

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

<b>AGENDA TITLE:</b>	Transportation Master Plan Update		
<b>DEPARTMENT:</b>	Public Works		
<b>PRESENTED BY:</b>	Kirk McKinley, Transportation Services Manager 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	<input type="checkbox"/> Public Hearing	

**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. Council adopted several minor amendments to the plan in December 2012. 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 changes needed to correct errors or add clarification to the Master Street Plan. Additionally, two changes to the street classification map are needed. 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 2 for adoption of the amendments to the TMP.

Approved By:            City Manager **DT**            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. Council adopted minor amendments to the plan in December 2012 including changes to the street classification map, clarification of the light rail alignment, corrections and clarifications to the Master Street Plan and language addressing impact fees. The details of the approved amendments can be found at:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2012/staffreport120312-7b.pdf>.

Over the past year, staff has implemented various aspects of the TMP. Through its use, staff has noted a few changes needed to correct errors or add clarification to the Master Street Plan. Additionally, two changes to the street classification map are needed. The changes recommended with this update are minor in nature 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**

The Washington State Department of Transportation (WSDOT) and the Federal Highway Administration (FHWA) must approve the designation of all arterial roadways in the City. WSDOT reviews submittals from jurisdictions and then forwards a recommendation to FHWA for final approval. Earlier this year, staff submitted a request for reclassification of several streets in Shoreline based upon the street classification map contained within the TMP, including a change made as part of the 2012 amendments.

WSDOT concurred with all of the City's recommended changes with the exception of one small segment of NE Perkins Way from 18<sup>th</sup> Avenue NE to 22<sup>nd</sup> Avenue NE (approximately 935 feet), which the City wished to reclassify from a Local Secondary Street to a Collector Arterial. WSDOT staff stated their concerns about a street classification changing at a city boundary (Shoreline and Lake Forest Park share the boundary), rather than a more logical termini, such as an intersection. Concurrence from neighboring cities is required for street reclassifications at a border. Although the City of Lake Forest Park concurred with the City's request and staff explained the anticipated changes to volumes on this roadway associated with the light rail station at NE 185<sup>th</sup> Street, WSDOT was not willing to modify their conclusions. WSDOT staff did confirm that they would be willing to revisit the issue should the City of Lake Forest Park choose to reclassify NE Perkins Way from a Local Street to a Collector Arterial within their jurisdiction.

One of the important reasons for identifying and classifying streets as arterials is to obtain federal funding for capital projects. Because the City does not have any capital projects planned for this roadway segment and the City of Lake Forest Park is not interested in exploring reclassification of the roadway within their jurisdiction at this time, staff is recommending that the City accept WSDOT's determination and identify this roadway segment as a Local Secondary Street until these conditions change.

One additional minor correction to the map is also needed. The map identifies the previous title of Local Primary Street and Secondary Street. This language is a remnant from the original draft public review plan. This language should have been removed when the plan was originally adopted in December 2011.

The recommended changes to the Street Classification Map are shown on Attachment B.

### 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. When the MSP was developed, the planned roadway sections were developed on a large segment or corridor scale, rather than a parcel by parcel basis. As a result, it is meant to be a guide for staff, with some flexibility allowed to apply the requirements. City staff uses the MSP to identify the required right-of-way frontage improvements and their location when developing capital projects and reviewing development permit applications. Through its implementation, staff is able to look at the individual roadway segments in finer detail when reviewing permit applications and in relation to the built environment and identify needed changes. These can include issues that require clarification or errors that need to be corrected.

The recommended changes to the MSP include:

- Correcting the right-of-way width for 5<sup>th</sup> Avenue NE from NE 185<sup>th</sup> Street to NE 195<sup>th</sup> Street, as the existing MSP identifies an incorrect requirement.
- Correcting the notes associated with the roadway segment on 10<sup>th</sup> Avenue NE from NE 175<sup>th</sup> Street to NE 185<sup>th</sup> Street. During the planning for the City's North Fork Thornton Creek Low Impact Development (LID) Stormwater Retrofit Project, staff found that space could be utilized behind the sidewalks on both the east and west sides of the roadway and is recommending removal of the language that specifies this allowance for the west side only.
- Include the width requirements for sidewalks associated with adjacent land uses on Local Secondary Streets. This requirement is already stated within the text of the TMP.
- Correct the termini of NE Perkins Way as a Collector Arterial at 18<sup>th</sup> Avenue NE in accordance with WSDOT's determination.
- Change the cross-section of the segment of Westminster Way N from Greenwood Avenue N to Fremont Avenue N to match that of the segment from Fremont Avenue N to N 155<sup>th</sup> Street. Due to the potential redevelopment of Aurora Square as part of the Community Redevelopment Plan, the City should

maintain a wider cross-section until such time as the roadway needs can be studied.

### **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 2 for adoption of the amendments to the TMP.

### **ATTACHMENTS**

Attachment A: Recommended Changes to the Transportation Master Plan  
Attachment B: Recommended Street Classifications

## ATTACHMENT A – RECOMMENDED CHANGES TO THE TRANSPORTATION MASTER PLAN

	PAGE	SUBJECT	AMENDMENT	NOTES/EXPLANATION
1	Page 29 (Figure A)	Street Classification	<ul style="list-style-type: none"> <li>Change the street classification of NE Perkins Way from 18<sup>th</sup> Avenue to NE 22<sup>nd</sup> Avenue NE from Collector Arterial to Local Secondary Street</li> <li>Eliminate language identifying the previous title of Local Primary Street and Local Secondary Street</li> </ul>	<ul style="list-style-type: none"> <li>The Washington State Department of Transportation did not grant approval to classify this roadway segment as a Collector Arterial as desired by the City. This change renders the City's Street Classification Map consistent with their determination.</li> <li>The language identifying the previous title of Local Primary Street and Secondary Street is a remnant from the original draft public review plan. This language should have been removed when the plan was originally adopted in December 2011.</li> </ul>
2	Appendix D	Master Street Plan	See below	<ul style="list-style-type: none"> <li>Correcting the right-of-way width for 5<sup>th</sup> Avenue NE from NE 185<sup>th</sup> Street to NE 195<sup>th</sup> Street, as the existing MSP identifies an incorrect requirement.</li> <li>Correcting the notes associated with the roadway segment on 10<sup>th</sup> Avenue NE from NE 175<sup>th</sup> Street to NE 185<sup>th</sup> Street. During the planning for the City's North Fork Thornton Creek Low Impact Development (LID) Stormwater Retrofit Project, staff found that space could be utilized behind the sidewalks on both the east and west sides of the roadway and is recommending removal of the language that specifies this allowance for the west side only.</li> <li>Include the width requirements for sidewalks associated with adjacent land uses on Local Secondary Streets. This requirement is already stated within the text of the TMP.</li> <li>Change the cross-section of the segment of Westminster Way N from Greenwood Avenue N to Fremont Avenue N to match that of the segment from Fremont Avenue N to N 155<sup>th</sup> Street. Due to the potential redevelopment of Aurora Square as part of the Community Redevelopment Plan, the City should maintain a wider cross-section until such time as the roadway needs can be studied.</li> <li>Correct the termini of NE Perkins Way as a Collector Arterial at 18<sup>th</sup> Avenue NE in accordance with WSDOT's determination</li> </ul>

# ATTACHMENT A – RECOMMENDED CHANGES TO THE TRANSPORTATION MASTER PLAN

## 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
Collector Arterial	5 <sup>th</sup> Ave NE	NE 185 <sup>th</sup> St	NE 195 <sup>th</sup> ST	30-116	16-28	<del>70</del> <u>66</u>	38	
Collector Arterial	10 <sup>th</sup> Ave NE	NE 175 <sup>th</sup> St	NE 185 <sup>th</sup> St	70-80	32	70-80	38	Utilize the space behind the <del>west</del> sidewalk for natural stormwater management
Collector Arterial	25 <sup>th</sup> Ave NE	NE 177 <sup>th</sup> St	NE 178 <sup>th</sup> St	60-110	27	<del>50</del> <u>45</u>	24	Amenity zone will be the shoulder. Preferred width on the east. <u>No sidewalk is planned for the west side of the street due to topography and surface water management needs.</u>
<del>Principal Arterial</del>	<del>Westminster Way N</del>	<del>Greenwood Ave N</del>	<del>Fremont Ave N</del>	90	<del>60-64</del>	<del>68</del>	44	<del>Two travel lanes in each direction</del>
Collector Arterial	NE Perkins Way	15 <sup>th</sup> Ave NE	<del>City limits</del> <u>18<sup>th</sup> Ave NE</u>	60	25-41	60	38	
Principal Arterial	Westminster Way N	<del>Fremont Ave N</del> <u>Greenwood Ave N</u>	N 155 <sup>th</sup> St	90-125	60-78	90	60	Two travel lanes in each direction. <u>Study needed to determine appropriate cross-section in response to redevelopment at Aurora Square.</u>
Local Secondary Street	Generic Cross Section			Varies	Varies	60	32	<u>Five feet is the standard sidewalk width adjacent to single family residential land uses and eight feet is the standard sidewalk width adjacent to all land uses other than single-family residential. Increased width may be required if determined by a traffic study.</u>

Town of  
Woodway

City of  
Edmonds

City of  
Mountlake  
Terrace

# Attachment B

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"

1 inch = 2,000 feet  
0 600 1,200 2,400 3,600 Feet



Proposal : Collector  
Arterial to Local  
Secondary Street

City of Lake  
Forest Park

City of  
Seattle