



Memorandum

DATE: July 7, 2010

TO: Shoreline Planning Commission

FROM: Alicia McIntire, Senior Transportation Planner

RE: Transportation Master Plan Update

The Transportation Master Plan (TMP) contains policies and projects that support the future land uses in the City's Comprehensive Plan. These policies affect choices for travel modes, such as car, bus, bicycle and on foot. By knowing how Shoreline will grow in the future, the City can plan for how the transportation system will need to change to accommodate that growth.

The projects listed in the TMP help ensure that adequate transportation facilities are in place to support growth. Concurrency is one of the goals of the Growth Management Act (GMA), with special attention called out for transportation. The GMA requires that transportation improvements or strategies to accommodate growth are made concurrently with development. "Concurrent with the development" is defined by the GMA to mean that any needed "improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years." Cities have flexibility regarding how to apply concurrency within their regulations, plans and permitting processes.

The current TMP includes an inventory of the existing transportation systems and traffic forecasts for the year 2022. In coordination with Planning and Development Services, the updated plan will use revised growth targets to plan through 2030.

The TMP addresses several interrelated topics and will include policies and implementation strategies. They include:

- Bicycle and pedestrian transportation – Walking and bicycle travel are important elements of the City's transportation network. Residents who are unable to drive or choose to travel without a car need to have safe, well-maintained facilities that connect them from their homes to destinations. Bicycle and pedestrian system plans will be created to address these needs.

- Transit – Like walking and bicycling, transit provides another alternative to travel by car. Transit must be frequent, affordable, accessible and travel to desired destinations in order for it to be a successful and appealing form of transportation. Shoreline has a high demand for commuter transit service, as well as all-day transit service. As light rail service begins in Shoreline in the next ten years, transit service throughout the City will change as some buses are directed to feed the light rail stations. The City’s bicycle and pedestrian network must be highly integrated with the transit routes serving the City. The updated TMP will include short, medium and long range plans and recommendations for transit in Shoreline.
- Stormwater management – Streets and sidewalks create large areas of impervious surfaces and the associated stormwater runoff must be collected and treated appropriately. Shoreline has a large conventional stormwater system that collects and treats runoff from the entire City, including private property and streets. This system is predominantly located underneath the street network. As new technologies emerge and stormwater management regulations change, the City’s right-of-way can be used in different ways to treat stormwater.
- Traffic modeling, capacity and operations – The City and the surrounding area are projected to grow and major changes to the region’s traffic network are planned, such as tolling of state highways and expansion of light rail. As a result of these changes, traffic within and through Shoreline will change. Some areas of the City are likely to experience increased traffic congestion and delays. By utilizing traffic modeling software, the City can anticipate where these problems are likely to occur and plan for solutions to correct them.
- Neighborhood traffic action plans – Over the past few years, the City has been working with residents to identify traffic concerns and develop recommended solutions for each of Shoreline’s neighborhoods. The recommendations are used to guide short and long term improvements in the neighborhood.
- Funding – The City has many transportation improvement needs and funding all of these needs is a significant challenge. Resources are limited and the City must prioritize projects. The City has been successful in receiving grants for many of our large capital projects, such as Aurora and the Interurban Trail, and will continue to pursue grant funding in the future. Other funding options to construct transportation improvements are also available, although currently not employed by the City.
- Regional integration – Transportation in Shoreline is heavily influenced by surrounding jurisdictions and transit providers. I-5 and three state highways, as well as regional arterials, are within Shoreline, resulting in significant pass through traffic. For example, it is estimated that by 2030, approximately 45 percent of the PM peak hour trips on Meridian Avenue NE and 15th Avenue NE are pass through trips. The City’s transit service is provided by outside agencies that also serve many other jurisdictions. These factors, as well as our location adjacent to the county line, emphasize the need for us to coordinate regionally as we plan transportation improvements and participate in regional transportation decisions.
- Maintenance – All transportation facilities require maintenance. Age, degree of use, original construction methods and materials all contribute to the maintenance

- needs of a given facility. Due to combinations of all of these factors, Shoreline has various maintenance needs throughout the City. Newly constructed projects will also have long-term maintenance needs as well.
- Freight – Several routes that are used for freight transportation are located in Shoreline, including Aurora and I-5. Freight deliveries are impacted by and contribute to traffic congestion. The City must ensure that trucks have the ability to move to and through Shoreline. At the same time, the City needs to protect residential streets from cut-through truck traffic. Policies addressing freight transportation will be included in the TMP.
 - Neighborhood traffic safety – Neighborhood streets function in a very different manner than arterials. Traffic speeds and volumes are lower and they are surrounded almost exclusively by single family development. Safety on neighborhood streets presents a unique set of challenges to be addressed.

The relationship between these topics and how they affect the City's transportation system will result in plans, policies and procedures within the TMP. The TMP, in turn, will influence, guide and support the development of other City documents. The TMP will address prioritization, funding, maintenance and stormwater management for recommended projects and programs.

One of the significant transportation planning tools that will result from the TMP will be a Master Street Plan. The Master Street Plan will be a long range plan that identifies the cross-section and right-of-way needs for all of the City's arterials. By using the results of the traffic model, staff will know where improvements are needed to accommodate future traffic growth. Additionally, each arterial will be examined by staff to determine what other future improvements may be desired, such as sidewalks, bicycle facilities, landscaping, turn pockets, medians or stormwater treatment. Through these processes, the City will identify the specific cross-section for each arterial, or in some cases, section of an arterial. The Master Street Plan will be used as a guide as the City plans for future right-of-way improvements. Additionally, by knowing the right-of-way needs for a given roadway, the City can ensure that the appropriate improvements are installed in the correct location when required for private developers. For non-arterial streets, the City will develop a menu of cross-sections that can be utilized when designing these streets.

The updated TMP seeks to be a document that is highly integrated with other City system plans, long range plans and implementation strategies. The TMP will work in coordination with the City's Comprehensive Plan and the region's long range growth strategy by identifying future transportation needs based upon planned growth in the City and surrounding areas. Policies outlined in the adopted Sustainability Strategy will be reflected in the TMP as well. The City's Stormwater Master Plan and Parks, Recreation and Open Space Plan will be used to develop the TMP.

The existing TMP recommends a functional classification for all of the streets in the City. This recommendation was adopted with the Comprehensive Plan. Streets in the City are currently classified as Principal Arterials, Minor Arterials, Collector Arterials, Neighborhood Collectors or Local Streets. Each classification serves a different function,

with differing traffic speeds, volumes, lanes, transit service, bicycle facilities and walkways. During the TMP update and creation of the Master Street Plan, staff will evaluate the existing classifications and recommend changes, if needed.

Examples of City policies, plans and documents that will be influenced by the Transportation Master Plan include:

- Maintenance standards;
- Policies and implementation strategies;
- Engineering standards;
- Comprehensive plan;
- Development code, land use code, zoning changes;
- Funding and grant strategies and priorities;
- Concurrency standards; and
- CIP projects and priorities
- Street functions.

The attached figure diagrams the inputs and outputs of the Transportation Master Plan.

**TRANSPORTATION MASTER PLAN UPDATE
INPUTS AND OUTCOMES**

