

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adoption of Resolution No. 352 Updating the Transportation Master Plan
DEPARTMENT:	Public Works
PRESENTED BY:	Kirk McKinley, Transportation Services Manager Alicia McIntire, Senior Transportation Planner
ACTION:	<input type="checkbox"/> Ordinance <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

In December 2011, Council adopted a major update to the City's Transportation Master Plan (TMP). Council also 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.

At their November 18 Council meeting, the recommended amendments to the TMP were presented to Council. The Council also discussed the different street classifications, the potential impacts of changing street classifications and corrections to the Master Street Plan. The details of each TMP amendment can be found in the November 18 staff report, which can be accessed at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2013/staffreport111813-9a.pdf>. The specific text for each recommended change is included as Exhibits A and B to Resolution No. 352 (Attachment A).

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

Staff recommends the Council adopt Resolution No. 352.

ATTACHMENTS:

Attachment A: Proposed Resolution No. 352

Exhibit A: Recommended Changes to the Transportation Master Plan

Exhibit B: Recommended Street Classifications

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

RESOLUTION NO. 352

A RESOLUTION OF THE CITY OF SHORELINE, WASHINGTON AMENDING THE TRANSPORTATION MASTER PLAN TO RECLASSIFY A COLLECTOR ARTERIAL TO A LOCAL SECONDARY STREET, REVISE A CROSS-SECTION, PROVIDE CLARIFYING NOTES TO THE MASTER STREET PLAN, AND CORRECT SCRIVENER'S ERRORS RELATED TO RIGHT-OF-WAY AND THE STREET CLASSIFICATION MAP

WHEREAS, the City's Transportation Master Plan was adopted on December 12, 2011; and

WHEREAS, the City's Transportation Master Plan was amended on December 3, 2012; and

WHEREAS, federal and state guidelines require that streets be classified to reflect their pattern of daily traffic volume; and

WHEREAS, the Transportation Master Plan describes the characteristics of a Local Streets as providing local access to residential areas with daily volumes of less than 3,000 vehicles per day and describes the characteristics of a Collector Arterials as serving community centers and businesses, channeling traffic from Non Arterial Streets to Minor or Principal Arterial, accommodating medium length trips and having volumes between 2,000 and 8,000 vehicles per day; and

WHEREAS, the Transportation Master Plan classifies NE Perkins Way as a Collector Arterial, however the Washington State Department of Transportation did not concur with this classification and requires that it be classified as a non-arterial street; and

WHEREAS, scrivener's errors related to cross sections in the Master Street Plan and the Street Classification map need correction;

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

Section 1. Plan Amended. The Transportation Master Plan, adopted on December 12, 2011 and filed in the City Clerk's Office under Clerk's Receiving Number 6631, is hereby amended as set forth in Exhibits A and B.

ADOPTED BY THE CITY COUNCIL ON DECEMBER 2, 2013.

Mayor Keith McGlashan

ATTEST:

Jessica Simulcik Smith
City Clerk

EXHIBIT 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"> Change the street classification of NE Perkins Way from 18th Avenue to NE 22nd Avenue NE from Collector Arterial to Local Secondary Street Eliminate language identifying the previous title of Local Primary Street and Local Secondary Street 	<ul style="list-style-type: none"> 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. 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.
2	Appendix D	Master Street Plan	See below	<ul style="list-style-type: none"> Correcting the right-of-way width for 5th Avenue NE from NE 185th Street to NE 195th Street, as the existing MSP identifies an incorrect requirement. Correcting the notes associated with the roadway segment on 10th Avenue NE from NE 175th Street to NE 185th 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. 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 155th 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. Correct the termini of NE Perkins Way as a Collector Arterial at 18th Avenue NE in accordance with WSDOT's determination

EXHIBIT 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 th Ave NE	NE 185 th St	NE 195 th ST	30-116	16-28	70 <u>66</u>	38	
Collector Arterial	10 th Ave NE	NE 175 th St	NE 185 th St	70-80	32	70-80	38	Utilize the space behind the west sidewalk for natural stormwater management
Collector Arterial	25 th Ave NE	NE 177 th St	NE 178 th St	60-110	27	50 <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>
Principal Arterial	Westminster Way N	Greenwood Ave N	Fremont Ave N	90	60-64	68	44	Two travel lanes in each direction
Collector Arterial	NE Perkins Way	15 th Ave NE	City limits 18 th Ave NE	60	25-41	60	38	
Principal Arterial	Westminster Way N	Fremont Ave N <u>Greenwood Ave N</u>	N 155 th 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

Exhibit 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