<sup>th</sup> Street will require rechannelization from 5<sup>th</sup> Avenue NE to 15<sup>th</sup> Avenue NE and removal of the existing on-street parking on both sides of the street. The final roadway cross-section will include the bicycle lanes, two through lanes and a center turn lane, which is the same as what currently exists west of 5<sup>th</sup> Avenue NE all the way to Aurora Avenue N. Residents will be notified of this rechannelization work once the design work is underway.

Another part of this grant will be the installation of wayfinding signage that identifies the connectors. Staff, from both Shoreline and Lake Forest Park, agree that it would emphasize the connections between the trails to have unique signage for these routes. Shoreline and Lake Forest Park staff agreed to work on this collaboratively, with Shoreline taking the lead to prepare a design for review and comment by Lake Forest Park.

The City may install additional bicycle facilities in conjunction with the 2014 BST work. This will be determined during the planning process in early 2014 that will finalize the BST routes.

### **STAKEHOLDER OUTREACH**

The City undertook an extensive public outreach process during development of the TMP. A Bicycle and Pedestrian Advisory Committee (BPAC) was created to help with the development of the bicycle and pedestrian plans in the TMP. The BPAC was made up of twelve Shoreline residents that met eight times. The BPAC developed the Bicycle and Pedestrian System Plans and the criteria used to prioritize non-motorized transportation improvements. In addition to the input provided by the BPAC in developing the BSP, there were several opportunities for the public to comment.

When the installation of bicycle facilities is associated with a major capital project and/or results in changes to the channelization of the roadway, such as removal of on-street parking, the City provides notification to surrounding residents and offers an opportunity for comment.

### **COUNCIL GOAL(S) ADDRESSED**

This project addresses Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure, including the action step: Identify funding strategies for constructing new non-motorized improvements.

### **RESOURCE/FINANCIAL IMPACT**

There is no financial impact associated with tonight's discussion. The resources needed for implementation of the Bicycle System Plan are allocated in conjunction with development of the annual Capital Improvement Plan and operating budget.

### **RECOMMENDATION**

No action is required. This report is for discussion purposes only.

### **ATTACHMENTS**

Attachment A: Bicycle System Plan


Attachment B: Bicycle System Plan Implementation 2012-2014



Attachment A

Bicycle System Plan



**Legend**

 Bicycle/Pedestrian Bridge




**Bicycle Plan Routes:**

-  Designated Bike Lane
-  Separated Path
-  Sharrow Lane
-  Signed Bicycle Route
-  To Be Determined

**Other Cities' Bicycle Facilities/Plan**

-  Existing Facilities
-  Planned Facilities

**Other Map Features:**

-  School
-  School Property
-  Park

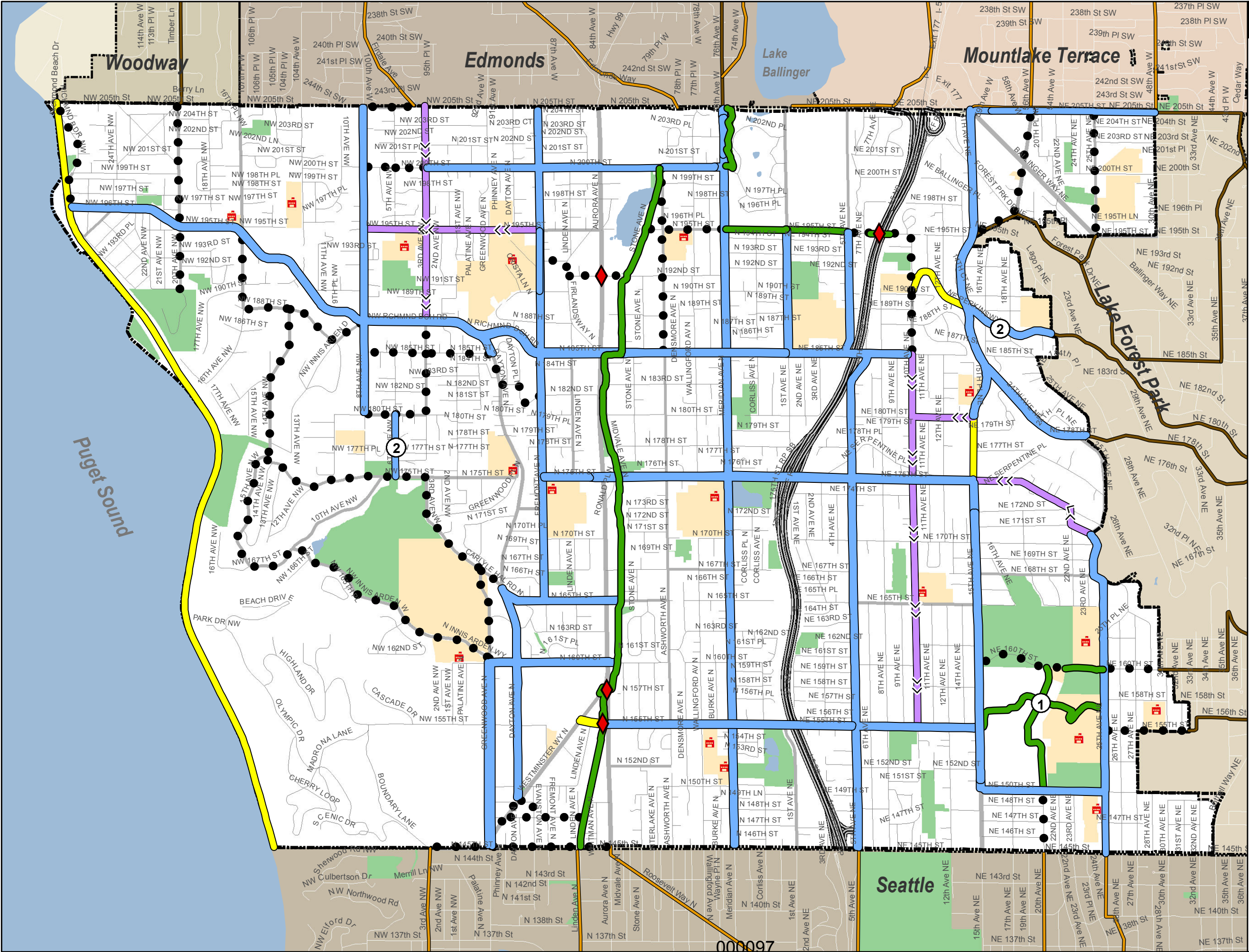
1 = Exact location through Fircrest to be determined.

2 = Bicycle Lane, Uphill;  
Signed Route, Downhill

0 500 1,000 2,000 3,000

Feet

1 inch = 1,953 feet



000097



Woodway

Edmonds

Mountlake Terrace

Lake Ballinger

Puget Sound

Seattle

# Attachment B

## Bicycle System Plan Implementation 2012-2014

### Legend

#### Work Completed in 2012

- Sharrows
- Signage

#### Work Planned for 2013

- Sharrows
- Bicycle Lanes

#### Work Planned for 2014

- Signage
- Sharrows
- Bicycle Lanes
- Separated Trail

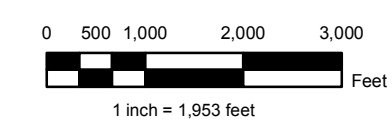
#### Existing Bicycle Facilities:

- Designated Bike Lane
- Separated Path
- Bicycle/Pedestrian Bridge

#### Other Map Features:

- School
- Park
- School Property

1 = Existing bicycle lane is southbound only.



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