

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

| | | | |
|----------------------|---|---|---------------------------------|
| AGENDA TITLE: | Discussion of the Transportation Master Plan Update: Draft Bicycle Plan | | |
| DEPARTMENT: | Public Works | | |
| PRESENTED BY: | Nora Daley-Peng, Senior Transportation Planner | | |
| ACTION: | <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 City of Shoreline Transportation Master Plan (TMP) is the long-range blueprint for multimodal travel and mobility within Shoreline. The last update to the TMP was in 2011. The TMP, which serves as the supporting analysis for the City's Comprehensive Plan Transportation Element, must be updated to align with the City's Comprehensive Plan periodic update by 2024 and meet the Growth Management Act requirements; maintain the City's eligibility for pursuing future grant funding; and set transportation policies for guiding the development of Shoreline.

The purpose of this agenda item is to provide the Council with the sixth in a series of briefings about the TMP. To date, the project team has assessed existing conditions and needs, conducted the first and second round of public outreach, developed the TMP Vision and Goals, created a draft project evaluation framework, developed the preferred automobile level of service policy, developed draft TMP project prioritization metrics and performance measures, and developed the TMP draft Transit, Shared-use Mobility Hub, and Pedestrian Plans. Tonight, staff will provide Council with a presentation on the TMP draft Bicycle Plan.

RESOURCE/FINANCIAL IMPACT:

There is no additional financial impact associated with the continued work on this project.

RECOMMENDATION

There is no action required tonight; this meeting will provide a briefing on the TMP draft Bicycle Plan for Council's feedback.

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

INTRODUCTION

The TMP update will provide a framework to guide investments in existing and new transportation infrastructure and programs over the next 20 years in accordance with the community's transportation priorities. The TMP update will be developed through close collaboration between City staff, stakeholders, and the public, as well as the Planning Commission and Council, to help identify policies and projects which will support mobility and enhance quality of life in Shoreline. Tonight's discussion is the sixth in a series of briefings to Council about the TMP.

On May 24, 2021, Council held the first discussion on the TMP and agreed with the vision and goals for the TMP update. The staff report for that discussion can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2021/staffreport052421-9a.pdf>.

On November 22, 2021, Council discussed and agreed with the project evaluation framework for the TMP update. The staff report for that discussion can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2021/staffreport112221-9b.pdf>.

On March 7, 2022, Council discussed and agreed with the preferred automobile level of service policy for the TMP update. The staff report for that discussion can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2022/staffreport030722-9a.pdf>.

On March 28, 2022, Council discussed the draft prioritization metrics and performance measures for the TMP update. The staff report for that discussion can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2022/staffreport032822-9a.pdf>.

And on April 4, 2022, Council discussed the TMP draft Transit, Shared-use Mobility, and Pedestrian Plans. The staff report for that discussion can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2022/staffreport040422-8c.pdf>.

This report provides an overview to tonight's presentation and discussion about the TMP draft Bicycle Plan.

BACKGROUND

The City is currently updating its TMP to better serve the community's current and future transportation needs. The TMP supports all forms of travel – by foot, bicycle, skateboard, scooter, stroller, wheelchair, transit, motorcycle, automobile, etc. With the coming arrival of light rail transit, new and higher frequency bus service, new pedestrian/bicycle connections, and land use changes and growth, the TMP update

provides an opportunity to better align transportation goals, objectives, and policies with the City's Comprehensive Plan.

The TMP update will guide local and regional transportation investments and define the City's future transportation policies, programs, and projects for the next 20 years. Using the TMP as a guide, the City can assess the relative importance of transportation projects and programs and schedule their planning, engineering, and construction as Shoreline growth takes place and the need for improved and new facilities is warranted. The TMP update will also establish a methodology/criterion for prioritization of projects to be included in future Transportation Improvement Plans (TIPs) and Capital Improvement Plans (CIPs).

The last update to the TMP was in 2011. The TMP, which serves as the supporting analysis for the City's Comprehensive Plan Transportation Element, must be updated to align with the City's Comprehensive Plan periodic update by 2024 and meet the Growth Management Act requirements; maintain the City's eligibility for pursuing future grant funding; and set transportation policies for guiding the development of Shoreline.

TMP Update Schedule

In fall 2020, the City launched a multi-year process to update the TMP with the goal of adoption by the end of 2022. City staff has and will continue briefing the Council throughout the process and seek their feedback on the development of the TMP update.

To date, the project team has assessed existing conditions, conducted two rounds of public outreach, developed the TMP Vision and Goals and draft project evaluation criteria, and developed a future city-wide travel demand model to assist with forecasting the increase in vehicular travel over the next 20 years based on Shoreline's anticipated growth in population and jobs. The project team has developed a draft process for prioritizing transportation projects and reporting their performance over time. In addition, the project team has developed the TMP draft Transit, Shared-use Mobility Hub, and Pedestrian Plans.

Currently, the team is getting ready to launch Outreach Series 3 in mid-April of this year. The following overview schedule shows key milestones for the TMP update process.



DISCUSSION

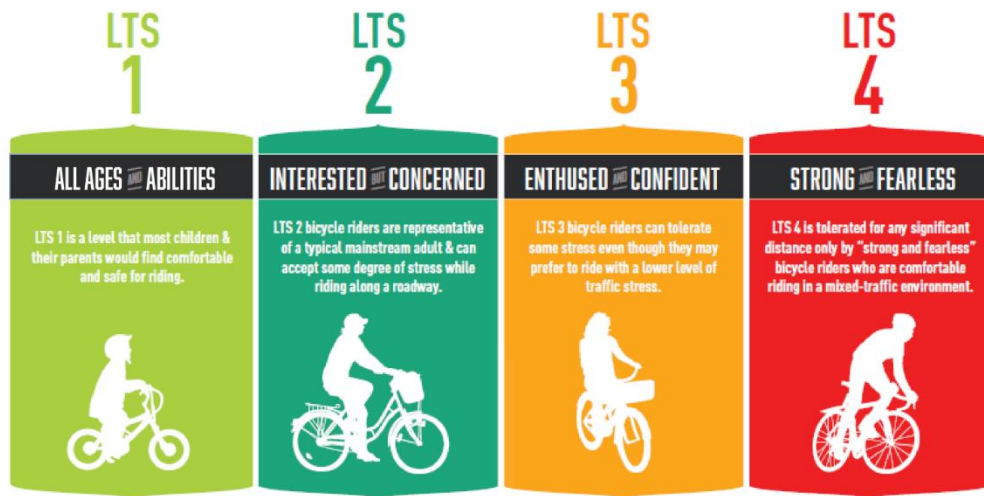
Since the start of work on the TMP update, staff with the aid of community participation have progressed in several areas. Tonight, staff will brief the Council on the draft modal plans for bicycling in Shoreline.

Draft Bicycle Plan

Overview of Bicycle Component

Identifying and working to achieve a complete network of streets that supports safe, comfortable, and convenient travel by bicycle in Shoreline is an important piece of the overall transportation network. The project team developed a draft bicycle network for Shoreline that considers how users should be accommodated in terms of level of traffic stress (LTS), which is the current state of the practice in planning bicycle facilities. This approach provides a framework for designing bicycle facilities that meet the needs of the intended users of the network. Figure 1 shows the four typical categories of bicyclists, each of which requires different levels of accommodation to feel comfortable using the network.

Figure 1



In developing the bicycle network, the project team identified a draft Bicycle LTS Vision with a network of LTS 1, 2, and 3 routes in Shoreline (see Figure 2). In general, it is recommended that the City work towards providing a connected network where a "low stress" route (LTS 1 or 2) is available within a short distance of one's origin and destination. This network considers traffic speeds and traffic volumes as well as variables like topography and major roadway crossings that impact the comfort of a roadway for bicycling. These variables help to determine an appropriate type of separation from automobiles. Note that Figure 2 shows the vision for bicycle LTS to form a complete network. Current conditions on some streets - especially low-volume, neighborhood streets - will already basically meet the indicated LTS whereas other streets may require the addition of various safety/ traffic calming measures such as pavement markings, signage, speed humps, etc.

Figure 2

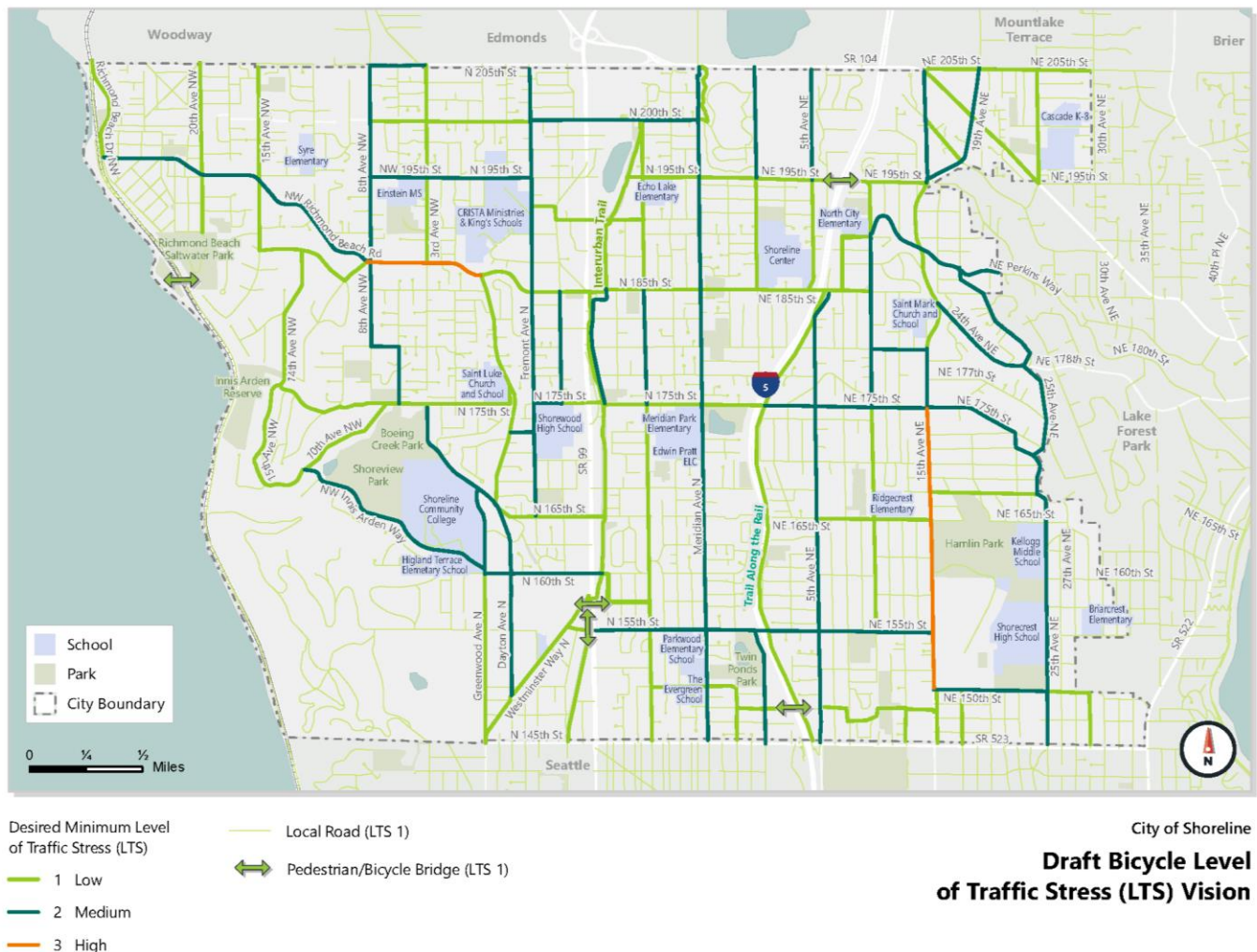


Table 1 proposes how LTS could be measured on specific streets and can guide the identification of capital treatments to provide the City's desired LTS level on individual streets. As the table shows, there are three key factors that determine the LTS on a given street: vehicle speeds, vehicle traffic volume, and the accommodations provided for bicyclists. Local streets, which tend to have low speeds (<25 MPH posted speed limits) and low volumes (often less than 2,000 daily vehicles) can provide a low stress (LTS 1) environment without extensive treatments. As traffic speeds and volumes increase, increased levels of separation are needed to provide bicyclists with a low stress (LTS 1 or 2) environment. This table helps inform where it makes sense for the City to invest in higher-intensity capital treatments (for example, along roadways like NE 185th Street) and where lower-cost traffic calming and signage is sufficient to provide a welcoming environment for bicycling.

Table 1

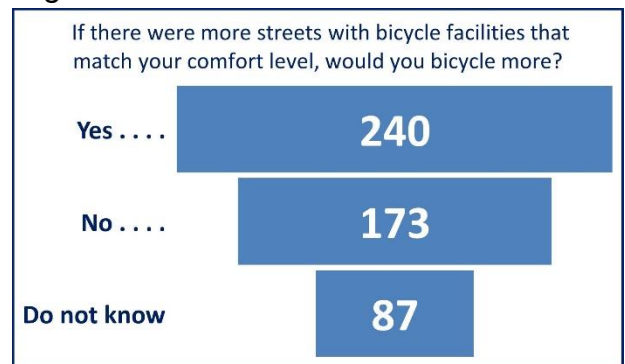
| Speed Limit (mph) | Traffic Volume | No Marking | Sharrow Lane Marking | Striped Bike Lane | Buffered Bike Lane | Protected Bike Lane | Physically Separated Bike Path or Trail |
|-------------------|----------------|------------|----------------------|-------------------|--------------------|---------------------|---|
| ≤25 | Local streets | 1 | 1 | 1 | 1 | 1 | 1 |
| | Up to 7k | 3 | 2 | 2 | 2 | 1 | 1 |
| | ≥7k | 3 | 3 | 2 | 2 | 1 | 1 |
| 30 | <15k | 4 | 3 | 2 | 2 | 1 | 1 |
| | 15-25k | 4 | 4 | 3 | 3 | 3 | 1 |
| | ≥25k | 4 | 4 | 3 | 3 | 3 | 1 |
| 35 | <25k | 4 | 4 | 3 | 3 | 3 | 1 |
| | ≥25k | 4 | 4 | 4 | 3 | 3 | 1 |
| 40 | Any volume | 4 | 4 | 4 | 4 | 3 | 1 |

Community Input on Bicycle Travel

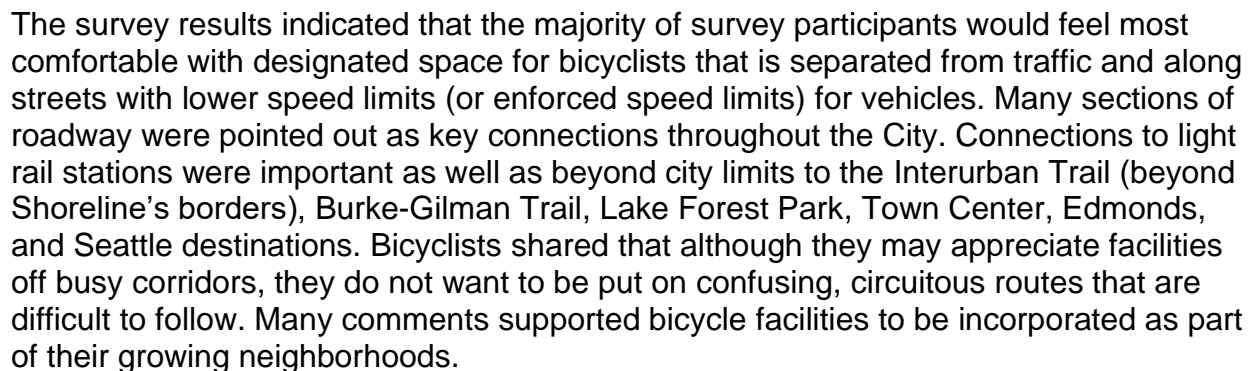
During the TMP Outreach Series 2, the project team asked the public if there were more streets with bicycle facilities that match your comfort level, would you bicycle more? 240 of 500 survey participants responded yes to this question (see Figure 3).

A final bicycling related question on the survey asked participants to list up to three roadways on which they would want to be more comfortable bicycling and why there is a concern. This information helps to identify possible streets/corridors to help fill in gaps in the network with connections that provide a comfortable level of bicycle facilities. Figure 4 shows streets that survey responders submitted either as the entire corridor or portions of these streets. Any street section submitted was included in the count for the overall street corridor.

Figure 3

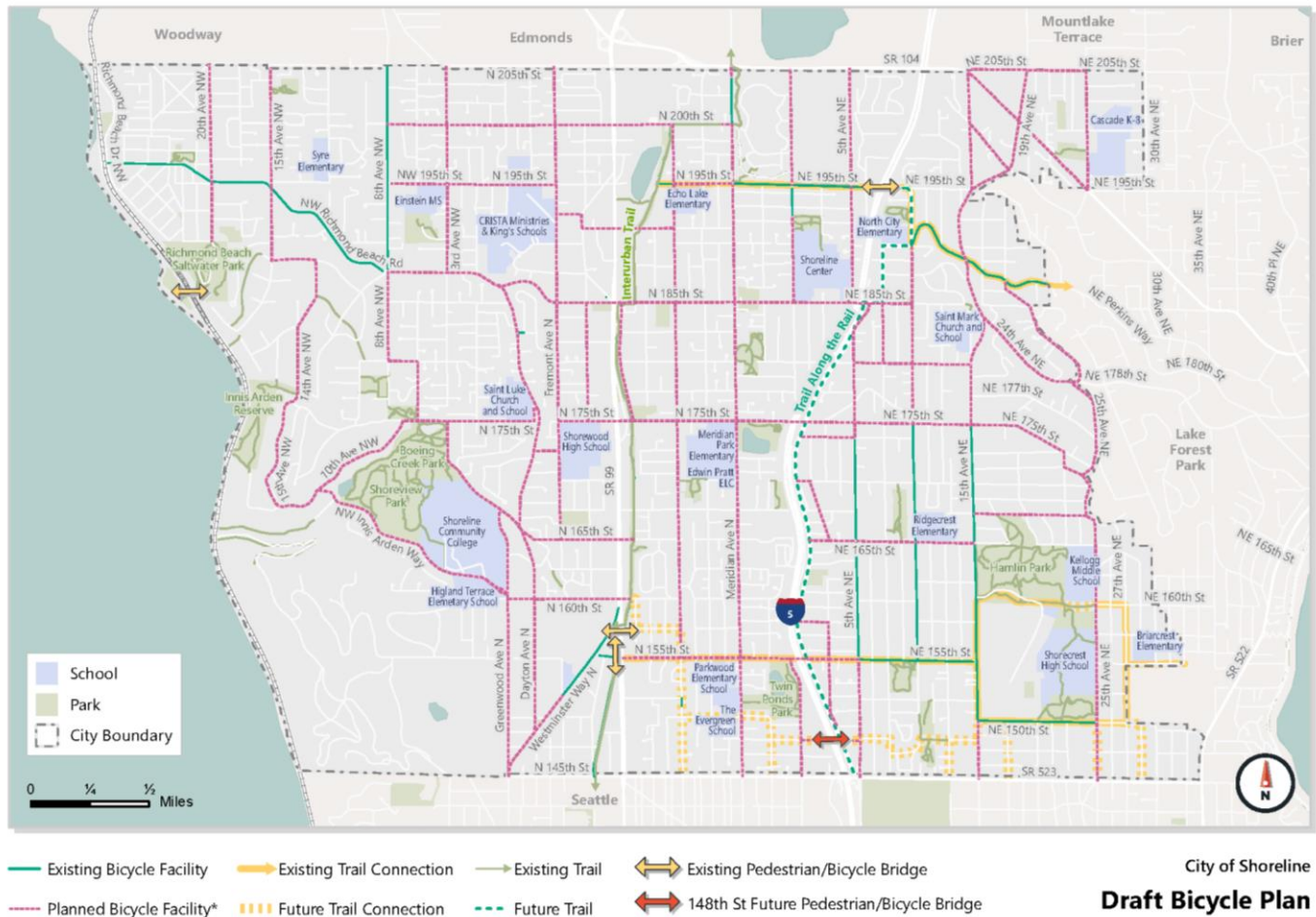


Roadways & Intersections Submitted in Survey 2 for Bicycling Comfort



Using the community's input and LTS analysis approach described above, the project team developed the draft Bicycle Plan (see Figure 5) to illustrate the City's vision for a complete and connected bicycle network.

Figure 5



* Bike facility type to be determined based Level of Traffic Stress (LTS) Vision.

City of Shoreline
Draft Bicycle Plan

Development of the draft Bicycle Plan involved identifying the following:

- Existing and future pedestrian/bicycle bridges – These are critical connections enabling people walking and bicycling to traverse the City, including crossing major roadways like Aurora and Interstate-5.
- Existing and future trails (i.e., existing Interurban Trail and future Trail Along the Rail) – These are fully-separated, low-stress facilities that provide desirable connections for users of all ages and all abilities.
- Existing and future trail connections –These include the existing Interurban-Burke-Gilman Trails North and South Connectors and the planned 145th Street Off Corridor Bike Network, which will help users navigate from trails to their final destinations. While these routes have various bicycle facility types, they tend to be on low-speed, low volume local streets.
- Existing and future bicycle facilities – These are bicycle facilities along arterial streets that require specific treatments to meet the desired LTS level shown in the draft Bicycle LTS Vision (Figure 2) and correspond with the individual roadway’s characteristics (traffic speeds and volumes) as outlined in Table 1.

PUBLIC AND STAKEHOLDER ENGAGEMENT

Public involvement is an essential component of the TMP update process. There continues to be multiple opportunities throughout the process for the public and stakeholders to learn about future transportation needs, envision improvements, and give feedback.

To date, the City has conducted two outreach efforts. Community feedback from Outreach Series 1 and 2 helped the project team develop the draft modal plans. In [Outreach Series 1](#), the City asked the public about their transportation needs and priorities. In [Outreach Series 2](#), the City asked the public where they would like to see improvements for walking, bicycling, riding transit, using shared-use mobility devices, and driving.

The project team will conduct Outreach Series 3 in April 2022 to share what the City has heard from the community to date and get feedback on draft Transit, Shared-use Mobility, Pedestrian, and Bicycle Plans. The team will also ask for input on the draft prioritization metrics and performance measures.

The TMP will serve the entire community, so it is critical to understand who lives, works, studies, and plays in Shoreline and what their needs are, especially ones whose needs have been systemically neglected. For Outreach Series 3, the project team will endeavor to engage with more people who are typically underrepresented like Black, Indigenous, and People of Color (BIPOC), youth, older adults, people with disabilities, people with low incomes, and people with limited English language skills.

NEXT STEPS

The project team is also preparing to conduct Outreach Series 3 in April 2022 to share what the City has heard from the community to date and get feedback on draft modal plans and policies for walking, bicycling, taking transit, using shared-use mobility hubs, and driving in Shoreline. The team will also ask for input on the draft prioritization metrics and performance measures.

COUNCIL GOAL(S) ADDRESSED

The TMP update supports all five of the 2021-2023 City Council Goals and directly supports the following City Council Goals:

- *Goal 2: Continue to deliver highly-valued public services through the management of the City's infrastructure and stewardship of the natural environment.*
- *Goal 3: Continue preparation for regional mass transit in Shoreline.*

RESOURCE/FINANCIAL IMPACT

There is no additional financial impact associated with the continued work on this project.

RECOMMENDATION

There is no action required tonight; this meeting will provide a briefing on the TMP draft Bicycle Plan for Council's feedback.