

# Appendices

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## Appendix A: Environmental Sustainability Strategy Recommendations Related to Transportation

- ❖ **Recommendation #25:** Prioritize and structure the development of the Green Streets program.
- ❖ **Recommendation #27:** Expand and reorient the existing priority sidewalk improvement program to focus on linking destinations and network connectivity.
- ❖ **Recommendation #28:** Improve identification, mapping, designation, surfacing and signage of existing trails. Develop a plan for future trail expansion.
- ❖ **Recommendation #29:** Develop bicycle and pedestrian plans in the Transportation Master Plan that identify a cohesive network which connects major destinations.
- ❖ **Recommendation #30:** Update the Transportation Master Plan and provide a stronger link to the Land Use Element in the Comprehensive Plan.
- ❖ **Recommendation #31:** Develop a plan with near-term and long-term priorities for transit system improvements prior to or as part of the Transportation Master Plan process to guide advocacy, intergovernmental coordination and advance planning.
- ❖ **Recommendation #32:** Advocate for a revised Sound Transit Phase II Plan (ST2) which includes improvements that serve the City of Shoreline.
- ❖ **Recommendation #33:** Advocate for a single, integrated and continuous bus rapid transit system on Aurora Ave N (SR 99) between Everett and Seattle.
- ❖ **Recommendation #34:** Consider advocating for a Metro “feeder” route to improve east-west transit and support Aurora backbone.
- ❖ **Recommendation #35:** Consider providing a program based on the State’s commute trip reduction (CTR) program for medium-sized sites not currently required to participate in the State CTR program.
- ❖ **Recommendation #36:** Future updates to Comprehensive Plan and/or Housing Strategy should include a focus on Transit Oriented Development (TOD) and transit supportive neighborhoods to create density nodes that support transit use. Continue to focus new development near existing and proposed transit corridors and improvements.

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## Appendix B: High Accident Locations – Intersections (by crash rate)\*

Location	# of Crashes	# of Injuries	Crash Rate	Injury Rate
Linden Ave N & N 165th St	4	3	1.01	0.76
Linden Ave N & N 175th St	10	4	0.91	0.37
25th Ave NE & NE 150th St	5	4	0.79	0.64
3rd Ave NW & NW Richmond Beach Rd	18	5	0.77	0.21
10th Ave NE & NE 175th St	14	14	0.76	0.76
Linden Ave N & N 182nd St	4	2	0.70	0.35
Meridian Ave N & N 155th St	15	7	0.68	0.32
Fremont Ave N & N 200th St	5	0	0.52	0.00
Linden Ave N & N 160th St	5	0	0.49	0.00
Fremont Ave N & N 195th St	4	3	0.45	0.34
Aurora Village Mall N & N 200th St	4	4	0.43	0.43
5th Ave NE & NE 175th St	10	4	0.43	0.17
Midvale Ave N & N 185th St	5	2	0.38	0.15
Ashworth Ave N & N 185th St	5	6	0.37	0.44
15th Ave NE & NE Perkins Way	6	6	0.35	0.35
15th Ave NE & NE 146th St	5	2	0.30	0.12
15th Ave NE & Ballinger Way NE	11	1	0.30	0.03
Linden Ave N & N 185th St	5	3	0.30	0.18
5th Ave NE & NE 155th St	5	3	0.28	0.17
Dayton Ave N & N 160th St	4	2	0.27	0.14
Meridian Ave N & N 200th St	5	3	0.26	0.16
Westminster Way N & N 155th St	6	5	0.26	0.22
15th Ave NW & NW Richmond Beach Rd	4	0	0.25	0.00
8th Ave NE & NE 175th St	4	1	0.25	0.06
19th Ave NE & NE 205th St	5	0	0.24	0.00
15th Ave NE & NE 155th St	5	3	0.24	0.14
Fremont Ave N & N 185th St	5	3	0.22	0.13
Meridian Ave N & N 175th St	9	3	0.21	0.07
15th Ave NE & NE 150th St	4	6	0.21	0.31
Meridian Ave N & N 185th St	5	2	0.21	0.08
Aurora Ave N & N 155th St	10	7	0.20	0.14
Midvale Ave N & N 175th St	5	2	0.20	0.08
19th Ave NE & Ballinger Way NE	6	2	0.19	0.06
8th Ave NW & NW Richmond Beach Rd	4	2	0.18	0.09
25th Ave NE & Ballinger Way NE	4	0	0.17	0.00
Aurora Ave N & N 185th St	9	4	0.17	0.08
Aurora Ave N & N 165th St	6	1	0.14	0.02
Aurora Ave N & N 195th St	4	6	0.11	0.16
Aurora Ave N & N 175th St	6	3	0.11	0.05

\*Data from 2007 through 2009, sorted by number of reported crashes. Intersection crash rates are calculated by dividing the number of crashes at an intersection by the volume of vehicles entering the intersection. Injury rates are calculated by dividing the number of injuries at an intersection by the volume of vehicles entering the intersection. The annual number of vehicles entering an intersection is calculated by multiplying the average daily approach count (number of vehicles through the intersection) by 365 days.

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## Appendix C: High Accident Roadway Segments (by crash rate)\*

Location	# of Crashes	# of Injuries	Crash Rate	Injury Rate
N 155th St from Aurora Ave N to Midvale Ave N	16	5	20.03	6.26
N 167th St from Aurora Ave N to Stone Ave N	4	1	15.38	3.85
N 185th St from Meridian Ave N to Meridian Ct N	4	3	14.01	10.51
19th Ave NE from NE 199th St to Ballinger Way NE	9	1	13.62	1.51
NW Innis Arden Way from 6th Ave NW to 9th Ave NW	8	3	12.50	4.69
3rd Ave NW from NW Richmond Beach Rd to NW 189th St	6	3	10.70	5.35
Meridian Ave N from N 175th St to N 176th St	5	8	10.30	16.49
N 185th St from Aurora Ave N to Midvale Ave N	11	5	9.87	4.48
N 175th St from Aurora Ave N to Ronald PI N	9	2	8.89	1.97
15th Ave NE from NE 172nd St to NE 175th St	17	5	8.70	2.56
N 175th St from Linden Ave N to Aurora Ave N	11	5	8.63	3.92
N 200th St from Wallingford Ave N to Burke Ave N	4	3	8.61	6.46
N 160th St from Linden Ave N to Aurora Ave N	9	2	8.01	1.78
Aurora Ave N from N 199th St to N 200th St	19	12	8.00	5.05
15th Ave NE from NE 154th St to NE 155th St	6	4	6.66	4.44
15th Ave NE from NE 146th St to NE 147th St	7	2	6.24	1.78
Meridian Ave N from N 166th St to N 167th St	4	3	6.18	4.64
15th Ave NE from Forest Park Dr NE to NE 205th St	12	8	5.48	3.65
Aurora Ave N from N 184th St to N 185th St	21	8	5.44	2.07
N 185th St from Wallingford Ave N to Burke Ave N	4	0	5.38	0.00
1st Ave NE from NE 149th St to NE 155th St	5	2	5.22	2.09
N 200th St from Aurora Ave N to Aurora Village Mall N	7	7	5.21	5.21
N 155th St from Linden Ave N to Aurora Ave N	5	1	5.04	1.01
Meridian Ave N from N 203rd St to N 205th St	7	1	4.91	0.70
Aurora Ave N from N 167th St to N 170th St	24	12	4.61	2.31
N 160th St from Fremont PL N to Linden Ave N	4	0	4.50	0.00
15th Ave NE from NE 145th St to NE 146th St	5	1	4.45	0.89
Aurora Ave N from N 198th St to N 199th St	10	6	4.40	2.64
N 175th St from Corliss Ave N to 175th St Ramp SB	8	0	4.36	0.00
15th Ave NE from NE 177th St to NE 179th St	6	0	4.33	0.00
NE 175th St from 12th Ave NE to 15th Ave NE	8	5	4.24	2.65
Dayton Ave N from N 183rd St (N) to N 185th St	4	2	4.20	2.10
NE 175th St from 10th Ave NE to 11th Ave NE	4	1	4.17	1.04
Aurora Ave N from N 152nd St to N 155th St	28	10	4.12	1.47
15th Ave NE from NE 175th St to NE 177th St	8	7	3.97	3.47
Aurora Ave N from N 170th St to Ronald PI N	21	14	3.95	2.63
N 185th St from Linden Ave N to Aurora Ave N	7	3	3.94	1.69
Aurora Ave N from N 175th St to Ronald PI N	40	14	3.90	1.36
Aurora Ave N from N 155th St to N 160th St	35	21	3.75	2.25

\* Data from 2007 through 2009, sorted by number of reported crashes. Intersection crash rates are calculated by dividing the number of crashes at an intersection by the volume of vehicles entering the intersection. Injury rates are calculated by dividing the number of injuries at an intersection by the volume of vehicles entering the intersection. The annual number of vehicles entering an intersection is calculated by multiplying the average daily approach count (number of vehicles through the intersection) by 365 days.

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## Appendix D: Master Street Plan

The Master Street Plan identifies specific roadway cross-sections for all Arterial Streets and Local Primary Streets in the City of Shoreline. It is intended to guide the development of streets throughout the City. The planned cross-sections for these streets establish the location of future curbs so that streets can be constructed in the proper location.

The Master Street Plan also identifies a general cross-section for Local Secondary Streets which provide for travel in each direction, on-street parking and sidewalks on each side of the street. Due to the large number of Local Secondary Streets in the City, a determination of the appropriate cross-section for a given Local Secondary Street will be made at the time modifications to the street are funded or when redevelopment occurs. Additionally, because the needs and conditions of the Local Secondary Streets vary greatly throughout the City, the design criteria must be flexible.

The design criteria for Local Secondary Streets may vary in the following ways:

- Curb-to-curb widths
- Ditch on one side in the place of amenity zones
- Sidewalk on one side only
- Parking on one side only
- Wider amenity zone
- Meandering sidewalk
- Pervious walkways
- Curb on one side only
- Concrete edge – at-grade sidewalk

Many of these features will also be included as part of Green Street projects in the City.

In accordance with the adopted policies and implementation strategies associated with the Master Street Plan, the following principles accompany its implementation:

- Frontage improvements shall support the adjacent land uses and fit the character of the areas in which they are located. 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.
- The amenity zone should be developed in a manner that is appropriate and complimentary to the adjacent land uses and use of the street. The minimum width for amenity zones is five feet. Amenity zones should generally be landscaped and, where possible, utilized for stormwater management purposes. Amenity zones adjacent to roadways that do not have off-street parking shall be landscaped as much as possible. In areas where a wide pedestrian walking surface is desired, such as commercial areas, the amenity zone may be a hard surface treatment with trees in pits. Amenity zones that are adjacent to on-street parking areas should be landscaped as much as possible but may include limited hard surface areas for drivers or passengers exiting vehicles.
- The identified cross-sections should still allow for flexibility to account for site-specific, unique or unforeseen circumstances (such as presence of bus stops), topography, sensitive areas

and presence of significant vegetation (large trees).

- The maximum right-of-way needs for street classifications are as follows:
  - Principal Arterial – 122 feet
  - Minor Arterial – 84 feet
  - Collector Arterial – 80 feet
  - Local Primary Street – 66 feet
  - Local Secondary Street – 90 feet

Appendix D is deleted  
per Ordinance 845

Functional Classification	Street	From	To	Total Existing Right-of-Way	Existing Curb-to-Curb Width	Required Right-of-Way	Planned Curb-to-Curb Width	Notes
<b>ARTERIAL STREETS AND LOCAL PRIMARY STREETS</b>								
<b>Collector Arterial</b>	1st Ave NE	N 145th St	N 149th St	60	26-37	63	36	East side properties must dedicate 3 feet in conjunction with redevelopment.
<b>Collector Arterial</b>	1st Ave NE	N 149th St	NE 155th St	82-123	30-36	63-66	36	Wider amenity zones where there is extra right-of-way.
<b>Collector Arterial</b>	1st Ave NE	NE 185th St	Approx. 175 feet south of NE 190th St	60	35	65	38	Property on the east will dedicate 5 feet at the time of redevelopment
<b>Collector Arterial</b>	1st Ave NE	Approx. 175 feet south of NE 190th St	Approx. 130 feet north of NE 192nd St	60	47-60	60	48	Utilize the eastern 18' for back in angle parking and sidewalk. A portion of the sidewalk is on City property or will be dedicated.
<b>Collector Arterial</b>	1st Ave NE	Approx. 130 feet north of NE 192nd St	NE 195th St	60	21-29	60	39	Property at the SE corner of 1st and 193rd was required to install parking as part of Conditional Use permit.
<b>Collector Arterial</b>	1st Ave NE	NE 195th St	N 205th St	60	29	60	29	Utilize the eastern 16.5 ' for natural stormwater treatment
<b>Collector Arterial</b>	3rd Ave NW	NW 171st St	NW 175th St	60-90	22-34	62	36	On-street parking to be provided where feasible
<b>Local Primary Street</b>	3rd Ave NW	NW 180th St	NW Richmond Beach Rd	60	24-30	60	30	
<b>Collector Arterial</b>	3rd Ave NW	NW Richmond Beach Rd	NW 205th St	60	28-36	60	36	
<b>Minor Arterial</b>	5th Ave NE	NE 145th St	NE 148th St	60	43	To be determined in conjunction with 145th Corridor Study		
<b>Minor Arterial</b>	5th Ave NE	NE 148th St	NE 163rd St	60	43	66	44	Combined bicycle and parking lane. Need to acquire 3 feet from each side.
<b>Minor Arterial</b>	5th Ave NE	NE 163rd St	Approx. 300 feet north of NE 165th St	60-90	43-50	84	56	Combined bicycle and parking lane. Need to acquire 12 feet from each side. Construct wider amenity zone or sidewalk where ROW exceeds 84 feet.

Appendix D is deleted per Ordinance 845

Functional Classification	Street	From	To	Total Existing Right-of-Way	Existing Curb-to-Curb Width	Required Right-of-Way	Planned Curb-to-Curb Width	Notes
Minor Arterial	5th Ave NE	Approx. 300 feet north of NE 165th St	NE 174th St	60-72	43	66	44	Combined bicycle and parking lane. Need to acquire 3 feet from each side.
Minor Arterial	5th Ave NE	NE 174th St	NE Serpentine PI	60	24-42	70	44	Need to acquire 5 feet from each side.
Minor Arterial	5th Ave NE	NE Serpentine PI	NE 185th St	52-124	22-36	66	44	Combined bicycle and parking lane. Need to acquire 3 feet from each side.
Collector Arterial	5th Ave NE	NE 185th St	NE 195th St	30-116	16-28	70	38	
Collector Arterial	5th Ave NE	NE 195th St	NE 205th St	60	25	60	43	Utilize the western 17 feet for natural stormwater treatment; use the eastern 21' for a combination of parking, amenity zone, natural stormwater treatment and sidewalk, based upon topography and soils.
Collector Arterial	6th Ave NW	NW 175th St	NW 180th St	60	24	60	36	This cross-section allows for an uphill climbing lane and downhill shared/signed lane
Collector Arterial	8th Ave NW	NW 180th St	NW 185th St	60	20	60	38	
Collector Arterial	8th Ave NW	NW 185th St	NW Richmond Beach Rd	60	29-35	64	38	Property on the east side will dedicate 8' at the time of redevelopment
Minor Arterial	8th Ave NW	NW Richmond Beach Rd	Approx. 80 feet north of NW 190th St	60	22	75	50	For this cross-section, no parking on either side of the street and no bicycle lane on the west side. Figures include a right turn lane, SB through lane, left turn lane and NB through lane.
Minor Arterial	8th Ave NW	Approx. 80 feet north of NW 190th St	NW 205th St	60-75	20-32	60	38	On-street parking allowed where ROW is wider
Local Primary Street	10th Ave NE	NE 155th St	NE 175th St	70-80	25-36	60	32	
Collector Arterial	10th Ave NE	NE 175th St	NE 185th St	70-80	32	70-80	38	Utilize the space behind the west sidewalk for natural stormwater management

Functional Classification	Street	From	To	Total Existing Right-of-Way	Existing Curb-to-Curb Width	Required Right-of-Way	Planned Curb-to-Curb Width	Notes
Collector Arterial	10th Ave NE	NE 185th St	NE 190th St	60-160	32	60	38	Would consider vacating and squaring the intersection at 185th and 10th; sharrows in both travel lanes
Collector Arterial	10th Ave NW	NW Innis Arden Way	NW 175th St	60	20	60	32	No sidewalk on the south side. On-street parking on the south side accommodated where possible. Cross-section across the bridge is two 12 foot travel lanes and an 8 foot sidewalk on the north side with no amenity zone.
Local Primary Street	10th Ave NW	NW 175th St	NW 180th St	50-60	20	60	36	
Collector Arterial	14th Ave NW	Springdale Ct NW	NW 175th St	60	20	60	36	
Principal Arterial	15th Ave NE	NE 145th St	NE 150th St	60-77	52-55	86	56	Two travel lanes in each direction
Principal Arterial	15th Ave NE	NE 150th St	NE 152nd St	60-73	44-54	90	60	Two travel lanes in each direction
Principal Arterial	15th Ave NE	NE 152nd St	NE 155th St	60-65	44-50	74	44	
Principal Arterial	15th Ave NE	NE 155th St	NE 165th St	60-65	42-50	70	44	
Principal Arterial	15th Ave NE	NE 165th St	NE 169th St	60	44	68	44	
Principal Arterial	15th Ave NE	NE 169th St	NE 172nd St	60	44	70	44	
Principal Arterial	15th Ave NE	NE 172nd St	NE 175th St	60-70	52-44	59	44	
Principal Arterial	15th Ave NE	NE 175th St	NE 180th St	70-80	40-54	79	58	Sidewalk located on private property in some locations. Two travel lanes in each direction
Principal Arterial	15th Ave NE	NE 180th St	24th Ave NE	42-95	40-44	74	44	Narrower sidewalks and less dedication required in front of SF properties
Principal Arterial	15th Ave NE	24th Ave NE	NE 190th St	57-80	42-44	68	44	
Principal Arterial	15th Ave NE	NE 190th St	Ballinger Way NE	60-90	40-60	74	44	Narrower sidewalks and less dedication required in front of SF properties
Collector Arterial	15th Ave NW	NW 167th St	NW 175th St	60	20	50	26	

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Functional Classification	Street	From	To	Total Existing Right-of-Way	Existing Curb-to-Curb Width	Required Right-of-Way	Planned Curb-to-Curb Width	Notes
Collector Arterial	15th Ave NW	NW 188th St	Approx. 50 feet north of NW 191st St	60	20	60	36	All dedication would come from the west side, as the ROW is offset 10 '.
Collector Arterial	15th Ave NW	Approx. 50 feet north of NW 191st St	NW Richmond Beach Rd	50-60	20-37	65	36	MF properties will dedicate 7.5 feet on each side.
Collector Arterial	15th Ave NW	NW Richmond Beach Rd	NW 205th St	40-60	24-100	60	36	
Minor Arterial	19th Ave NE	Forest Park Dr NE	NE 199th St	60	36	60	36	
Minor Arterial	19th Ave NE	NE 199th St	NE 205th St	60-70	36-40	64	36	
Local Primary Street	20th Ave NW	Saltwater Park Entrance	NW 195th	60	18	50	30	
Collector Arterial	20th Ave NW	NW 195th St	NW 205th St	40-50	22-30	60	36	
Collector Arterial	22nd Ave NE	NE 171st St	NE 172nd St	60	24-34	60	38	
Minor Arterial	24th Ave NE	24th PI NE	15th Ave NE	60-110	26-37	60	38	
Collector Arterial	25th Ave NE	NE 145th St	NE 150th St	30-60	28-38	60	38	
Collector Arterial	25th Ave NE	NE 150th St	NE 153rd St	60	31	60	37.5	
Collector Arterial	25th Ave NE	NE 153rd St	NE 165th St	30	30-31	60	37.5	
Collector Arterial	25th Ave NE	NE 165th St	NE 168th St	60	35-43	60	38	
Collector Arterial	25th Ave NE	NE 168th St	NE 175th St	60	24-30	60	38	
Collector Arterial	25th Ave NE	NE 175th St	NE 177th St	60	23-26	60	38	
Collector Arterial	25th Ave NE	NE 177th St	NE 178th St	60-110	27	50	24	Amenity zone will be the shoulder. Preferred width on the east
Collector Arterial	25th Ave NE	NE 178th St	NE 185th St	55-67	26	60	36	
Local Primary Street	25th Ave NE	NE 195th St	NE 200th St	60	23-25	60	32	Sharrows in travel lanes
Local Primary Street	25th Ave NE	NE 200th St	NE 205th St	60	23	60	38	Sharrows in travel lanes
Local Primary Street	Ashworth Ave N	N 155th St	N 175th St	60	24-28	60	32	
Local Primary Street	Ashworth Ave N	N 175th St	N 185th St	60	23-28	60	36	
Collector Arterial	Ashworth Ave N	N 185th St	N 192nd St	60	24-30	60	42	Shoulder is 4 feet wide.

Functional Classification	Street	From	To	Total Existing Right-of-Way	Existing Curb-to-Curb Width	Required Right-of-Way	Planned Curb-to-Curb Width	Notes
Collector Arterial	Ashworth Ave N	N 192nd St	N 195th St	60	20-29	62.5	36	Development on the east must dedicate 2.5 feet
Collector Arterial	Ashworth Ave N	N 195th St	N 199th St	60	23	60	36	
Collector Arterial	Ashworth Ave N	N 199th St	N 200th St	60	27	62.5	36	Development on the east must dedicate 2.5 feet if developed as something other than single-family; the cross-section on the west will match the park if the City acquires additional property and extends the existing improvements.
Principal Arterial	Aurora Ave N	N 145th St	N 205th St	89-227	58-122	110	110	When redeveloping, property owners must construct full frontage improvements if interim improvements were constructed with the Aurora Corridor Improvement project. Cross-section is wider at intersections where additional lanes are required.
Principal Arterial	Ballinger Way NE	15th Ave NE	Approximately 600 feet south east of 19th Ave NE	90-120	62-86	120	60	2 travel lanes in each direction. The amenity zone width to be adjusted for BAT lanes.
Principal Arterial	Ballinger Way NE	Approximately 600 feet south east of 19th Ave NE	22nd Ave NE	100	48-56	90	40	The amenity zone width to be adjusted for BAT lanes.
Principal Arterial	Ballinger Way NE	22nd Ave NE	25th Ave NE	80-90	42-58	68	28	All widening to occur on the east/northeast, the amenity zone width to be adjusted for topography or for BAT lanes.
Collector Arterial	Carlyle Hall Rd N	NW 171st St	Dayton Ave N	60-90	22-34	62	36	On-street parking to be provided where feasible
Collector Arterial	Carlyle Hall Road N	Evanston Place N	Dayton Ave N	60+	30+	60	38	
Minor Arterial	Dayton Ave N	Westminster Way N	N 160th St	90-111	38-54	66	44	

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Functional Classification	Street	From	To	Total Existing Right-of-Way	Existing Curb-to-Curb Width	Required Right-of-Way	Planned Curb-to-Curb Width	Notes
Minor Arterial	Dayton Ave N	N 160th St	Carlyle Hall Road N	95-108	30-38	60	38	
Minor Arterial	Dayton Ave N	Carlyle Hall Road N	N 172nd St	60	22-30	60	38	
Minor Arterial	Dayton Ave N	N 172nd St	St. Luke Pl N	60	22-30	52	32	
Minor Arterial	Dayton Ave N	St. Luke Pl N	N Richmond Beach RD	60-75	22-28	60	38	
Collector Arterial	Fremont Ave N	N 165th St	N 205th St	60-72	28-39	68	46	
Collector Arterial	Forest Park Dr	15th Ave NE	NE 196th St	60	21-23	60	36	
Principal Arterial	Greenwood Ave N	N 145th St	Westminster Way N	80+	62+	To be determined in conjunction with 145th Corridor Study		
Collector Arterial	Greenwood Ave N	Westminster Way N	N 155th St	60	22-39	60	38	West side pedestrian improvements are trail-like due to topographic separation
Collector Arterial	Greenwood Ave N	N 155th St	N 160th St	60	22-32	60	38	
Collector Arterial	Greenwood Ave N	N Innis Arden Way	Carlyle Hall Rd N	60	22	60	36	
Local Primary Street	Innis Arden Drive	Ridgefield Rd NW	NW Richmond Beach Rd	60-120	20	58	34	Sidewalk with no amenity zone across culvert/bridge
Collector Arterial	Linden Ave N	N 175th St	N 185th St	60	20-26	64	38	This is a Green Link Street per the Town Center Code
Collector Arterial	Midvale Ave N	N 175th St	N 185th St	20-60	22-37	46.5	30	17 feet on SCL property for back in angle parking; This is a Storefront Street per the Town Center Code
Minor Arterial	Meridian Ave N	N 205th St	N 145th St	60-105	38-55	68	44	
Collector Arterial	Perkins Pl NE	NE 185th St	Perkins Way NE	60	20	60	36	
Collector Arterial	Richmond Beach Dr NW	NW 195th	NW 196th	60	20	60	38	
Collector Arterial	Richmond Beach Dr NW	NW 196th St	NW 199th St	60	20	60	36	
Local Primary Street	Ridgefield Rd NW	NW Innis Arden Dr	Springdale Ct NW	60	20	54	34	Add amenity zone to sidewalk on the south side where possible
Collector Arterial	Springdale Ct NW	14th Ave NW	NW 188th St	60	20	60	36	

Functional Classification	Street	From	To	Total Existing Right-of-Way	Existing Curb-to-Curb Width	Required Right-of-Way	Planned Curb-to-Curb Width	Notes
Collector Arterial	St. Luke Pl	NW 175th St	Dayton Ave N	60	37	54	36	
Principal Arterial	Westminster Way N	Greenwood Ave N	Fremont Ave N	90	60-64	68	44	Two travel lanes in each direction
Principal Arterial	Westminster Way N	Fremont Ave N	N 155th St	90-125	60-78	90	60	Two travel lanes in each direction
Minor Arterial	Westminster Way N	N 155th St	Aurora Ave N	100	60	Cross-section to be determined in conjunction with future redevelopment		
Local Primary Street	N 152nd St	Aurora Ave N	Approx. 375 feet west of Ashworth Ave N	50-60	20-34	66	36	Each side of the street must dedicate 3 feet; begin on-street parking at Scottish Rite center
Principal Arterial	N 155th St	Westminster Way N	Aurora Ave N	115-220	70-80	Cross-section to be determined in conjunction with future redevelopment		
Minor Arterial	N 155th St	Aurora Ave N	Midvale Ave N	74-88	47-70	As per the Aurora Corridor Project		
Minor Arterial	N 155th St	Midvale Ave N	Stone Ave N	74	42	72	42	
Minor Arterial	N 155th St	Stone Ave N	I-5	72	42	68	42	
Minor Arterial	N 160th St	Dayton Ave N	Aurora Ave N	50-72	40-43	72	43	
Local Primary Street	N 165th St	Aurora Ave N	Interurban Trail	60	27-36	63	36	The cross-section does not have bicycle lanes, it has a 12 foot left turn pocket; redevelopment must dedicate 1.5 feet on both sides and expand the sidewalk width to 8 feet.
Local Primary Street	N 165th St	Interurban Trail	Ashworth Ave N	60	27-36	60	30	
Collector Arterial	N 165th St	Evanston Place N	Aurora Ave N	60	26	60	38	
Local Primary Street	N 167th St	Ashworth Ave N	Meridian Ave N	60	22	60	30	
Collector Arterial	N 172nd St	Fremont Ave N	Dayton Ave N	60	36	60	36	
Collector Arterial	N 175th St	Fremont Ave N	Fire Dept	73	42	70-73	44	
Collector Arterial	N 175th St	Fire Dept	Aurora Ave N	66-71	43-52	As per the Aurora Corridor Project		
Principal Arterial	N 175th St	Aurora Ave N	Midvale Ave N	62	54-55	As per the Aurora Corridor Project		
Principal Arterial	N 175th St	Midvale Ave N	Meridian Ave N	70-100	44-60	94	55	2 travel lanes in each direction. Wider sidewalks to accommodate bicycles.

Appendix D is deleted Per Ordinance 0845

Functional Classification	Street	From	To	Total Existing Right-of-Way	Existing Curb-to-Curb Width	Required Right-of-Way	Planned Curb-to-Curb Width	Notes
Principal Arterial	N 175th St	Meridian Ave N	1st Ave NE	90-159	50-75	105	66	Includes a right turn lane at on ramps. Wider sidewalks to accommodate bicycles
Minor Arterial	N 185th St	Fremont Ave N	Approx. 140 feet west of Aurora Ave N	70-80	56	67	55	
Minor Arterial	N 185th St	Approx. 140 feet west of Aurora Ave N	Aurora Ave N	60	44	As per the Aurora Corridor Project		
Minor Arterial	N 185th St	Aurora Ave N	Midvale Ave N	60	42	As per the Aurora Corridor Project		
Minor Arterial	N 185th St	Midvale Ave N	Ashworth Ave N	60-72	41-42	72	42	
Minor Arterial	N 185th St	Ashworth Ave N	1st Ave NE	60-70	42	66	42	
Collector Arterial	N 195th St	Greenwood Ave N	Fremont Ave N	60-88	22-28	66	36	
Collector Arterial	N 195th St	Fremont Ave N	Linden Ave N	60	30	60	36	
Collector Arterial	N 200th St	1st Ave NW	Whitman Ave N	58-60	32-36	66	44	
Collector Arterial	N 200th St	Whitman Ave N	Aurora Ave N	60	37-40	As per the Aurora Corridor Project		
Collector Arterial	N 200th St	Aurora Ave N	Approx. 720 feet east of Aurora Ave N	60	40	As per the Aurora Corridor Project		
Collector Arterial	N 200th St	Approx. 720 feet east of Aurora Ave N	Ashworth Ave N	60	50	70	42	All widening to the north
Collector Arterial	N 200th St	Ashworth Ave N	Meridian Ave N	60	40	60	39	
Collector Arterial	NE 150th St	15th Ave NE	20th Ave NE	60	30-36	64	38	
Collector Arterial	NE 150th St	20th Ave NE	25th Ave NE	60	39	62	38	City has constructed meandering path on the north side, resulting in a varying sidewalk/amenity zone width
Minor Arterial	NE 155th St	I-5	15th Ave NE	60-72	41	68	42	
Collector Arterial	NE 165th St	5th Ave NE	10th Ave NE	60	30-45	60-65	36	
Collector Arterial	NE 165th St	10th Ave NE	15th Ave NE	60	44	63	36	
Collector Arterial	NE 168th St	15th Ave NE	25th Ave NE	60-64	22-29	60	36	
Collector Arterial	NE 168th St	25th Ave NE	25th Ave NE	64	27	60	38	

Functional Classification	Street	From	To	Total Existing Right-of-Way	Existing Curb-to-Curb Width	Required Right-of-Way	Planned Curb-to-Curb Width	Notes
Collector Arterial	NE 171st St	22nd Ave NE	25th Ave NE	60	20	60	38	
Principal Arterial	NE 175th St	1st Ave NE	Approx. 120 feet west of 3rd Ave NE	90-159	50-75	105	66	Includes a right turn lane at on ramps. Wider sidewalks to accommodate bicycles
Principal Arterial	NE 175th St	Approx. 120 feet west of 3rd Ave NE	15th Ave NE	60-100	26-56	94	55	2 travel lanes in each direction. Wider sidewalks to accommodate bicycles.
Collector Arterial	NE 175th St	15th Ave NE	Approx. 300 feet east of 15th Ave NE	60-81	40	60	44	Two travel lanes in each direction, 8 feet of north sidewalk in ROW, 2 feet on private property
Collector Arterial	NE 175th St	Approx. 300 feet east of 15th Ave NE	NE 172nd St	60	24-33	60	38	
Minor Arterial	NE 178th St	24th PI NE	25th Ave NE	60	30	60	38	
Collector Arterial	NE 180th St	10th Ave NE	14th Ave NE	60	32	60	39	
Collector Arterial	NE 180th St	14th Ave NE	15th Ave NE	60	35	60	34	
Minor Arterial	NE 185th St	1st Ave NE	10th Ave NE	60-260 +	42	66	42	No amenity zones required across the bridge over I-5.
Minor Arterial	NE 196th St	15th Ave NE	Forest Park Dr NE	60-80	36-39	45.5-49.5	24	Parking to be accommodated on SE side where possible
Minor Arterial	NE 196th St	Bridge		60-80	36-39	38	24	
Collector Arterial	NE Perkins Way	10th Ave NE	15th Ave NE	60	26-36	40	27	Cross section will be no less than 40 feet. It will consist of 27 feet of asphalt to accommodate two 12 foot travel lanes and one 5 foot bicycle lane in each uphill direction, a pedestrian walkway on the north side of the roadway and widened shoulder and parking where possible.
Collector Arterial	NE Perkins Way	15th Ave NE	City Limits	60	25-41	60	38	
Minor Arterial	NE 205th Street	19th Ave NE	30th Ave NE	N/A	N/A	30	22	
Collector Arterial	NW 167th St	10th Ave NW	15th Ave NW	60	20	60	36	

Appendix D is deleted per Ordinance 8450

Functional Classification	Street	From	To	Total Existing Right-of-Way	Existing Curb-to-Curb Width	Required Right-of-Way	Planned Curb-to-Curb Width	Notes
Collector Arterial	NW 175th St	St. Luke's Pl	3rd Ave NW	60	28	60	36	Provide amenity zone on the south where feasible and allow the sidewalk to meander due to topography.
Collector Arterial	NW 175th St	3rd Ave NW	3rd Ave NW	60	28-34	54.5	36	
Collector Arterial	NW 175th St	6th Ave NW	10th Ave NW (s leg)	60	28	50	33	Parking on the north side to consist of parking pullouts where feasible
Local Primary Street	NW 175th St	10th Ave NW (s leg)	10th Ave NW (n leg)	60	20	48	26	
Local Primary Street	NW 175th St	10th Ave NW (n leg)	14th Ave NW	60	20	60	32	
Local Primary Street	NW 180th st	3rd Ave NW	6th Ave NW	60	32	60	30	
Collector Arterial	NW 180th St	6th Ave NW	8th Ave NW	50-60	20-35	60	36	
Local Primary Street	NW 180th St	8th Ave NW	10th Ave NW	60	20	60	36	
Collector Arterial	NW 188th St	15th Ave NW	Springdale Ct NW	60	20	60	32	
Collector Arterial	NW 195th St	8th Ave NW	Greenwood Ave N	50-60	28-32	66	36	
Minor Arterial	NW 195th St	15th Ave NW	20th Ave NW	60-85	44	Curb-to-curb cross-section remain the same until corridor study is complete		
Local Primary Street	NW 195th St	Richmond Beach Dr NW	NW 196th	60	27	60	38	
Collector Arterial	NW 196th St	20th Ave NW	24th Ave NW	64-74	42-44	Curb-to-curb cross-section remain the same until corridor study is complete		
Collector Arterial	NW 196th St	Richmond Beach Dr NW	24th Ave NW	60	26-32	68	46	
Collector Arterial	NW 200th St	1st Ave NW	3rd Ave NW	60	30	66	44	
Collector Arterial	NW 205th Street	3rd Ave NW	8th Ave NW	40-50	19-20	50	30	
Collector Arterial	NW Innis Arden	Greenwood Ave N	Approx. 450 feet east of 6th Ave NW	80	22	To be determined in conjunction with the Shoreline Community College Master Development Permit Application		

Functional Classification	Street	From	To	Total Existing Right-of-Way	Existing Curb-to-Curb Width	Required Right-of-Way	Planned Curb-to-Curb Width	Notes
Collector Arterial	NW Innis Arden	Approx. 450 feet east of 6th Ave NW	6th Ave NW	80	22	60	32	8 foot width on south/west side is shoulder
Collector Arterial	NW Innis Arden	6th Ave NW	10th Ave NW	60-81	21-24	46	32	
Minor Arterial	NW Richmond Beach Rd	Fremont Ave N	2nd Ave NW	80-110	44	79	66	Curb-to-curb cross-section remain the same until corridor study is complete
Minor Arterial	NW Richmond Beach Rd	2nd Ave NW	8th Ave NW	60-80	44-54	79	66	
Minor Arterial	NW Richmond Beach Rd	8th Ave NW	15th Ave NW	60-83	44	79	66	Curb-to-curb cross-section remain the same until corridor study is complete
<b>LOCAL SECONDARY STREETS</b>								
Local Secondary Street	Generic Cross-Section			Varies	Varies	60	32	
Local Secondary Street - Storefront Street	N 178th St, N 180th St, N 183rd St	Town Center Boundaries		Varies	Varies	64	36	
Local Secondary Street - Greenlink Street	Stone Ave N	Town Center Boundaries		30-60	16-36	60	32	Combined travel lanes/on-street parking
Local Secondary Street	NW 200th Ave	3rd Ave NW	8th Ave NW	30-60	28	56	32	Combined travel lanes/on-street parking
Local Secondary Street	Firlands Way N	N 185th St	N 188th St	92	25	90	58	This is a Storefront Street per the Town Center Code; redesign the intersection at Firlands & Linden
Local Secondary Street	N 152nd St	Approx. 375 feet west of Ashworth Ave N	Ashworth Ave N	60	30	60	24	Amenity zone width needs to be flexible to accommodate topography.
Local Secondary Street	N 195th St	Ashworth Ave N	Wallingford Ave N	60	40	71	45	The south side must dedicate 11 feet. Less ROW is needed if parallel parking is installed on-street instead of angle-in parking.
Local Secondary Street	N 195th St	Wallingford Ave N	Meridian Ave N	60	30	60	30	

Appendix D is deleted per Ordinance 845

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# A p p e n d i x E : F o r e c a s t s

## What Does the Future Hold?

Understanding the future nature and volume of traffic in the City makes it possible to recommend appropriate transportation facility improvements in Shoreline. This information builds upon an understanding of existing traffic volumes and flow patterns in the City. The City contracted with DKS Associates to develop a 2030 Shoreline travel demand forecast model to analyze future traffic volumes for the TMP. This model uses the Puget Sound Regional Council's four-county regional transportation model as a base, but divides Shoreline into a much more detailed zone and network system. The City will be able to update this model as needed when land use forecasts are revised and other input data, such as new developments or roadway improvements, are constructed.

Demographic data sets, including household and employment forecasts associated with a system of transportation analysis zones (TAZs), form the basis for travel demand forecasting. Within Shoreline, household and employment forecasts were based upon future growth estimates developed by King County. For the region outside the City, the model used PSRC's regional household and employment forecasts for 2030, with some adjustments.

In general, the traffic modeling shows that Shoreline's future traffic issues are fairly manageable.

## Traffic Model Development

The City began development of the traffic model in 2009. At that time, the most complete data set available for construction of the model was 2008 household and employment data from public records and surveys conducted by PSRC. Therefore, the travel demand model for existing conditions reflects 2008 population and employment and was validated with 2008 traffic counts. A 2030 travel demand model was also developed to forecast 2030 traffic volumes based on the projected growth in households and employment growth within the City of Shoreline and the surrounding region.

### *Shoreline Zone and Network Structure*

The Shoreline transportation model is a refined focus area model developed from the Puget Sound Regional Council (PSRC) regional travel demand model. Within the construct of the regional model, Shoreline consists of approximately eighteen regional transportation analysis zones. To develop the Shoreline model, the regional transportation analysis zone structure was replaced with 141 Shoreline Analysis Zones (SAZs), shown in **Figure E1, Shoreline Analysis Zones**. These zones are a finer division of the analysis zones present in the PSRC travel demand forecast model, which incorporates the four counties of the Puget Sound Region – King, Snohomish, Pierce and Kitsap. Using the PSRC model as a base allows the City to analyze projected traffic growth in Shoreline on a microscopic scale while still incorporating the anticipated growth in the region that may impact Shoreline.

In addition to refining the transportation analysis zones, the roadway network was also refined to include all principal, minor and collector arterials and local primary streets. The interstate network

was also refined to reflect interchange ramps separately from the I-5 mainline so that impacts on Shoreline streets at interchange ramp terminals is more accurately represented.

**Current Year Land Use Data Refinement**

The base year estimates of housing and employment are key inputs to the development of the Shoreline travel demand forecasting model. The City used data from the Office of Financial Management to document the number of households in Shoreline. Employment figures were drawn from an employee survey conducted by the Puget Sound Regional Council. The employment database consists of job data for each employer within the City of Shoreline. Each record includes the employment sector data and the estimated number of employees. The final zonal estimates of “covered” employment are then factored to develop total employment in a zone.

The data was aggregated to the Shoreline SAZ system and summarized to develop estimates of five groups of employment sectors. The employment sectors include Retail, FIRES (Finance, Insurance, Real Estate and Services), Government and Education, Manufacturing and WTCU (Wholesale, Transportation, Communication and Utilities). The transportation modeling process assigns different trip generation rates based on land use categories and factors such as household size, the number of workers in a household and employment types.

**Year 2030 Land Use Forecasts**

The City selected the year 2030 as the planning horizon for developing the future traffic forecasts. Using the growth estimates provided by King County, the City developed the 2030 housing and employment forecasts. To assist in the transportation analysis, the 2030 housing and employment data was aggregated into the Shoreline’s 141 SAZs. The PSRC 2030 housing and employment data was used for the remaining zones outside the City of Shoreline. **Table E.1, Housing and Employment Change in Shoreline 2000-2030**, shows the changes to the City’s demographics over the past ten years and the projections for future growth.

**Table E.1. Housing and Employment Change in Shoreline 2000-2030**

	2000	2009*	2000-2009 Change	2030 (Projected)	2009-2030 Projected Change
Housing Units	21,338	22,394	4.9%	26,656	19%
Single-Family	15,776	16,065	1.8%	n/a	n/a
Multi-Family	5,373	6,205	15.5%	n/a	n/a
Other**	189	124	-34.4%	n/a	n/a
Jobs	15,820	17,035	7.7%	21,336	25.2%

Sources: Office of Financial Management; Puget Sound Regional Council

\*Jobs figure is based upon 2008 estimates from the Puget Sound Regional Council.

\*\*Other includes Manufactured Homes, House Trailers and Special Housing. Special Housing is unusual living quarters that are not intended for permanent living (e.g., travel trailers, recreational vehicles, boats, boxcars, tents).

For development of the travel demand model, the City evaluated three land use scenarios – the Auroracentric scenario, Transit Oriented Development scenario and the Dispersed scenario. Each scenario was based upon the City’s assigned growth targets for 2030 of 5,000 new households and 5,000 new jobs. Each of the 2030 land use scenarios include the two light rail station

locations identified in the Sound Transit 2 package along Interstate 5 at NE 145th Street and NE 185th Street. Parking for 500 vehicles was assumed at each station. Each scenario also includes the same growth in households and employment for all zones outside of the City of Shoreline, in accordance with PSRC forecasts.

Following is a description of each scenario and the assumptions associated with each scenario.

**1. Auroracentric scenario** – This scenario assumed that the vast majority of household and job growth will be centered on the Aurora Avenue N corridor. All of the new jobs are allocated to the SAZs directly adjacent to Aurora and two SAZs just off of Aurora. Similarly, eighty percent of the new housing units are concentrated along Aurora Avenue N. High concentrations of new jobs and housing units are located at:

- Aurora Avenue N and N 145th to N 155th Streets
- Aurora Square (Aurora Avenue N and N 155th to N 160th Streets)
- Town Center (Aurora Avenue N and N 175th to N 185th Streets)
- Shoreline Park & Ride (Aurora Avenue N and N 188th to N 192nd Streets)
- Aurora Village (Aurora Avenue N and N 200th to N 205th Streets)

The remaining 20 percent of housing units (1,000 units) are distributed evenly throughout the City.

**2. Transit Oriented Development scenario** – This scenario assumes that new household and job growth will be concentrated around several transit hubs and corridors in Shoreline. Primary concentrations of new jobs and housing occur at:

- NE 145th Street and Interstate 5
- Bothell Way NE and NE 145th Street
- North City
- NE 185th Street and Interstate 5
- Shoreline Park & Ride (Aurora Avenue N and N 188th to N 192nd Streets)
- Ballinger Way NE and 15th Avenue NE
- The Aurora Corridor

Aurora Village (Aurora Avenue N and N 200th to N 205th Streets) is identified as another location for new jobs, and the area around 15th Avenue NE and NE 145th Street is identified as another location for new housing units. Approximately  $\frac{1}{4}$  (1,250 units) of the City's household growth is dispersed evenly throughout the City in accordance with existing densities.

**3. Dispersed scenario** – This scenario assumes that job and housing growth is dispersed throughout the City in a similar manner to existing land uses, with some areas of concentrated growth. Job and household growth is located at:

- The Aurora Corridor
- Fircrest Residential Rehabilitation Center
- NE 145th Street and Bothell Way NE
- NE 165th Street and 5th Avenue NE
- Crista Ministries
- NE 145th Street and 15th Avenue NE

Additional new jobs would be located at Shoreline Community College, North City, Richmond

Beach and the Hillwood neighborhood, and additional new housing units are located at Aurora Square and the neighborhood east of the commercial parcels on Aurora Avenue N from N 145th to N 150th Streets. The remaining 25 percent of the City’s household growth would be dispersed evenly throughout the City in accordance with existing zoning.

The future traffic impacts of these three scenarios were shown by the traffic model to be similar throughout the City. In response to these results and current planning efforts underway at the time of the model’s creation, staff created a “TOD Enhanced” scenario. This scenario assumes concentrations around the transit hubs in the original TOD scenario to a lesser degree, with additional increased concentrations of jobs and housing units in the Town Center (Aurora Avenue N from N 175th to N 185th Streets). **Table E.2, Growth Allocations to Shoreline Transportation Analysis Zones - TOD Enhanced Scenario**, displays where jobs and housing units are currently located in Shoreline and how growth was distributed throughout the City in the TOD Enhanced scenario.

**Table E.2. Growth Allocations to Shoreline Transportation Analysis Zones - TOD Enhanced Scenario**

TAZ NUMBER	NEW JOBS	EXISTING JOBS	TOTAL JOBS	NEW HOUSING UNITS	EXISTING HOUSING UNITS	TOTAL HOUSING UNITS
1	400	841	1241	32	0	32
2	48	82	130	32	50	82
3	48	63	111	32	99	131
4	48	29	77	32	21	53
5	350	207	557	300	92	392
6	48	32	80	300	383	683
7	48	235	283	100	39	139
8	0	50	50	7	56	63
9	100	298	398	59	0	59
10	250	159	409	200	165	365
11	0	12	12	7	90	97
12	0	32	32	7	71	78
13	200	245	445	400	63	463
14	250	159	409	300	131	431
15	0	74	74	7	132	139
16	150	299	449	32	0	32
17	82	159	241	32	43	75
18	48	268	316	32	0	32
19	48	187	235	31	21	52
20	47	87	134	31	0	31
21	47	69	116	31	140	171
22	47	24	71	31	0	31
23	400	647	1047	250	3	253
24	150	881	1031	7	0	7
25	47	174	221	31	25	56

TAZ NUMBER	NEW JOBS	EXISTING JOBS	TOTAL JOBS	NEW HOUSING UNITS	EXISTING HOUSING UNITS	TOTAL HOUSING UNITS
26	47	268	315	31	202	233
27	47	410	457	31	118	149
28	0	80	80	7	434	441
29	0	191	191	7	718	725
30	0	2	2	7	148	155
31	0	44	44	7	272	279
32	0	153	153	7	330	337
33	0	5	5	7	129	136
34	0	76	76	7	255	262
35	0	63	63	7	485	492
36	0	71	71	7	311	318
37	0	33	33	7	157	164
38	600	128	728	500	20	520
39	0	9	9	7	278	285
40	0	8	8	7	220	227
41	100	158	258	300	127	427
42	100	470	570	150	116	266
43	0	96	96	7	132	139
44	0	4	4	7	112	119
45	0	9	9	7	106	113
46	0	74	74	7	371	378
47	0	0	0	0	0	0
48	0	0	0	0	0	0
49	0	45	45	7	246	253
50	0	0	0	0	0	0
51	0	0	0	0	0	0
52	0	0	0	0	0	0
53	0	0	0	0	0	0
54	0	100	100	7	501	508
55	0	96	96	7	706	713
56	0	123	123	7	193	200
57	0	161	161	7	197	204
58	0	163	163	7	287	294
59	0	32	32	7	589	596
60	0	749	749	7	90	97
61	0	4	4	7	64	71
62	0	1	1	7	85	92
63	0	9	9	7	170	177
64	0	27	27	7	302	309

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TAZ NUMBER	NEW JOBS	EXISTING JOBS	TOTAL JOBS	NEW HOUSING UNITS	EXISTING HOUSING UNITS	TOTAL HOUSING UNITS
65	0	8	8	7	218	225
66	50	424	474	200	147	347
67	100	150	250	7	507	514
68	0	25	25	7	593	600
69	0	0	0	0	0	0
70	0	0	0	0	0	0
71	0	1	1	7	17	24
72	0	683	683	7	0	7
73	0	22	22	7	235	242
74	0	15	15	7	63	70
75	0	227	227	7	259	266
76	0	62	62	7	285	292
77	0	23	23	7	326	333
78	0	112	112	7	184	191
79	0	21	21	7	95	102
80	0	92	92	7	319	326
81	150	361	511	7	26	33
82	0	108	108	7	227	234
83	50	88	138	7	45	52
84	0	125	125	7	323	330
85	0	0	0	0	0	0
86	0	0	0	7	109	116
87	0	111	111	7	104	111
88	0	73	73	7	132	139
89	0	10	10	7	225	232
90	0	278	278	7	130	137
91	0	19	19	7	152	159
92	0	42	42	7	266	273
93	0	12	12	7	103	110
94	0	192	192	7	263	270
95	0	38	38	7	322	329
96	0	7	7	6	273	279
97	0	27	27	50	82	132
98	0	48	48	6	314	320
99	0	38	38	6	224	230
100	0	11	11	6	138	144
101	0	0	0	6	0	6
102	0	1097	1097	6	0	6
103	0	20	20	6	111	117

<b>TAZ NUMBER</b>	<b>NEW JOBS</b>	<b>EXISTING JOBS</b>	<b>TOTAL JOBS</b>	<b>NEW HOUSING UNITS</b>	<b>EXISTING HOUSING UNITS</b>	<b>TOTAL HOUSING UNITS</b>
104	0	241	241	100	32	132
105	0	133	133	100	278	378
106	0	55	55	6	87	93
107	0	89	89	6	0	6
108	200	94	294	100	234	334
109	0	224	224	6	0	6
110	0	4	4	6	0	6
111	0	0	0	0	0	0
112	0	208	208	6	391	397
113	0	0	0	0	0	0
114	0	0	0	0	0	0
115	0	12	12	6	158	164
116	0	0	0	0	0	0
117	0	0	0	6	29	35
118	0	28	28	6	341	347
119	0	36	36	6	266	272
120	0	18	18	6	152	158
121	0	17	17	6	231	237
122	0	9	9	6	150	156
123	0	11	11	6	107	113
124	200	6	206	150	88	238
125	0	1	1	6	145	151
126	50	48	98	50	134	184
127	0	0	0	6	93	99
128	0	46	46	6	297	303
129	0	42	42	6	311	317
130	100	2	102	100	80	180
131	0	28	28	6	105	111
132	100	2	102	100	112	212
133	0	19	19	6	128	134
134	0	63	63	6	106	112
135	0	459	459	6	195	201
136	0	103	103	6	230	236
137	100	6	106	50	188	238
138	150	0	150	100	32	132
139	0	0	0	0	0	0
140	0	0	0	0	0	0
141	0	81	81	6	208	214
<b>TOTAL</b>	<b>5000</b>	<b>15830</b>	<b>20830</b>	<b>5000</b>	<b>21820</b>	<b>26820</b>

## 2030 Traffic Volumes (PM Peak Hour)

The travel demand model assigns forecasted trips throughout the City based upon trip origins and destinations and the projected travel times on the roadway network. The trip assignment is an iterative process where travel times are updated after each assignment to reflect where congestion occurs in the network until an equilibrium is reached between individual assignments. The traffic volumes forecasted on the City of Shoreline roadway network were post-processed against 2008 traffic counts prior to being used for evaluation of the roadway network. Post-processing includes adjusting the forecasted volumes based on the existing traffic counts and checking for consistency along traffic corridors within the City. The 2030 PM peak hour post-processed traffic volumes were input to a traffic analysis software program, known as Synchro, to calculate levels of service at signalized intersections. **Figure E2, 2008 1 Hr PM Count Volumes** and **Figure E3, 2030 Base 1 Hr PM Post Processed Volumes**, show the 2008 PM peak hour traffic volumes by direction and 2030 PM peak hour traffic volumes forecasted with the Shoreline model on the arterials in the City. **Figure E4, Volume Difference 2030 Base vs. 2008 1 Hr PM Peak**, shows the projected net difference in number of trips on street segments throughout the City. The percent change in traffic volumes for the same street segments is shown in **Figure E5, Percent Growth 2030 Base vs. 2008 PM Peak**.

The anticipated capacity of roadways is based upon the number of lanes and type of facility that a roadway has, or will have in the future. By comparing the future traffic volume to the roadway capacity, the travel demand model can be used to identify the projected congestion for streets throughout Shoreline. The degree of congestion can be quantified using the Volume to Capacity (V/C) ratio. The V/C ratio divides the projected traffic volumes by the capacity of a roadway segment. The lower the V/C ratio, the less congested a roadway is. For arterial streets, V/C ratios of 0.8 or less represent stable operations, with little to no congestion. As the V/C ratio increases to 0.9–1.0, the transportation network begins to experience congested conditions with substantial increases in delays and excessive queues at signalized intersections. When the V/C ratio exceeds 1.0, the roadway has exceeded its capacity and the transportation network experiences significant congestion with very low travel speeds, long queues at intersections that do not clear within a single cycle and poor progression through a corridor. **Figure E6, Volume/Capacity Ratio at Count Locations Shoreline 2030 Base 1 Hr PM Peak**, displays the forecast congestion for roadway segments in Shoreline.

## Impacts to State-Owned Transportation Facilities

State law requires that the transportation element of the City's Comprehensive Plan include an assessment of impacts to state-owned transportation facilities. The Shoreline model developed for the TMP incorporates the state-owned facilities throughout the Puget Sound area, including those located within the City of Shoreline. Three state-owned facilities are located within the City of Shoreline: SR 99 (Aurora Avenue N) from N 145th Street to N 205th Street, Interstate 5 and a short segment of SR 104 (Ballinger Way NE) at the northeast corner of the City. Shoreline also borders SR 522 (Bothell Way NE) at the southeast corner of the City and SR 523 (N/NE 145th Street from SR 522 to Aurora Avenue N) on the southern edge of the City. The impacts to state routes that border Shoreline were not analyzed.

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## Interstate 5

The sections of Interstate 5 (I-5) within the City of Shoreline carry about 159,000 to 191,000 vehicles per day. During the AM peak hour, the southbound I-5 lanes carry over 9,000 vehicles per hour on the general purpose lanes, which operate at capacity with poor levels of service. Likewise, during the PM peak hour, the northbound I-5 lanes carry 7,000-9,000 vehicles per hour, which indicates severe traffic congestion. There is little room for traffic volumes to increase in the peak direction of I-5 during AM and PM peak period. Because of this lack of capacity on I-5, Shoreline receives spillover on other streets, such as Aurora Avenue N, Meridian Avenue N, 15th Avenue NE, 5th Avenue NE and Dayton Avenue N.

There are no current plans to expand I-5 in the Shoreline area, so traffic growth will be accommodated for the most part by the Shoreline's arterial streets. Regional growth and the resulting demand for more travel in the future will actually reduce access to I-5 from Shoreline. It is projected that traffic volumes on the City's arterial streets near I-5 will increase because of the increased pass-through traffic. This plan recommends that the City and State Department of Transportation work together to manage the current and forecasted congestion problems on I-5.

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### Aurora Avenue N (SR 99)

By 2030, the traffic volumes on Aurora Avenue N throughout the City are expected to increase. During the PM peak hour, the projected increase in traffic volumes is between 200 and 700 vehicles, representing an increase of 16–47 percent along the corridor; the highest concentrations of growth occurring from N 165th to N 185th Streets and north of N 192nd Street. The PM Peak direction on Aurora Avenue N is northbound. The V/C ratio in the northbound direction ranges from .74 (moderate levels of congestion) to .99 (roadway is at capacity).

---

### Ballinger Way NE (SR 104)

Less than one mile of SR 104 is located within the City of Shoreline. The City section of SR 104 has 5 lanes. The projected traffic growth during the PM peak hour is 200-400 vehicles southbound and a small reduction in volume in the northbound direction of approximately 10–70 vehicles. Ballinger Way NE is expected to have low to moderate levels of congestion, except at the intersection with NE 195th Street, where the V/C ratio is expected to be 1.09.

## Impacts to Shoreline Arterial Streets

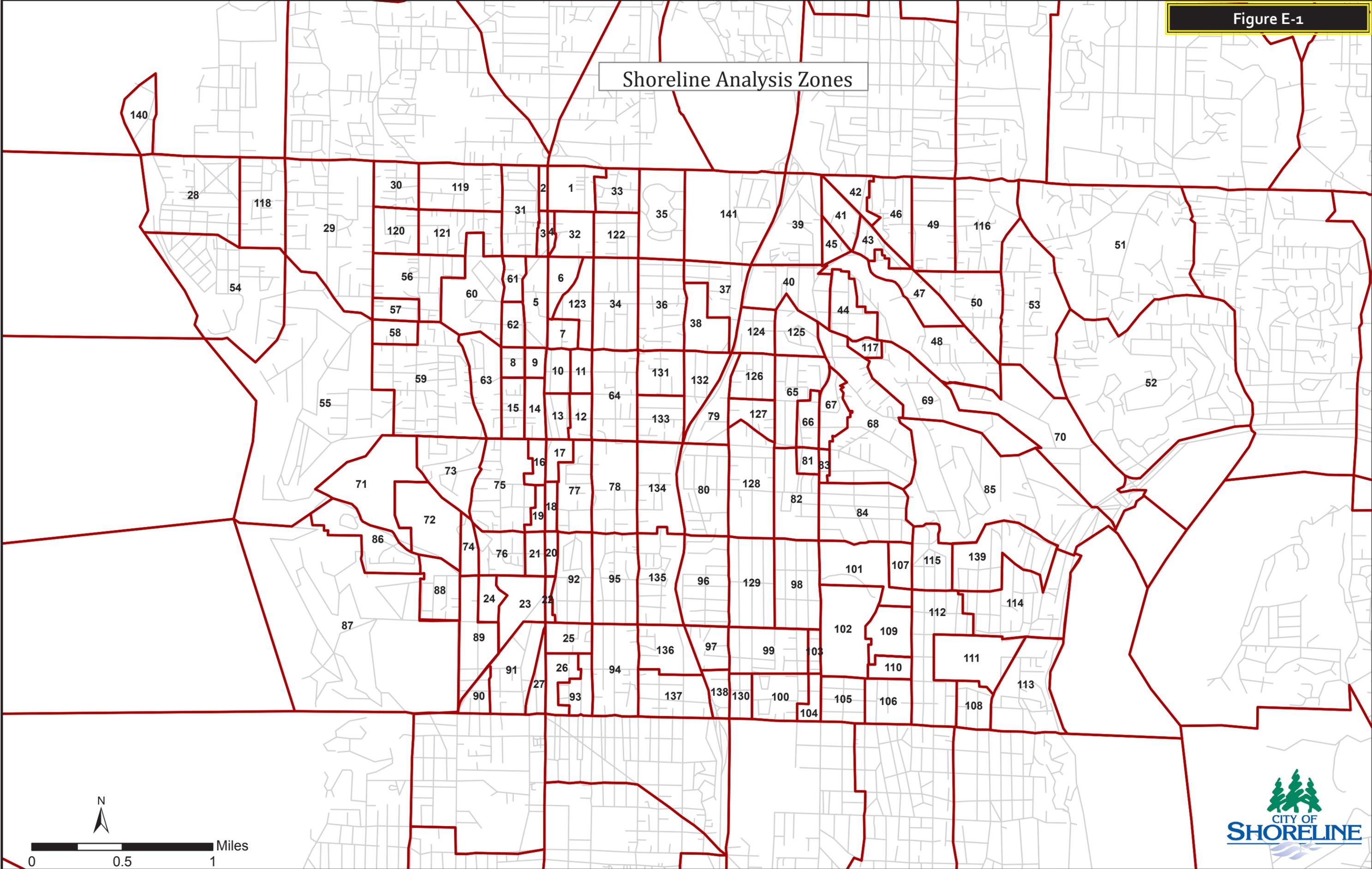
All arterial streets in Shoreline are forecast to experience some level of growth. The highest levels of growth will be on the Principal and Minor Arterials, including N/NE 155th Street, N/NE 175th Street, N/NE 185th Street, Dayton Avenue N, Westminster Way N and 15th Avenue NE. Most Collector Arterials will experience a moderate amount of growth.

Without any improvements or modifications, several arterial streets in Shoreline are expected to experience high levels of congestion by 2030. Meridian Avenue N is forecast to operate at or above capacity from N 155th Street to N 200th Street, as is 15th Avenue NE from NE 150th Street to NE 175th Street. Small segments of Greenwood Avenue N, 8th Avenue NW, Dayton Avenue N, Fremont Avenue N, NE 175th Street, NE 185th Street, and 5th Avenue NE are forecast to operate at or above capacity. More detail on the impacts and projects proposed to mitigate these impacts are addressed in Chapter 10.

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Figure E-1

### Shoreline Analysis Zones



0 0.5 1 Miles





Figure E-2

2008 1 Hr PM Count Volumes

5/4/11

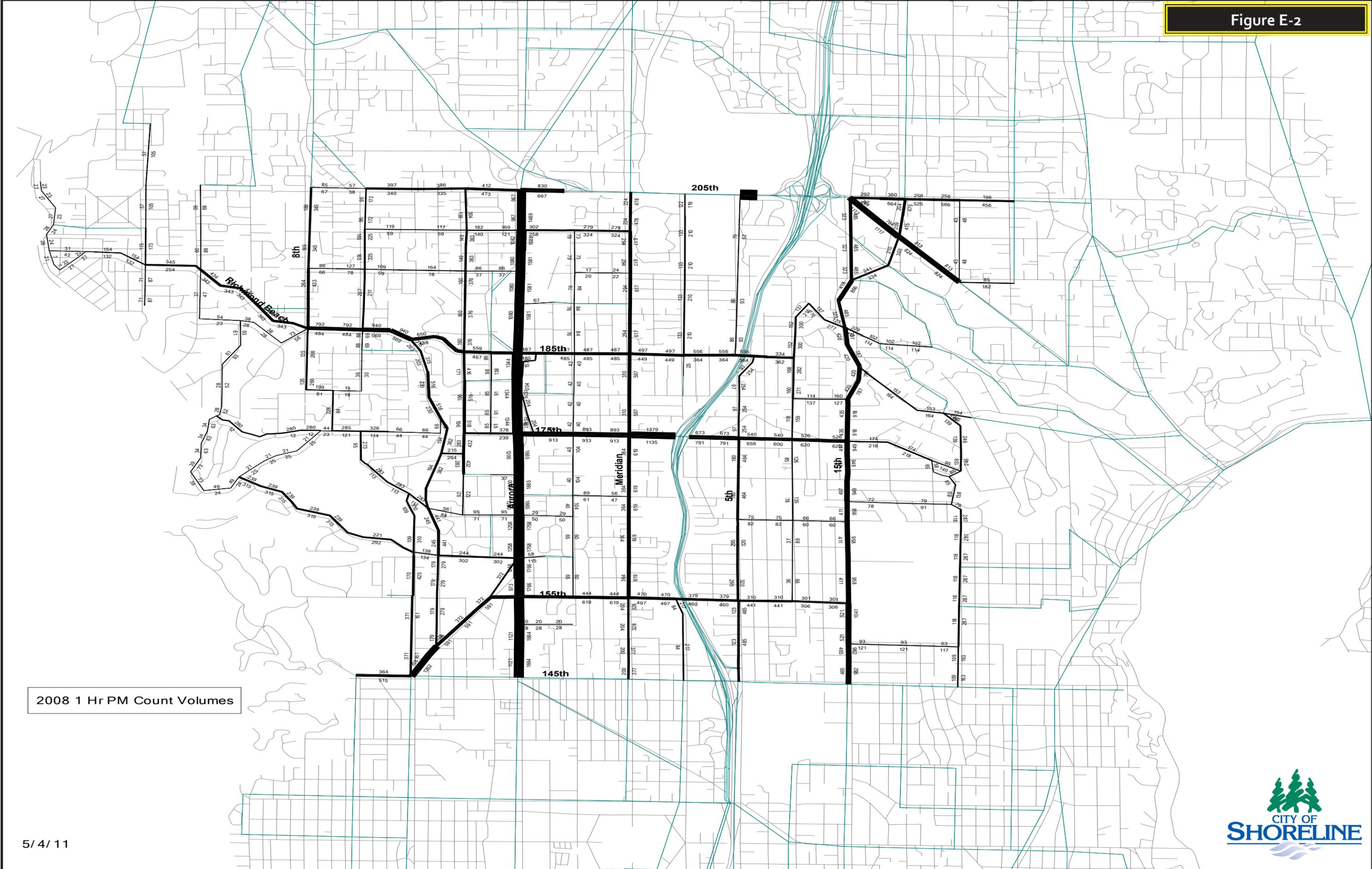




Figure E-3

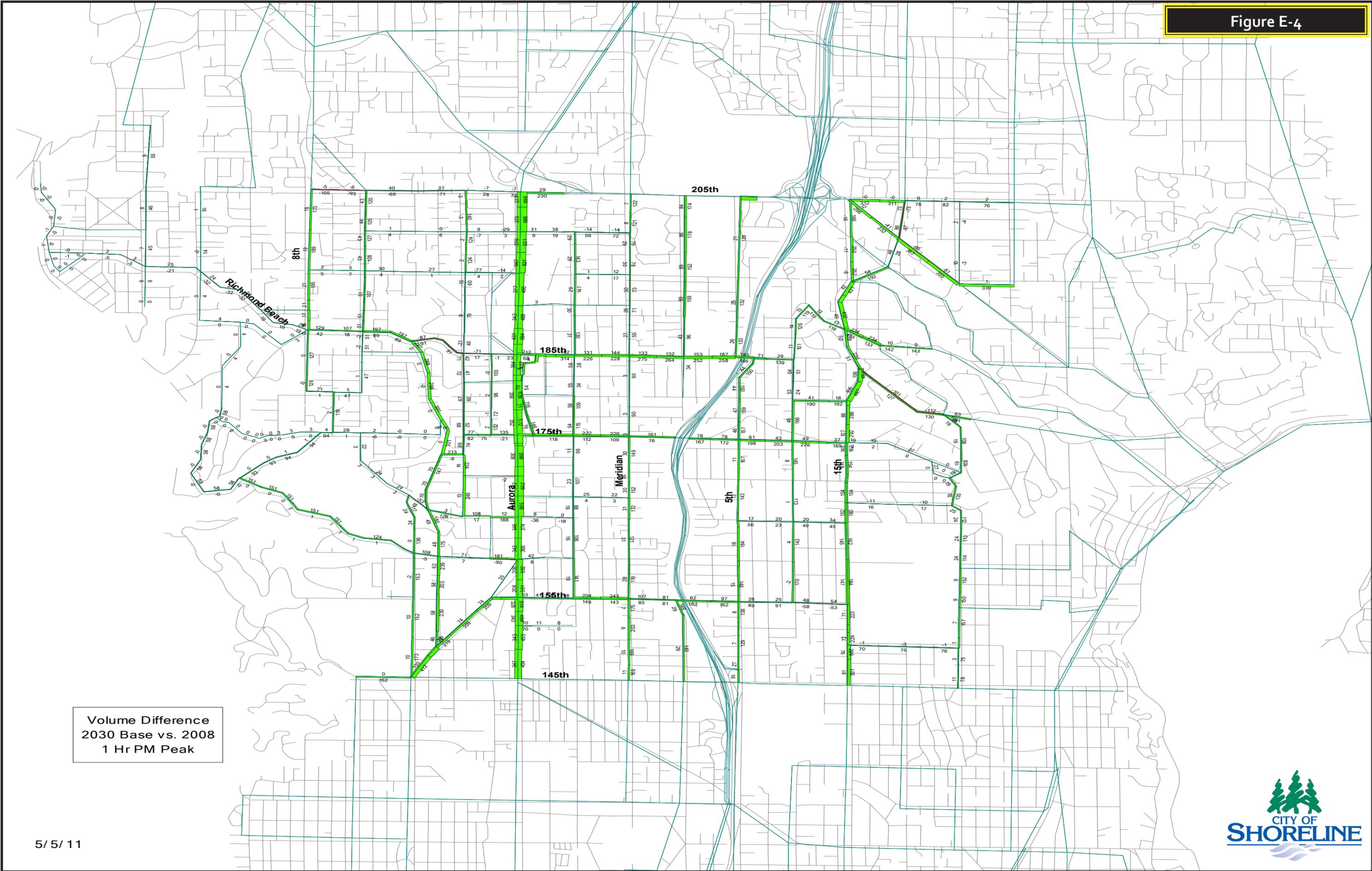


2030Base 1Hr PM Post-Processed Volumes





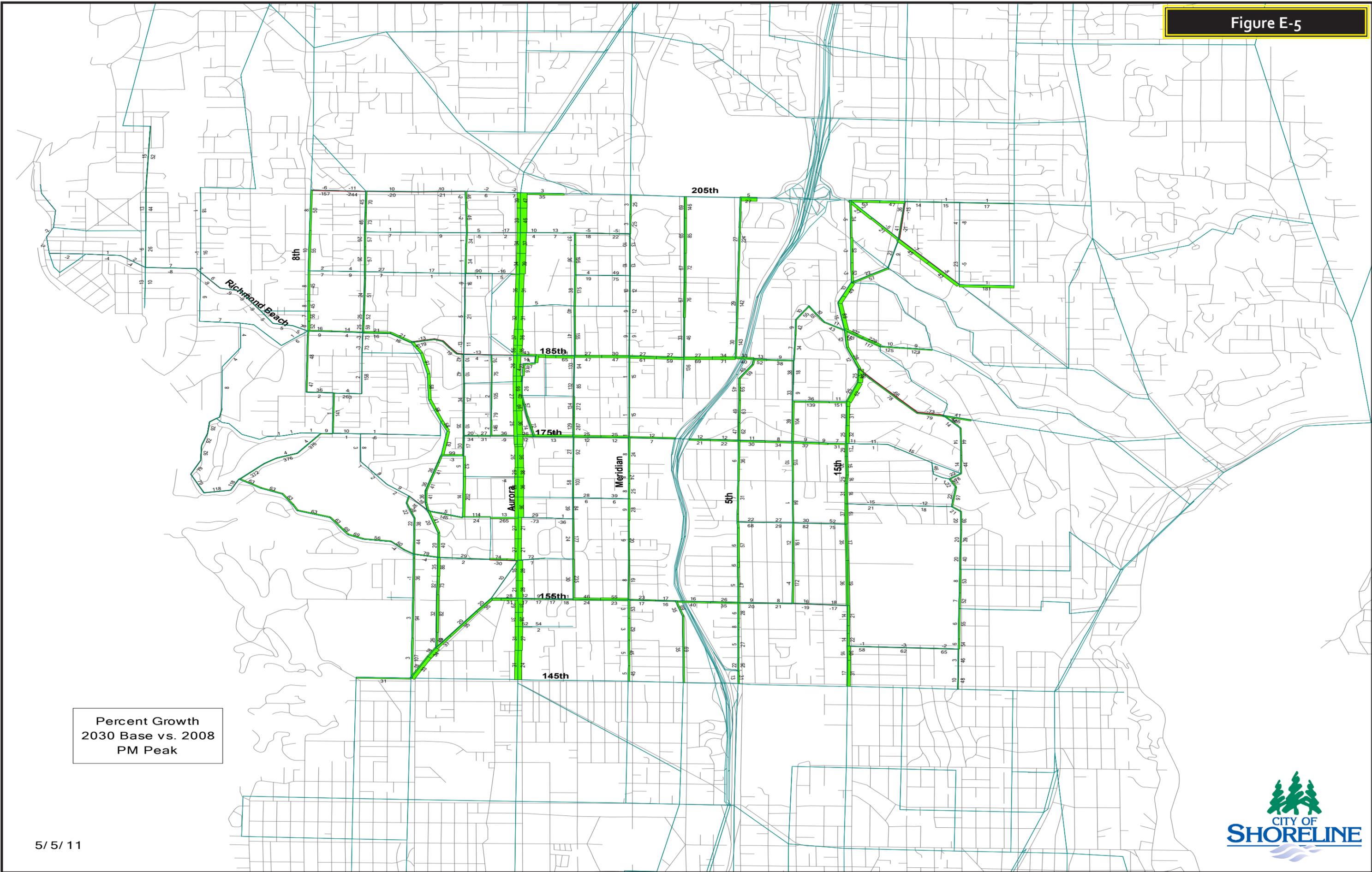
Figure E-4



Volume Difference  
2030 Base vs. 2008  
1 Hr PM Peak



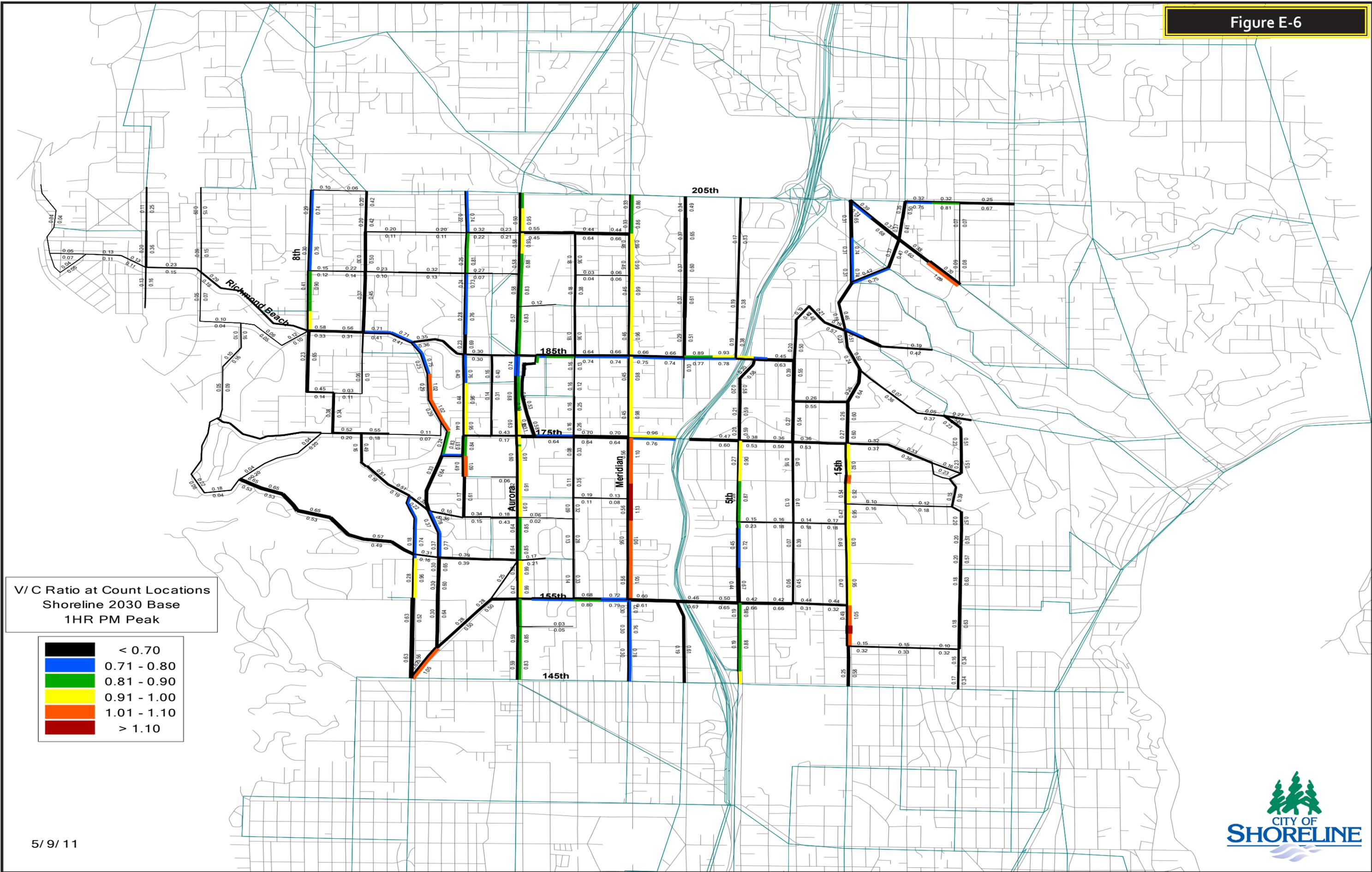
Figure E-5



Percent Growth  
2030 Base vs. 2008  
PM Peak



Figure E-6



V/C Ratio at Count Locations  
Shoreline 2030 Base  
1HR PM Peak

Black	< 0.70
Blue	0.71 - 0.80
Green	0.81 - 0.90
Yellow	0.91 - 1.00
Orange	1.01 - 1.10
Red	> 1.10



**TRANSPORTATION CONCURRENCY  
FRAMEWORK**

**SHORELINE, WASHINGTON**

**January 26, 2010**

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## 1. DEFINITION OF TRANSPORTATION CONCURRENCY

- A. "Transportation concurrency" requires adequate transportation facilities to be available concurrent with private development. Development is not allowed if it causes the level of service (LOS) on transportation facilities to fall below standards adopted in the comprehensive plan.

Transportation concurrency is determined by comparing the capacity of public transportation facilities needed by each application for development to the uncommitted capacity that is (or will be) available. If the uncommitted available capacity is equal to, or greater than the capacity required, the applicant passes the concurrency "test." If the uncommitted available capacity is less than the capacity required, the applicant fails the concurrency "test."

If the concurrency test is "failed" there are several alternatives: (1) the applicant can mitigate the impacts to achieve a satisfactory LOS, (2) the applicant can revise the proposed development to reduce the impacts and maintain a satisfactory LOS, or (3) the application is denied, and the proposed development does not occur.

- B. Washington law establishes goals and specific requirements for transportation concurrency.

1. Goal for adequate public facilities and services:

RCW 36.70A.020. PLANNING GOALS.

(12) "... public facilities and services ... shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards."

2. Specific requirements for transportation concurrency:

RCW 36.70A.070. COMPREHENSIVE PLANS--MANDATORY ELEMENTS.

(6)(b) After adoption of the comprehensive plan ... local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes *the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless*

transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride sharing programs, demand management, and other transportation systems management strategies. For the purposes of this subsection (6) "concurrent with the development" shall mean that 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.

(6)(a)(iii) Facilities and services needed, including:...

(B) Level of service standards for all locally owned arterials and transit routes to serve as a gauge to judge performance of the system. These standards should be regionally coordinated;

(C) For state-owned transportation facilities, level of service standards for highways, as prescribed in chapters 47.06 and 47.80 RCW, to gauge the performance of the system. The purposes of reflecting level of service standards for state highways in the local comprehensive plan are to monitor the performance of the system, to evaluate improvement strategies, and to facilitate coordination between the county's or city's six-year street, road, or transit program and the department of transportation's six-year investment program. ...;

(D) Specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established level of service standard;

(E) Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth;

(F) Identification of state and local system needs to meet current and future demands. Identified needs on state-owned transportation facilities must be consistent with the statewide multimodal transportation plan required under chapter 47.06 RCW;

3. Specific requirement for transportation facilities for subdivisions:

RCW 58.17.110. SUBDIVISIONS.

(2) "A proposed subdivision and dedication shall not be approved unless the city, town, or county legislative body makes written findings that: (a) appropriate provisions are made for the public health, safety, and general welfare and for such ... streets or roads, alleys, other public ways, transit stops, ..."

## **2. GOALS FOR SHORELINE'S TRANSPORTATION CONCURRENCY**

- A. Shoreline's transportation concurrency program should be simple:
  - 1. It should be understandable to the applicants and the community.
  - 2. It should be easy for City staff to implement and administer.
  - 3. Shoreline is nearly built out, therefore the program will not be used enough to need or justify a more complex approach.
  
- B. Shoreline's transportation concurrency program should support the City's interest in increasing the use of transit as an alternative to single occupancy vehicles<sup>1</sup>.
  
- C. Shoreline's transportation concurrency program should support a simple, fair and predictable program for mitigating the impact of development on the transportation system.
  
- D. Shoreline's transportation concurrency program should support transportation planning and land use decisions that improve travel time and reduce travel delays.

---

<sup>1</sup> Shoreline also supports bicycle and pedestrian modes as alternatives to single occupancy vehicles, but bicycle and pedestrian level of service metrics and standards are not yet developed sufficiently to become part of Shoreline's concurrency and mitigation program.

### **3. BENCHMARKS AND ASSUMPTIONS FOR SHORELINE'S CONCURRENCY**

There are several key elements of Shoreline's transportation plans that will serve as benchmarks for the City's transportation concurrency requirement.

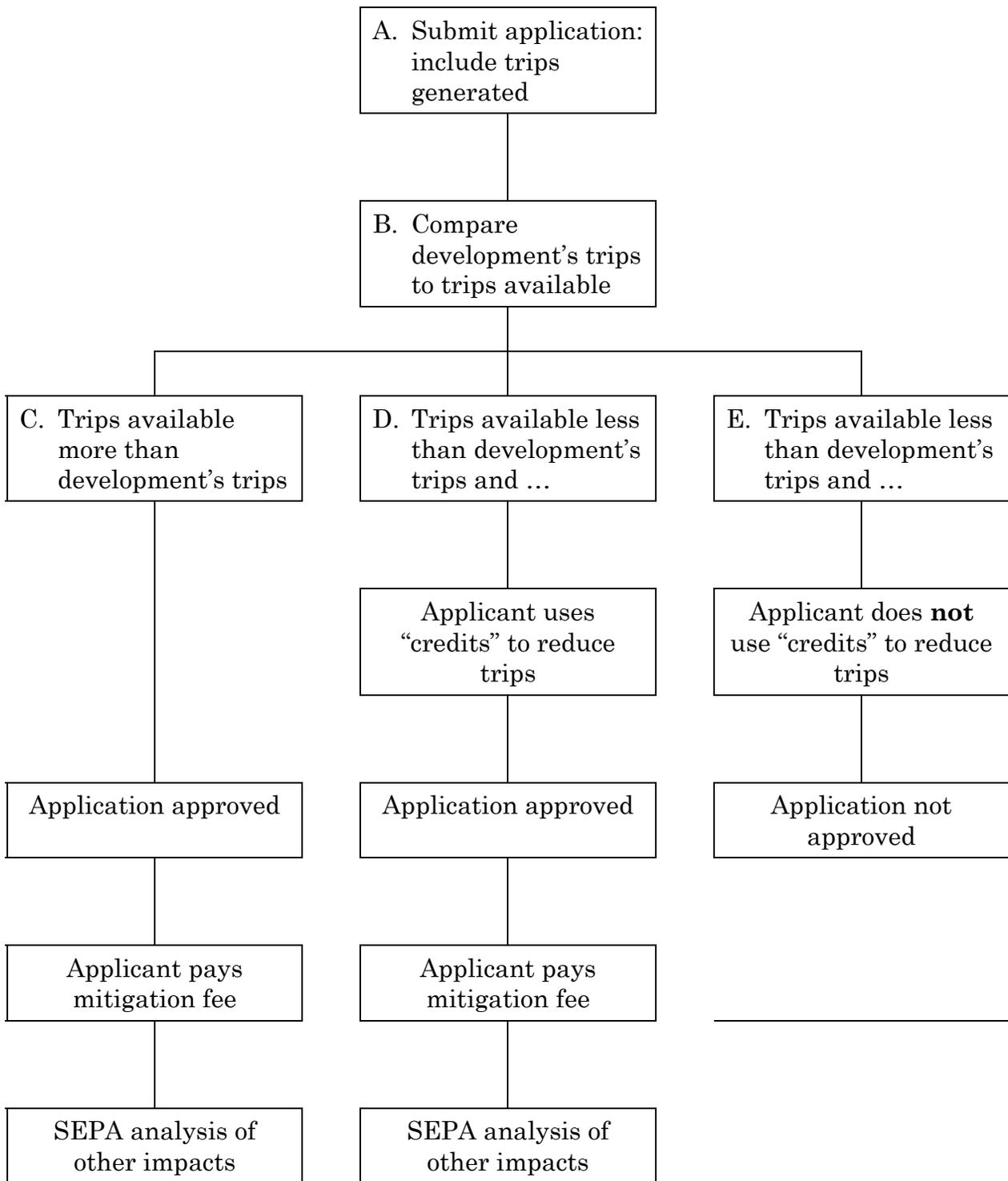
- A. Level of service (LOS) is the heart of concurrency: it must be understandable, accurate, and defensible. The nature of the LOS controls the nature of the concurrency ordinance. LOS standards for transportation concurrency will be the same as the City's standards in the transportation element of the comprehensive plan and the transportation plan:
- B. Traffic counts and trip generation will be measured during the p.m. peak period in order to be consistent with the City's adopted standards.
- C. The metric for vehicular traffic will measure traffic volume compared to road capacity.
- D. Concurrency will be tested as early as possible in the development process:
  - 1. Applications for rezoning, subdivision, or site plan approval will be tested for concurrency. If the concurrency requirement is fulfilled, the concurrency approval will apply automatically to subsequent development permits for the same development.
  - 2. Concurrency must be tested no later than during the application for a building permit. If the proposed development has not been tested previously for concurrency, it must be tested during the application for a building permit. If the proposed development was tested and approved for concurrency before the building permit, no further concurrency test will be required.
- F. Transportation concurrency will be evaluated in one citywide service area. Multiple service areas or corridors will add complexity.

#### **4. STEPS IN SHORELINE'S CONCURRENCY FOR ROADWAYS**

The steps in Shoreline's transportation concurrency for roadways are described below, and presented graphically in Figure 1 on the next page. An explanation of the technical basis for key elements in these steps is presented in Section 5 of this Framework.

- A. An application for development is submitted, including the number of trips it will generate.
- B. The number of trips from the proposed development is compared to the number of trips available for development.
- C. If there are more trips available than the development will generate, the concurrency requirement is fulfilled (subject to the development paying the mitigation fee for its share of the City's transportation plan improvements that were included in determining the number of trips available). The trips needed by the applicant will be subtracted from the available balance and "reserved" for the applicant. The applicant will receive a certificate or similar confirmation of the approval of concurrency and the reservation of trips for the development. The application will then be reviewed pursuant to SEPA to identify and mitigate any other transportation impacts not included in concurrency.
- D. If there are not enough trips available to serve the trips generated by the development the applicant can use "credits" to reduce its trip generation by providing one or more specific additional mitigations from the City's pre-approved list of trip-reducing credits. When the applicant's reduced trips are less than the trips available, the concurrency requirement is fulfilled (subject to the development paying the mitigation fee for its share of the City's transportation plan improvements that were included in determining the number of trips available). The trips will be "reserved" for the applicant, and a certificate will be issued in the same manner as Step C, above. The application will then be reviewed under SEPA in the same manner as Step C.
- E. If there are not enough trips available to serve the trips generated by the development and the applicant is unable or unwilling to reduce its trip generation the concurrency requirement is not fulfilled, and the City cannot approve the development.

**Figure 1: Steps in Shoreline’s Transportation Concurrency for Roadways**



## **5. TECHNICAL BASIS OF SHORELINE'S CONCURRENCY FOR ROADWAYS**

- A. The number of trips initially available for development (see Step 4-B) is determined by using the traffic model as follows:
1. The model is run with the existing network, current land use (existing dwelling units and commercial square feet), and recent traffic counts in order to identify any existing deficiencies compared to adopted level of service standards.
  2. Capital improvements are identified that will eliminate existing deficiencies.
  3. The model is run with the improvements from 2, above, added to the existing network, and with future development (dwelling units, commercial growth) added to the current land use. The result will identify future "deficiencies" caused by growth (i.e., intersections, street segments and/or other elements of the transportation system that will operate in the model below the adopted standard for level of service).
  4. Capital improvements are identified that will create capacity needed to serve future development (i.e., eliminate the future "deficiencies" identified by the model during 3, above).
  5. The model is run with the improvements from 4, above, added to the model version from 3, above, in order to confirm that the improved network will serve current and future development without any deficiencies.
  6. Subtract the total trips from model results from 1, above, from the total trips from model results from 5, above. The difference is the number of trips that can be added by growth and accommodated by the improved network.
- B. The number of trips available for development (see Step 4-B) after one or more applications have been processed is as follows:
1. The number of trips that can be added by growth and accommodated by the improved network from A-6, above, is the beginning entry in a ledger of available trip capacity.

2. Each time an application for development is approved for transportation concurrency, the number of trips for the new development is subtracted from the previous balance of trips available, and a new balance is entered in the ledger. This ledger tracks trip capacity in the same manner that a checkbook balance tracks money.

C. “Credits”: The City’s pre-approved list of trip-reduction credits available for Step 4-D contains a variety of specific mitigations that can be provided by the applicant, and the exact percentage of trips that will be credited for each specific mitigation. The City of Olympia has such a list. The following are examples from Olympia’s reductions:

<b>Action</b>	<b>Reduction</b>
Install bus shelter on site or within ¼ mile of site.	1%
Install preferential carpool/vanpool parking facilities	2%
Install paid parking	3%
Underbuild parking standards by 20%, or 30% or 40%	2%, 4%, 7%
Install bike lockers or employee showers	1%

The following are other potential credits identified by DKS for the type or location of development, and for installation of bike and pedestrian improvements. The amount of the credit has not yet been determined.

- Developing a specific type of development that the City would like to encourage
- Locating development near a LINK light rail station
- Locating development near park and ride/transit centers
- Locating development near rubber tire transit corridors
- Installing additional sidewalks/non-motorized trails beyond frontage improvements required by code
- Installing bike lanes

The following is another list of potential credits identified by DKS for the funding provided by the developer. The amount of the credit has not yet been

determined, but it could be a dollar-for-dollar reduction of the transportation mitigation fee paid in Steps 4-C or 4-D (the methodology is described immediately following this list).

- Funding for Transit Signal Priority
- Funding for sidewalks
- Funding for bike lanes
- Funding for City identified roadway or intersection improvement projects
- Funding for signal improvements
- Funding for ITS components

D. All applications that are approved for concurrency will pay a mitigation fee (see Steps 4-C and 4-D).

1. The purpose of the fee is to pay for the development's proportionate share of the cost of the City's transportation plan improvements that were included in determining the number of trips needed to serve new development and therefore available for transportation concurrency (see 5-A-4, above).
2. The calculation of the mitigation fee cost per trip uses the following formula:

$$c/t = \frac{(c - d - r)}{t}$$

- where
- c/t = the cost per trip,
  - c = the total cost of transportation plan improvements identified to create capacity needed to serve future development (i.e., eliminate future "deficiencies" identified by the model: see 5-A-4),
  - d = the portion of the cost of the improvement that eliminates existing deficiencies, if any,
  - r = the revenue from other sources that will pay for a portion of the capital improvement in excess of the cost of the deficiency,

t = the number of trips added by all growth planned for the City (see 5-A-6).

3. The mitigation fee cost per trip is the same for all applications. It is calculated when the transportation concurrency program is established. It is recalculated only at such time as there are significant modifications or updates to the transportation plan, traffic model, and/or the transportation concurrency program. The mitigation fee cost per trip is not recalculated for each application for development because all developments pay the same proportionate share cost per trip.
4. The amount of the mitigation fee to be paid by each applicant is calculated by multiplying the number of trips generated by the development (from Step 4-A) times the cost per trip (from 5-D-2).
5. The amount of the mitigation fee is not affected by specific mitigations that reduce trips for 5-C, above, because the mitigation fee is for the set of transportation improvements for the transportation system as a whole, whereas the specific mitigations for trip-reducing credits affect the trips generated by a specific development, and benefits to other users are incidental.

## **6. SHORELINE'S CONCURRENCY FOR TRANSIT**

NOTE: this section of the concurrency and mitigation framework is a work-in-progress that needs more discussion among staff and consultants in order to finalize the best choice and develop the specific methodology and steps.

- A. One of the following *alternative methods* can be used to include transit in Shoreline's transportation concurrency and mitigation program.
1. Transit supportive trip-reducing credits (see 5-C).
  2. Reduce LOS for facilities or areas served by transit. Criteria would need to be established to identify the transit service that qualifies an area for reduced LOS.
  3. Other, such as
    - a. Transit usage (mode split), OR
    - b. Transit availability (whole system): service hours, seat miles, headways, etc.), OR
    - c. Applicant's trip generation (see 4-A) includes separately stated transit trip generation based on the percent usage of transit (from recent PSRC travel diaries), or on a multiplier based on persons per vehicle.
- B. The steps in transportation concurrency for transit should be similar to, and concurrent with the steps for motor vehicle concurrency.
- C. The mitigation program for transit concurrency should be similar to, and concurrent with the mitigation program for motor vehicle concurrency.

## **7. TRANSPORTATION IMPACTS NOT INCLUDED IN CONCURRENCY AND MITIGATION FEES**

Shoreline's transportation concurrency and mitigation program will consider the impact of proposed development on the major components of the transportation system (i.e., arterial and collector streets and intersections and the public transit system), but it does not deal with smaller components (i.e., local streets, alleys, or driveways). The transportation concurrency and mitigation program also excludes specific impacts by proposed development on arterial and collector intersections or road segments that are not identified by the traffic model as impacted by overall growth in Shoreline. *[Question: should concurrency include local streets experiencing cut-through traffic, thus functioning like a collector?]*

Shoreline will use other programs, such as project-specific traffic impact analysis (TIA) pursuant to SEPA, to consider the impact of development on the transportation elements listed below that are excluded from transportation concurrency and mitigation.

- A. Local public streets and alleys, on-site streets, driveways, and parking. These improvements are required for local access, safety, and local mobility. They are typically required by development regulations, such as subdivision or site plan regulations. They are not considered in evaluating LOS, therefore they are not included in transportation concurrency. They are not included in the City's transportation plan capital improvements, thus they are not part of the mitigation program, and therefore no credit against mitigation fees is given for making these improvements.
  
- B. Frontage improvements on arterials and collectors. If the TIA shows an impact on an arterial or collector that is also on Shoreline's mitigation program list, the applicant will receive a credit against their mitigation fee for making the frontage improvement. If a segment or intersection of an arterial or collector has been removed from the mitigation program list, applicants will receive credits for frontage improvements they are required to make within 5 years after a segment or intersection has been removed from the mitigation program list. If the impacted arterial or collector is not on the mitigation program list, and has not been on the mitigation program list for more than 5 years, the applicant will be required to make the frontage improvement, but will not receive credit against their mitigation fee for the frontage improvement.

- C. Intersections and/or segments of arterials and collectors that are not included in capital improvement projects in Shoreline's transportation plan. If the TIA shows an impact on an arterial or collector that is not on Shoreline's mitigation program list, the applicant's mitigation will be limited to the applicant's proportionate share of the cost, or the applicant must be provided a latecomer agreement that can provide reimbursement to the applicant for portions of the cost that exceed their proportionate share.

## **8. IMPLEMENTATION AND ADMINISTRATION OF CONCURRENCY**

- A. The public works department will perform the concurrency test (i.e., verify the trips generated by each applicant, and compare the trips generated to the trips available).
  
- B. Transportation concurrency does not apply to the following development applications:
  - 1. Vested development is exempt by state law (see RCW 19.27.095). Development is vested if the applicant submitted a completed application for a building permit before the concurrency requirement is adopted by Shoreline. Vested development will be reviewed in order to determine the number of trips it will generate, and those trips will be recorded in the concurrency ledger, but the vested applications will be approved even if trips are not available.
  
  - 2. Proposed development that causes no added impacts on capital facilities. Examples include:
    - a. Accessory structures to residences
    - b. Amenities: swimming pools, fences, walls, signs
    - c. Room addition to residences
    - d. Identical replacement of structure
    - e. Utility substations
    - f. Use permits/right-of-way permits
    - g. Completion/finishing permits if shell permit was vested or tested for concurrency
    - h. Tenant improvements
    - i. Remodelings (if no additional square footage and no change in use)
    - j. Art projects

- k. Any other development that generates no impact on transportation facilities
  
- C. Shoreline will evaluate applications for transportation concurrency in the order in which completed applications are received. This will prevent awarding of the same trip capacity to more than one applicant.
  
- D. If there are fewer trips available than needed by an applicant the applicant can amend their application to reduce the number of trips needed to be equal to or less than the number available.
  
- E. Availability and reservation of trips will be documented on a separate certificate of capacity.
  - 1. serves as a control document
  - 2. can be recorded to disclose status to future buyers
    - a. specific uses, densities, intensities
    - b. expiration date
  - 3. no change to existing forms or software
  
- F. Fees will be charged for concurrency.
  - 1. Concurrency application fee (due with application, not refundable)
  - 2. Fee for reviewing independent data or traffic studies submitted by the applicant to be used in lieu of the standard data used by the City (due when independent data is submitted by the applicant, not refundable)
  - 3. Concurrency mitigation fee (due when approved for concurrency, not refundable, but if the development does not proceed the mitigation fee runs with the land as a credit against future mitigation fees due from the property)
  - 5. Exemptions from concurrency fees, or reduced fees, or deferral of payment until construction or occupancy is available only as follows:
    - a. low-income housing: \_\_\_\_\_

- d. economic development projects: \_\_\_\_\_
  - c. single family houses on single lots (or sub-SEPA threshold):  
\_\_\_\_\_
  - d. transit-oriented development: \_\_\_\_\_
  - e. other \_\_\_\_\_ : \_\_\_\_\_
- G. Trip capacity reservation expires when the permit expires, unless the permit has been extended (which automatically extends the trip capacity reservation).
- H. Trip capacity reservation is transferrable only to new owners of same parcel for the same number of trips reserved for the applicant
- I. Shoreline will discourage monopolization of concurrency trips by tying them to the expiration of the permits, limiting transfer to subsequent owners of the same parcel, and requiring payment of mitigation fees at the time concurrency is approved.
- J. Appeals of denials of concurrency:
- 1. Grounds for appealing a denial of concurrency include the following:
    - a. Error by the City
    - b. Rejection of applicant's alternative data or studies
  - 2. Appeals of concurrency determinations will be the same as appeals of other decisions pertaining to applications for development.
  - 3. If trip capacity was available and denial of the application was on other grounds, the City will reserve the trip capacity until the appeal is completed.
  - 4. If trip capacity was not available therefore denial was on the grounds of insufficient trip capacity, the City will reserve any trip capacity that has not been reserved and create a temporary hold on future applications until the appeal is completed

K. Source of data used for the transportation concurrency and mitigation program:

1. The source of data for the transportation concurrency and mitigation program is the City of Shoreline, and other sources selected by the City.
2. Applicants may provide alternative data provided that they
  - a. pay a fee to pay for review of the data by the City,
  - b. provide documentation substantiating the alternative data
  - c. provide controls (i.e., deed restrictions) to prevent variance from applicant's proposed use

L. The transportation concurrency and mitigation program will be updated within 3 months of any of the events listed below. If none of the listed events occurs within five years of the adoption or update of the transportation concurrency and mitigation program, the City will update the program.

1. Update or amendment of Shoreline's transportation plan.
2. Total traffic volume increases by 30% over the previous baseline.
3. More than 50% of the trip capacity in the original or updated ledger has been approved for applicants since the adoption or most recent update of the transportation concurrency and mitigation program.
4. Transportation capital improvements are completed that cumulatively increase the capacity of the system by more than 10% of the previous baseline.

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## Appendix G: Project descriptions - Traffic and Intersections

TRAFFIC AND INTERSECTION IMPROVEMENTS PROJECT DESCRIPTIONS				
	Street	From	To	Project Description
1	N 175th St	Stone Ave N	15th Ave NE	This project will design and construct improvements on N 175th St between Stone Ave N and 15th Ave NE, which will tie in with the improvements on N 175th St recently constructed by the Aurora project. The improvements include: reconstruction of the existing street to provide two traffic lanes in each direction, a center lane with two-way left turn areas, medians and turn pockets, intersection improvements, curb, gutter, and sidewalk with planter strip where feasible, illumination, landscaping and retaining walls. Intersections with high accident rates will be improved as part of this project. Sidewalks will be wide enough to include integrated bicycle lanes. The profile of the roadway between Ashworth Ave N and Stone Ave N will be lowered to meet standard sight distance requirements. This project includes improvements to the I-5 intersections, in coordination with WSDOT.
2	Midvale Ave N	N 175th St	N 183rd St	Design, acquire right-of-way and reconstruct Midvale Ave N. This project will move lanes off Seattle City Light (SCL) right-of-way. The project is proposed to include undergrounding electrical distribution lines, curb, gutter, sidewalks, amenity zone and on-street parking on the east side and angle parking on the west in the SCL right-of-way.
3	N 160th St	Greenwood Ave N	Aurora Ave N	Rechannelize the existing four-lane cross section to a boulevard-style three-lane cross section (one lane in each direction with a center left turn lane and median landscaping) with bicycle lanes on both sides of the street. This project may be included with the intersection improvement at N 160th Street and Greenwood Ave N (Project #8).
4	15th Ave NE	NE 172nd St	NE 195th St	This project would construct sidewalks on the west side of the road from NE 180th St to NE 195th St. A corridor study will be performed to identify a preferred transportation solution for this roadway segment. There are significant topographic challenges related to constructing a sidewalk on this arterial. A potential lane reduction for this segment of the road may include the sidewalks, as well as bicycle lanes on both sides of the street. The cross-section of the road from NE 172nd to NE 180th Street would be reduced from four lanes to three and bicycle lanes would be installed.
5	Firlands Way N	Linden Ave N	Aurora Ave N	Construct sidewalks and amenity zones and install angle-in on-street parking on both sides of the street. The project scope may include exposing and refurbishing the original red brick roadway surface, if it still exists. This project may be included with the intersection improvement at Firlands Way N and Linden Ave N (Project #10).

**TRAFFIC AND INTERSECTION IMPROVEMENTS PROJECT DESCRIPTIONS**

	<b>Street</b>	<b>From</b>	<b>To</b>	<b>Project Description</b>
<b>6</b>	Major Preservation Projects			<p>"Perform significant maintenance work on the following roadways:</p> <ul style="list-style-type: none"> <li>a. Meridian Ave N: N 145th St to N 205th St</li> <li>b. Westminster Way N: N 145th St to N 155th St</li> <li>c. N/NE 155th St: Aurora Ave N – 15th Ave NE; Roadway rechannelized to include a center turn lane and bicycle lanes in both directions</li> <li>d. N/NE 185th St: Midvale Ave N – 10th Ave NE; Roadway rechannelized to include a center turn lane and bicycle lanes in both directions Work may include milling the roadway and sealing the joints between the concrete panels to improve the smoothness and improve the pavement life span.</li> <li>e. N/NE 175th St: Stone Ave N – 25th Ave NE</li> <li>f. N/NW Richmond Beach Road: Richmond Beach Drive NW – Fremont Ave N; Roadway may be rechannelized to include a center turn lane and bicycle lanes in both directions</li> <li>g. Fremont Ave N: N 175th St – N 185th St; Roadway rechannelized to include a center turn lane and bicycle lanes in both directions</li> </ul> <p>Work may include milling the roadway and sealing the joints between the concrete panels to improve the smoothness and improve the pavement life span.</p>
<b>7</b>	Ashworth Ave N	At N 152nd St		Reconstruct the corner and add sidewalks on the west/north sides to tie into the existing sidewalks along N 152nd St. The corner will be widened to improve safety and visibility through this tight intersection.
<b>8</b>	N 160th St	At Greenwood Ave N and NW Innis Arden Way		This project will improve the operations and safety of this five-way intersection at N 160th St, Greenwood Ave North and Innis Arden Way. Design will be coordinated with Shoreline Community College (SCC) Master Planning and with Metro Transit. Illumination and landscaping will be provided through the realignment area. Bus zone and layover improvements will be included. This project also includes the construction of new sidewalk on the north side of N 160th St, from Dayton Ave N to Greenwood Ave N. Prior to construction, a study will be performed to identify a preferred solution to the current traffic operating problems at this intersection. This project may be included with the roadway improvements on N 160th Street from Aurora Ave N to Greenwood Ave N (Project #3).
<b>9</b>	Dayton Ave N	At Carlyle Hall Rd NW		This project will improve an odd-shaped intersection to improve visibility and safety, as well as providing pedestrian safety features. The design has not been completed and one of the first steps will be to scope out alternatives.
<b>10</b>	Firlands Way N	At Linden Ave N and N 188th St		This project will improve the intersection to improve operations and safety and calm the street. The design has not been completed and one of the first steps will be to scope out alternatives. This project may be included with the roadway improvements on Firlands Way N from Aurora Ave N to Linden Ave N (Project #5).
<b>11</b>	15th Ave NW	At NW Richmond Beach Rd		This project will reconfigure the roadway alignment at the existing off-set intersection to improve operations and safety. The design has not been completed, and one of the first steps will be to identify alternatives, including the potential for a roundabout(s).

TRAFFIC AND INTERSECTION IMPROVEMENTS PROJECT DESCRIPTIONS				
	Street	From	To	Project Description
12	Aurora Ave N	At N 145th St		Construction of a south to east bound left turn lane (for a total of two) at N 145th St and Aurora Ave N and construction of a new signal at North 149th St and Aurora Ave N. The 145th St dual left turn lane will require acquisition of additional rights-of-way along the western edge of Aurora (the Aurora project constructed "interim" sidewalks in this location). Schedule of this project is dependent on redevelopment of the northwest corner of Aurora and N 145th St. Right-of-way and/or frontage improvements may be provided by the developer. The additional width required for this turn lane is currently under consideration by the City of Seattle in their Aurora project planning. The new signal at N 149th St will need to meet signal warrants, maintains progression and receive WSDOT approval. This signal project should be combined with the dual left turn at North 145th St in order to address queue length demands. This project may be implemented by the City of Seattle Aurora project.
13	NE 168th St	At 25th Ave NE		This project includes installation of sidewalks and curb bulb outs for pedestrian safety and visibility and realignment of the east leg of NE 168th Street to allow for a 90 degree angle to improve traffic safety.
14	8th Ave NW	At NW Richmond Beach Rd		This project will improve safety and capacity at the intersection with the installation of dedicated turn lanes, sidewalks and curb ramps. A roundabout may be explored as a potential solution.
15	NW Richmond Beach Rd	At 3rd Ave NW		This project will design and construct left-turn lanes on NW Richmond Beach Road at the intersection with 3rd Ave NW and install signal modifications. The improvements will also include storm drainage, pavement widening, curb-and-gutter and sidewalks, retaining walls and street lighting. NW Richmond Beach Rd is a high-volume arterial street at this location and this project will improve safety and traffic flow. This intersection has a high accident rate.
16	Citywide			This project will fully integrate and coordinate all city signals, with Intelligent Transportation System (ITS) improvements where appropriate. Traffic monitoring cameras will also be included. A traffic management center (TMC) will be developed in City Hall to help manage these systems.
17	10th Ave NW	At NW 167th St		Rehabilitate the existing bridge at Hidden Lake to ensure safe vehicle crossing.
18	Richmond Beach Dr NW and NW Richmond Beach Rd	NW 205th St	Aurora Ave N	Perform a corridor study in response to development proposals at Point Wells located in unincorporated Snohomish County and construct mitigation measures. Improvements may include intersection improvements, bicycle lanes, sidewalks, surface water management, landscaping and lighting.
19	N/NE 145th St	3rd Ave NW	Bothell Way NE (SR 523)	Perform a multi-modal corridor study of 145th St (SR 523) from Bothell Way NE (SR 522) to 3rd Ave NW. Work in conjunction with the City of Seattle, the Washington State Department of Transportation, King County, Metro Transit and Sound Transit to evaluate the future transportation needs for this corridor. Include an examination of safety, traffic, transit and non-motorized needs resulting from anticipated changes in the area such as growth, location of light rail station(s) and regional tolling. The southern half (eastbound lanes) of the street is within the City of Seattle. Seattle classifies 145th St as Collector Arterial from 3rd Ave NW to Greenwood Ave N and a Primary Arterial from Greenwood Ave N to Bothell Way NE.

**TRAFFIC AND INTERSECTION IMPROVEMENTS PRIORITIZATION**

**ROADWAY IMPROVEMENTS**

<b>Project Number</b>	<b>Street</b>	<b>From</b>	<b>To</b>	<b>Improves Safety</b>	<b>Improves Capacity</b>	<b>Improves Transit</b>	<b>Pedestrian Improvements</b>	<b>Bicycle Improvements</b>	<b>Connects Major Destinations</b>	<b>Preserves Existing Infrastructure</b>	<b>TOTAL*</b>
<b>1</b>	N 175th St	Stone Ave N	15th Ave NE	X	X	X	X	X	X		6
<b>3</b>	N 160th St	Greenwood Ave N	Aurora Ave N	X		X	X	X	X		5
<b>6</b>	Major Preservation Projects	Multiple Locations		X	X	X		X		X	5
<b>4</b>	15th Ave NE	NE 172nd St	NE 195th St	X		X	X	X			4
<b>2</b>	Midvale Ave N	N 175th St	N 183rd St				X		X		2
<b>5</b>	Firlands Way N	Linden Ave N	Aurora Ave N				X	X			2

**INTERSECTION IMPROVEMENTS**

<b>Project Number</b>	<b>Street</b>	<b>From</b>	<b>To</b>	<b>Improves Safety</b>	<b>Improves Capacity</b>	<b>Improves Transit</b>	<b>Pedestrian Improvements</b>	<b>Bicycle Improvements</b>	<b>Connects Major Destinations</b>	<b>Preserves Existing Infrastructure</b>	<b>TOTAL*</b>
<b>15</b>	NW Richmond Beach Rd	At 3rd Ave NW		X	X	X	X	X	N/A		5
<b>8</b>	N 160th St	At Greenwood Ave N and NW Innis Arden Way			X	X	X	X	N/A		4
<b>14</b>	8th Ave NW	At NW Richmond Beach Rd			X	X	X	X	N/A		4
<b>11</b>	15th Ave NW	At NW Richmond Beach Rd			X	X	X	X	N/A		4
<b>9</b>	Dayton Ave N	At Carlyle Hall Rd NW				X	X	X	N/A		3

INTERSECTION IMPROVEMENTS												
Project Number	Street	From	To	Improves Safety	Improves Capacity	Improves Transit	Pedestrian Improvements	Bicycle Improvements	Connects Major Destinations	Preserves Existing Infrastructure	TOTAL*	
13	NE 168th St	At 25th Ave NE					X	X	N/A		2	
12	Aurora Ave N	At N 145th St			X		X		N/A		2	
7	Ashworth Ave N	At N 152nd St					X		N/A		1	
10	Firlands Way N	At Linden Ave N and N 188th St					X		N/A		1	
SIGNAL OPERATIONS												
Project Number	Street	From	To	Improves Safety	Improves Capacity	Improves Transit	Pedestrian Improvements	Bicycle Improvements	Connects Major Destinations	Preserves Existing Infrastructure	TOTAL*	
16	Citywide			NOT RANKED								
BRIDGE REPAIR												
Project Number	Street	From	To	Improves Safety	Improves Capacity	Improves Transit	Pedestrian Improvements	Bicycle Improvements	Connects Major Destinations	Preserves Existing Infrastructure	TOTAL*	
17	10th Ave NW	At NW 167th St		NOT RANKED								
CORRIDOR STUDIES												
Project Number	Street	From	To	Improves Safety	Improves Capacity	Improves Transit	Pedestrian Improvements	Bicycle Improvements	Connects Major Destinations	Preserves Existing Infrastructure	TOTAL*	
18	Richmond Beach Dr NW and NW Richmond Beach Rd	NW 199th St	Aurora Ave N	NOT RANKED								
19	N/NE 145th St	3rd Ave NW	Bothell Way NE (SR 523)	NOT RANKED								
*Projects ranked 4-6 are considered high priority projects. Projects ranked 2-3 are considered medium priority projects. Projects ranked 1 are considered low priority projects.												

TRAFFIC AND INTERSECTION IMPROVEMENTS PROJECT DESCRIPTIONS				
ROADWAY IMPROVEMENTS				
Project Number	Street	From	To	Project Cost
1	N 175th St	Stone Ave N	15th Ave NE	\$23,284,000
2	Midvale Ave N	N 175th St	N 183rd St	\$2,625,000
3	N 160th St	Greenwood Ave N	Aurora Ave N	\$563,000
4	15th Ave NE	NE 172nd St	NE 195th St	\$1,596,000
5	Firlands Way N	Linden Ave N	Aurora Ave N	\$1,109,400
6	Major Preservation Projects			\$4,700,000
			<b>TOTAL</b>	<b>\$33,877,400</b>
INTERSECTION IMPROVEMENTS				
	Street	At		Project Cost
7	Ashworth Ave N	At N 152nd St		\$262,500
8	N 160th St	At Greenwood Ave N and NW Innis Arden Way		\$1,953,000
9	Dayton Ave N	At Carlyle Hall Rd NW		\$1,050,000
10	Firlands Way N	At Linden Ave N and N 188th St		\$255,000
11	15th Ave NW	At NW Richmond Beach Rd		\$1,201,000
12	Aurora Ave N	At N 145th St		\$500,000
13	NE 168th St	At 25th Ave NE		\$337,400
14	8th Ave NW	At Richmond Beach Rd		\$1,941,200
15	NW Richmond Beach Rd	At 3rd Ave NW		\$2,068,500
			<b>TOTAL</b>	<b>\$9,568,600</b>
SIGNAL OPERATIONS				
	Street	At		Project Cost
16	Citywide			\$350,000
			<b>TOTAL</b>	<b>\$350,000</b>
BRIDGE REPAIR				
	Street	At		Project Cost
17	10th Ave NW	At NW 167th St		\$3,882,500
			<b>TOTAL</b>	<b>\$3,882,500</b>
CORRIDOR STUDIES				
	Street	From	To	Project Cost
18	Richmond Beach Dr NW and NW Richmond Beach Rd	NW 199th St	Aurora Ave N	\$315,000
19	N/NE 145th St	3rd Ave NW	Bothell Way NE (SR 523)	\$700,000
			<b>TOTAL</b>	<b>\$1,015,000</b>
			<b>GRAND TOTAL</b>	<b>\$48,343,500</b>

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TRAFFIC AND INTERSECTION IMPROVEMENTS PROJECT DESCRIPTIONS				
ROADWAY IMPROVEMENTS				
Project Number	Street	From	To	Funding Sources
1	N 175th St	Stone Ave N	15th Ave NE	TIB, STP, CIP
2	Midvale Ave N	N 175th St	N 183rd St	CIP, Development Mitigation
3	N 160th St	Greenwood Ave N	Aurora Ave N	CIP, Operations
4	15th Ave NE	NE 172nd St	NE 195th St	CIP, HSIP
5	Firlands Way N	Linden Ave N	Aurora Ave N	CIP, LID
6	Major Preservation Projects			CIP, TBD
INTERSECTION IMPROVEMENTS				
Project Number	Street	At		Funding Sources
7	Ashworth Ave N	N 152nd St		CIP
8	N 160th St	Greenwood Ave N and NW Innis Arden Way		TIB, HSIP, Urban Vitality
9	Dayton Ave N	Carlyle Hall Rd NW		CIP
10	Firlands Way N	Linden Ave N and N 188th St		CIP
11	15th Ave NW	NW Richmond Beach Rd		CIP, Development Mitigation
12	Aurora Ave N	N 145th St		STP/CMAQ, TIB, City of Seattle
13	NE 168th St	25th Ave NE		CIP
14	8th Ave NW	NW Richmond Beach Rd		CIP, Development Mitigation
15	NW Richmond Beach Rd	3rd Ave NW		HSIP, Development Mitigation
SIGNAL OPERATIONS				
Project Number	Street	At		Funding Sources
16	Citywide			HSIP
BRIDGE REPAIR				
Project Number	Street	At		Funding Sources
17	10th Ave NW	NW 167th St		CIP
CORRIDOR STUDIES				
Project Number	Street	From	To	Funding Sources
18	Richmond Beach Dr NW and NW Richmond Beach Rd	NW 199th St	Aurora Ave N	Development Mitigation
19	N/NE 145th St	3rd Ave NW	Bothell Way NE (SR 523)	State Legislature, WSDOT, King County, City of Seattle, Sound Transit, CIP

**Acronyms:**

CIP - City of Shoreline Capital Improvement Plan  
 CMAQ - Congestion Mitigation and Air Quality  
 HSIP - Highway Safety Improvement Program  
 LID - Local Improvement District  
 STP - Surface Transportation Program  
 TBD - Transportation Benefit District  
 TIB - Transportation Improvement Board

**Appendix H: Pedestrian Projects Prioritization Matrix**

Appendix H deleted  
per Ordinance 845

PEDESTRIAN FACILITY IMPROVEMENTS PROJECT DESCRIPTIONS					
Project Number	Street	From	To	Street Classification	Project Description
1	Richmond Beach Dr NW	NW 196th St	NW 199th St	Collector Arterial	Construct sidewalks on the west and east sides of the street
2	Richmond Beach Dr NW	NW 195th St	NW 196th St	Local Primary Street	Construct sidewalks on the west and east sides of the street
3	NW 196th St	Richmond Beach Dr NW	24th Ave NW	Local Primary Street	Construct sidewalks on the south side of the street
4	20th Ave NW	Saltwater Park entrance	NW 195th St	Local Primary Street	Construct sidewalks on the west and east sides of the street
5	20th Ave NW	NW 195th St	NW 205th St	Collector Arterial	Construct sidewalks on the west side of the street
6	NW 195th St	Richmond Beach Dr NW	21st Ave NW	Collector Arterial	Construct sidewalks on the north side of the street and fill in gaps on the side of the street
7	NW 197th St	20th Ave NW	18th Ave NW	Local Street	Construct sidewalks on the north and south sides of the street
8	18th Ave NW	NW 197th St	NW 198th St	Local Street	Construct sidewalks on the west and east sides of the street
9	NW 198th St	18th Ave NW	15th Ave NW	Local Secondary Street	Construct sidewalks on the north and south sides of the street and improve pedestrian path in unimproved right-of-way between the NW 198th St cul-de-sac bulb and 15th Ave NW
10	15th Ave NW	NW 188th St	NW 192nd St	Collector Arterial	Construct sidewalks on the west and east sides of the street
11	15th Ave NW	NW 195th St	NW 205th St	Collector Arterial	Construct sidewalks on the west and east sides of the street
12	NW 188th St	15th Ave NW	Springdale Ct NW	Collector Arterial	Construct sidewalks on the north and south sides of the street
13	Ridgefield Rd NW/ NW Innis Arden Dr	Springdale Ct NW	8th Ave NW	Local Primary Street	Construct sidewalks on the north and south sides of the street
14	Springdale Ct NW/ 14th Ave NW	NW 175th St	NW 188th St	Collector Arterial	Construct sidewalks on the west and east sides of the street
15	15th Ave NW/NW 167th St	NW 175th St	NW Innis Arden Way	Collector Arterial	Construct sidewalks on both sides of the street
16	NW 175th St	15th Ave NW	6th Ave NW	Local Primary Street/ Collector Arterial	Construct sidewalks on the north and south sides of the street
17	8th Ave NW	NW 175th St	South side of Sunset Park	Undeveloped right-of-way	Construct pedestrian path
18	10th Ave NW	NW Innis Arden Way	NW 175th St	Collector Arterial	Construct sidewalks on both sides of the street
19	8th Ave NW	Richmond Beach Rd NW	NW 195th St	Minor Arterial	Construct sidewalks on the east side of the street

PEDESTRIAN FACILITY IMPROVEMENTS PROJECT DESCRIPTIONS					
Project Number	Street	From	To	Street Classification	Project Description
20	8th Ave NW	NW 195th St	NW 205th St	Minor Arterial	Construct sidewalks on the west and east sides of the street
21	8th Ave NW	North side of Sunset Park	NW 185th St	Local Street/ Collector Arterial	Construct sidewalks on east side of the street and the west side, where needed
22	NW 180th St	3rd Ave NW	8th Ave NW	Local Primary Street/ Collector Arterial	Construct sidewalks on the north and south sides of the street
23	6th Ave NW	NW 175th St	NW 180th St	Collector Arterial	Construct sidewalks on the west and east sides of the street
24	3rd Ave NW	NW 180th St	NW Richmond Beach Rd	Local Primary Street	Construct sidewalks on the east side of the street
25	3rd Ave NW	NW 189th St	NW 195th St	Collector Arterial	Construct sidewalks to fill in gaps on the east side of the street
26	3rd Ave NW	NW 195th St	NW 205th St	Collector Arterial	Construct sidewalks on the west and east sides of the street
27	NW 205th St	8th Ave NW	3rd Ave NW	Collector Arterial	Construct sidewalks on the north and south sides of the street
28	NW 195th St	8th Ave NW	3rd Ave NW	Collector Arterial	Construct sidewalks on the north side of the street and fill in gaps on the south side of the street
29	NW/N 175th St	6th Ave NW	St. Luke's Pl N	Collector Arterial	Construct sidewalks on the north side of the street
30	N Innis Arden Way	10th Ave NW	Greenwood Ave N	Collector Arterial	Construct sidewalks on the north and south sides of the street
31	3rd Ave NW/ Carlyle Hall Rd NW	N 175th St	Dayton Ave N	Collector Arterial	Construct sidewalks on the east side of the street and the west side of the street, where needed
32	Dayton Ave N	N 165th St	N 171st St	Minor Arterial	Construct sidewalks on the west side of the street
33	Dayton Ave N	N 171st St	N 178th St	Minor Arterial	Construct sidewalks on the east side of the street
34	Dayton Ave N	N 178th St	N Richmond Beach Rd	Minor Arterial	Construct sidewalks on the west and east sides of the street
35	Dayton Ave N	Westminster Way N	N 165th St	Minor Arterial	Construct sidewalks on the west and east sides of the street
36	Greenwood Ave N	N 145th St	N 150th St	Collector Arterial	Construct sidewalks on the east side of the street
37	Greenwood Ave N	N 150th St	N 155th St	Collector Arterial	Construct and improve sidewalks on the west and east sides of the street
38	Greenwood Ave N	N 155th St	N 160th St	Collector Arterial	Construct sidewalks on the west side of the street and fill in gaps on the east side of the street
39	Greenwood Ave N	N 160th St	Carlyle Hall Rd N	Collector Arterial	Construct sidewalks on the west and east sides of the street

PEDESTRIAN FACILITY IMPROVEMENTS PROJECT DESCRIPTIONS					
Project Number	Street	From	To	Street Classification	Project Description
40	Westminster Way N	N 145th St	N 153rd St	Principal Arterial	Construct sidewalks on both sides of the street
41	NW/N 195th St	3rd Ave NW	Aurora Ave N	Collector Arterial	Construct sidewalks on the north and south sides of the street
42	NW 200th St	3rd Ave NW	Aurora Ave N	Collector Arterial	Construct sidewalks on the north and south sides of the street
43	Greenwood Ave N	NW 195th St	NW 200th St	Local Secondary Street/ Undeveloped right-of-way	Construct sidewalks on the west and east sides of the street and improve pedestrian path in the unimproved right-of-way
44	Dayton Ave N	NW 195th St	NW 200th St	Local Street	Construct sidewalks on the east side of the street from NW 195th St to NW 198th St and on the west and east sides of the street from NW 198th St to NW 200th St
45	NW 198th St	Dayton Ave N	Fremont Ave N	Local Secondary Street/ Undeveloped right-of-way	Construct sidewalks on the north and south sides of the street and improve pedestrian path in unimproved right-of-way
46	Firlands Way N	N 185th St	N 195th St	Local Secondary Street	Construct sidewalks on the west and east sides of the street
47	Fremont Ave N	N 165th St	N 205th St	Collector Arterial	Construct sidewalks on the west side of the street from N 165th St to N 175th St and on the west and east sides of the street from N 175th St to N 205th St
48	Linden Ave N	N 175th St	N 185th St	Collector Arterial	Construct sidewalks on the east side of the street from N 175th St to N 177th St, on the west and east sides of the street from N 177th St to N 182nd St and on the west side of the street from N 182nd St to N 185th St
49	Linden Ave N	N 185th St	N 188th St	Local Secondary Street	Construct sidewalks on the west and east sides of the street
50	N 170th St	Fremont Ave N	Aurora Ave N	Local Secondary Street	Construct sidewalks on the north and south sides of the street
51	N 165th St	Dayton Ave N	Aurora Ave N	Collector Arterial	Construct sidewalks on the north and south sides of the street
52	N 192nd	Interurban Trail	Ashworth Ave N	Local Secondary Street	Construct sidewalks on the south side of the street from the Interurban Trail to Ashworth Ave N
53	N 195th St	Ashworth Ave N	Meridian Ave N	Local Secondary Street	Construct sidewalks on the north side of the street from Ashworth Ave N to Wallingford Ave N and on the north and south sides of the street from Wallingford Ave N to Meridian Ave N

PEDESTRIAN FACILITY IMPROVEMENTS PROJECT DESCRIPTIONS					
Project Number	Street	From	To	Street Classification	Project Description
54	Ashworth Ave N	N 155th St	N 175th St	Local Primary Street	Construct sidewalks on the west and east sides of the street
55	Ashworth Ave N	N 175th St	N 185th St	Local Primary Street	Construct sidewalks on the west and east sides of the street
56	Ashworth Ave N	N 195th St	N 200th St	Collector Arterial	Construct sidewalks on the west and east sides of the street.
57	Meridian Ave N	N 194th St	N 205th St	Minor Arterial	Construct sidewalks on the east side of the street
58	1st Ave NE	NE 192nd St	NE 195th St	Collector Arterial	Construct sidewalks on the west and east sides of the street
59	NE 195th St	1st Ave NE	5th Ave NE	Local Secondary Street	Construct a separated bicycle/pedestrian path on the north side of the street
60	NE 195th St	5th Ave NE	Interstate 5	Local Secondary Street	Construct sidewalks on the north and south sides of the street
61	NE 195th St	Across Interstate 5		Local Secondary Street	Replace or improve the pedestrian bridge over I-5
62	5th Ave NE	NE 185th St	NE 205th St	Collector Arterial	Construct sidewalks on the west and east sides of the street, where needed, to complete sidewalks on both sides of the street
63	Corliss Ave N	N 180th St	N 185th St	Local Secondary Street	Construct sidewalks on the west and east sides of the street
64	N 175th St	Stone Ave N	Meridian Ave N	Principal Arterial	Construct sidewalks on the north and south sides of the street and improve existing sidewalks. Replace the existing asphalt walkway adjacent to Meridian Park Elementary School with a sidewalk.
65	NE 171st St/ Corliss Pl N/N 170th St	Meridian Ave N	North side of James Keough Park	Local Secondary Streets	Construct sidewalks on both sides of each street and construct/improve pedestrian path in the unimproved right-of-way
66	N 167th St	Interurban Trail	South side of James Keough Park	Local Secondary Street/Local Primary Street	Construct sidewalks on the north and south sides of the street
67	N 165th St	Interurban Trail	Meridian Ave N	Local Primary Street/Local Secondary Street	Construct sidewalks on the north and south sides of the street and improve pedestrian path in the unimproved right-of-way
68	N 157th St	Ashworth Ave N	Meridian Ave N	Local Secondary Street	Construct sidewalks on the north and south sides of the street and improve pedestrian path in the unimproved right-of-way

PEDESTRIAN FACILITY IMPROVEMENTS PROJECT DESCRIPTIONS					
Project Number	Street	From	To	Street Classification	Project Description
69	N 160th St	Aurora Ave N	Ashworth Ave N	Local Secondary Street	Construct sidewalks on the north and south sides of the street
70	N 152nd St	Aurora Ave N	Ashworth Ave N	Local Primary Street/Local Secondary Street	Construct sidewalks on north and south sides of the street, where needed, to complete sidewalks on both sides of the street
71	1st Ave NE	NE 145th St	NE 155th St	Collector Arterial	Construct sidewalks on east and west sides of the street, where needed, to complete sidewalks on both sides of the street
72	NE 205th St	17th Ave NE	19th Ave NE	Minor Arterial	Construct sidewalks on the south side of the street
73	19th Ave NE	NE 196th St	NE 205th St	Minor Arterial	Construct sidewalks on the west and east sides of the street, where needed, to complete sidewalks on both sides of the street
74	Ballinger Way NE	19th Ave NE	25th Ave NE	Principal Arterial	Construct sidewalks on the southwest side of the street where needed
75	25th Ave NE	NE 195th St	NE 205th St	Local Primary Street	Construct sidewalks on the west and east sides of the street
76	NE 200th St	South side of Bruggers Bog	30th Ave NE	Local Secondary Street	Construct sidewalks on the north and south sides of the street
77	NE 195th St/10th Ave NE	Interstate 5	NE 185th St	Local Secondary Street/Collector Arterial	Construct sidewalks on both sides of the street
78	NE 195th St	10th Ave NE	15th Ave NE	Unimproved right-of-way/Local Secondary Street	Construct sidewalks on the north and south sides of the street and construct pedestrian path in the unimproved right-of-way
79	NE 196th St	15th Ave NE	19th Ave NE	Minor Arterial	Construct sidewalks on the north and south sides of the street
80	Forest Park Dr NE	15th Ave NE	19th Ave NE	Collector Arterial	Construct sidewalks on both sides of the street
81	15th Ave NE	NE 181st St	NE 196th St	Principal Arterial	Construct and improve sidewalks on the west and east sides of the street, where needed, to complete sidewalks on both sides of the street
82	Perkins Way NE	10th Ave NE	21st Ave NE	Collector Arterial	Construct sidewalks on the south side of the street from 10th Ave NE to 21st Ave NE and on the north side of the street from 15th Ave NE to 21st Ave NE
83	25th Ave NE	Perkins Way NE	NE 178th St	Collector Arterial	Construct sidewalks on both sides of the street

PEDESTRIAN FACILITY IMPROVEMENTS PROJECT DESCRIPTIONS					
Project Number	Street	From	To	Street Classification	Project Description
84	24th Ave NE	15th Ave NE	25th Ave NE	Minor Arterial	Construct sidewalks on both sides of the street
85	5th Ave NE	NE 175th St	NE 185th St	Minor Arterial	Construct sidewalks on the west and east sides of the street
86	8th Ave NE	NE 175th St	NE 185th St	Local Primary Street	Construct sidewalks on the west and east sides of the street
87	10th Ave NE	NE 175th St	NE 185th St	Collector Arterial	Construct sidewalks on the west and east sides of the street
88	NE 185th St/15th PI NE	10th Ave NE	NE 180th St	Local Primary Street/ Unimproved right-of-way	Construct sidewalks on both sides of the street and construct pedestrian path in the unimproved right-of-way
89	NE 180th St	10th Ave NE	15th Ave NE	Collector Arterial	Construct sidewalks on the north and south sides of the street
90	NE 177th St	15th Ave NE	Serpentine PI NE	Local Secondary Street	Construct sidewalks on the north and south sides of the street
91	Serpentine PI NE	NE 175th St	NE 177th St	Local Secondary Street	Construct and improve sidewalks on the northwest and southeast sides of the street, where needed, to complete sidewalks on both sides of the street
92	NE 175th St	15th Ave NE	22nd Ave NE	Collector Arterial	Construct sidewalks on both sides of the streets, where needed, to complete sidewalks on both sides of the streets
	22nd Ave NE	NE 171st St	NE 175th St	Collector Arterial	
	NE 171st St	22nd Ave NE	25th Ave NE	Collector Arterial	
93	25th Ave NE	NE 165th St	NE 173rd St	Collector Arterial	Construct sidewalks on the west and east sides of the street. Reduce sidewalk width or construct shoulder when topography is restrictive
94	NE 168th St	15th Ave NE	25th Ave NE	Collector Arterial	Construct sidewalks on the north and south sides of the street
95	NE 170th St	5th Ave NE	10th Ave NE	Local Secondary Street	Construct sidewalks on the north and south sides of the street
96	10th Ave NE	NE 155th St	NE 175th St	Local Primary Street	Construct and improve sidewalks on the west and east sides of the street, where needed, to complete sidewalks on both sides of the street
97	NE 165th St	10th Ave NE	15th Ave NE	Collector Arterial	Construct sidewalks on the south side of the street
98	15th Ave NE	NE 150th St	NE 165th St	Principal Arterial	Construct sidewalks on the east side of the street
99	10th Ave NE	NE 151st St	East side of Paramount Park	Local Secondary Street	Construct sidewalks on the west and east sides of the street and improve pedestrian path in the unimproved right-of-way

PEDESTRIAN FACILITY IMPROVEMENTS PROJECT DESCRIPTIONS					
Project Number	Street	From	To	Street Classification	Project Description
99	10th Ave NE	NE 151st St	East side of Paramount Park	Local Secondary Street	Construct sidewalks on the west and east sides of the street and improve pedestrian path in the unimproved right-of-way
100	NE 152nd St	11th Ave NE	15th Ave NE	Local Secondary Street	Construct sidewalks on the north and south sides of the street
101	NE 148th St	12th Ave NE	15th Ave NE	Local Secondary Street	Construct sidewalks on the north and south sides of the street
102	NE 150th St	15th Ave NE	25th Ave NE	Collector Arterial	Construct sidewalks on south side of the street (excludes segment from 18th Ave NE to 20th Ave NE, Project #103)
103	NE 150th St	Approx. 18th Ave NE	20th Ave NE	Collector Arterial	Construct a sidewalk on the north side of the street to fill in the gap
104	NE 158th St	25th Ave NE	28th Ave NE	Local Secondary Street	Construct sidewalks on the north and south sides of the street
105	25th Ave NE	NE 145th St	NE 150th St	Collector Arterial	Construct sidewalks on the east side of the street
106	27th Ave NE	NE 145th St	NE 158th St	Local Secondary Street	Construct and improve sidewalks on the west and east sides of the street, where needed, to complete sidewalks on both sides of the street
107	NE 205th St	3rd Ave NE	6th Ave NE	N/A	Construct sidewalks on the south side of the street, in conjunction with the Washington State Department of Transportation
108	N 192nd St	Across Aurora Ave N		Local Secondary Street	Construct pedestrian and bicycle bridge across Aurora Ave N
109	Richmond Beach Saltwater Park Pedestrian Bridge			N/A	Repair/maintain and replace the pedestrian bridge at the park. Repair work includes replacement of the bridge deck, the addition of lateral bracing, repair of a specific pile cap and removal of an abandoned, asbestos wrapped utility line.
110	NE 150th St	25th Ave NE	28th Ave NE	Local Secondary Street	Construct sidewalks on the north and south sides of the street
111	N 160th St	Dayton Ave N	Greenwood Ave N	Minor Arterial	Construct a sidewalk on the north side of the street to fill in the gap
112	NE 165th St	5th Ave NE	6th Ave NE	Collector Arterial	Construct a sidewalk on the north side of the street to fill in the gap
113	10th Ave NW	NW 175th St	NW 180th St	Local Primary Street	Construct and improve sidewalks on the west and east sides of the street, where needed, to complete sidewalks on both sides of the street

PEDESTRIAN FACILITY IMPROVEMENTS PROJECT DESCRIPTIONS					
Project Number	Street	From	To	Street Classification	Project Description
114	NW 180th St	10th Ave NW	8th Ave NW	Local Primary Street	Construct sidewalks on the north and south sides of the street
115	Ashworth Ave N	N 185th St	N 192nd St	Collector Arterial	Construct sidewalks on the west side of the street, where needed
116	NW 201st St	12th Ave NW	15th Ave NW	Local Secondary Street	Construct sidewalks on the south side of the street
117	Evanston Ave N	N 145th St	N 150th St	Local Secondary Street	Construct sidewalks on the west side of the street
118	N 192nd St	Ashworth Ave N	Wallingford Ave N	Local Secondary Street	Construct sidewalks on the south side of the street
119	Wallingford Ave N	N 192nd St	N 195th St	Local Secondary Street	Construct sidewalks on the east side of the street
120	N 150th St	Ashworth Ave N	Burke Ave N	Local Secondary Street	Construct sidewalks on the south side of the street
121	NE 170th St	11th Ave NE	15th Ave NE	Local Secondary Street	Construct sidewalks on the south side of the street
122	NE 160th St	25th Ave NE	31st Ave NE	Local Secondary Street	Construct sidewalks on the south side of the street
123	NE 148th St	31st Ave NE	Bothell Way NE	Local Secondary Street	Construct sidewalks on the south side of the street

Appendix H Deleted  
per Ordinance 845

PEDESTRIAN FACILITY IMPROVEMENTS PRIORITIZATION												
Project Number	Street	From	To	Funding	School Access	Located on an Arterial	Connects to Park	Connects to Existing Walkway	Activity Center	Connects to Transit	Links Major Destinations	TOTAL*
				Can the project be combined with or leverage other public funding?	Will the walkway be within 10 blocks of a school?	Will the walkway be located on an arterial?	Will the walkway connect to a park?	Will the walkway connect to an existing walkway?	Is the walkway in the Town Center, North City Business District, Ballinger Neighborhood or connect to Aurora Ave N?	Will the walkway provide access to high capacity transit, such as bus rapid transit or light rail or other transit routes?	Will the walkway connect neighborhood businesses, high density housing, schools and recreation facilities?	
4	20th Ave NW	Saltwater Park entrance	NW 195th St	X	X	X	X			X	X	6
41	NW/N 195th St	3rd Ave NW	Aurora Ave N		X	X		X	X	X	X	6
56	Ashworth Ave N	N 195th St	N 200th St		X	X	X	X		X	X	6
81	15th Ave NE	NE 181st St	NE 196th St	X	X	X		X		X	X	6
97	NE 165th St	10th Ave NE	15th Ave NE		X	X	X	X		X	X	6
98	15th Ave NE	NE 150th St	NE 165th St		X	X	X	X		X	X	6
102	NE 150th St	15th Ave NE	25th Ave NE		X	X	X	X		X	X	6
105	25th Ave NE	NE 145th St	NE 150th St		X	X	X	X		X	X	6
108	N 192nd St	Across Aurora Ave N		X		X		X	X	X	X	6

PEDESTRIAN FACILITY IMPROVEMENTS PRIORITIZATION												
Project Number	Street	From	To	Funding	School Access	Located on an Arterial	Connects to Park	Connects to Existing Walkway	Activity Center	Connects to Transit	Links Major Destinations	TOTAL*
64	N 175th St	Stone Ave N	Meridian Ave N	X	X	X		X		X	X	6
71	1st Ave NE	NE 145th St	NE 155th St		X	X	X	X		X	X	6
11	15th Ave NW	NW 195th St	NW 205th St		X	X	X	X		X		5
25	3rd Ave NW	NW 189th St	NW 195th St		X	X	X	X		X		5
29	NW/N 175th St	6th Ave NW	St. Luke's PI N		X	X	X	X		X		5
30	N Innis Arden Way	10th Ave NW	Greenwood Ave N		X	X	X	X		X		5
31	3rd Ave NW/Carlyle Hall Rd NW	N 175th St	Dayton Ave N		X	X	X	X		X		5
47	Fremont Ave N	N 165th St	N 205th St		X	X	X	X		X		5
48	Linden Ave N	N 175th St	N 185th St		X	X		X	X	X		5
50	N 170th St	Fremont Ave N	Aurora Ave N		X			X	X	X	X	5
51	N 165th St	Dayton Ave N	Aurora Ave N		X	X		X	X	X		5
52	N 192nd	Interurban Trail	Ashworth Ave N		X			X	X	X	X	5
74	Ballinger Way NE	19th Ave NE	25th Ave NE			X	X	X	X	X		5
89	NE 180th St	10th Ave NE	15th Ave NE		X	X		X	X	X		5

Appendix H deleted per Ordinance 845

PEDESTRIAN FACILITY IMPROVEMENTS PRIORITIZATION												
Project Number	Street	From	To	Funding	School Access	Located on an Arterial	Connects to Park	Connects to Existing Walkway	Activity Center	Connects to Transit	Links Major Destinations	TOTAL*
92	NE 175th St 22nd Ave NE/ NE 171st St	15th Ave NE NE 171st St 22nd Ave NE	22nd Ave NE/ NE 175th St/ 25th Ave NE		X	X		X	X	X		5
94	NE 168th St	15th Ave NE	25th Ave NE		X	X	X	X		X		5
112	NE 165th St	5th Ave NE	6th Ave NE		X	X		X		X	X	5
40	Westminster Way N	N 145th St	N 153rd St		X	X		X		X	X	5
115	Ashworth Ave N	N 185th St	N 192nd St		X	X		X	X		X	5
3	NW 195th St	Richmond Beach Dr NW	24th Ave NW		X		X	X		X		4
5	20th Ave NW	NW 195th St	NW 205th St		X	X		X		X		4
10	15th Ave NW	NW 188th St	NW 192nd St		X	X		X		X		4
19	8th Ave NW	Richmond Beach Rd NW	NW 195th St		X	X		X		X		4
21	8th Ave NW	North side of Sunset Park	NW 185th St			X		X		X	X	4
26	3rd Ave NW	NW 195th St	NW 205th St		X	X		X		X		4
28	NW 195th St	8th Ave NW	3rd Ave NW		X	X		X		X		4
32	Dayton Ave N	N 165th St	N 171st St		X	X		X		X		4
33	Dayton Ave N	N 171st St	N 178th St		X	X		X		X		4

**PEDESTRIAN FACILITY IMPROVEMENTS PRIORITIZATION**

Project Number	Street	From	To	Funding	School Access	Located on an Arterial	Connects to Park	Connects to Existing Walkway	Activity Center	Connects to Transit	Links Major Destinations	TOTAL*
35	Dayton Ave N	Westminster Way N	N 165th St		X	X		X		X		4
37	Greenwood Ave N	N 150th St	N 155th St		X	X		X		X		4
38	Greenwood Ave N	N 155th St	N 160th St		X	X		X		X		4
39	Greenwood Ave N	N 160th St	Carlyle Hall Rd N		X	X		X		X		4
42	NW 200th St	3rd Ave NW	Aurora Ave N		X	X			X	X		4
49	Linden Ave N	N 185th St	N 188th St		X			X	X	X		4
54	Ashworth Ave N	N 155th St	N 175th St		X		X	X		X		4
55	Ashworth Ave N	N 175th St	N 185th St		X	X		X		X		4
62	5th Ave NE	NE 185th St	NE 205th St			X	X	X		X		4
63	Corliss Ave N	N 180th St	N 185th St		X		X	X		X		4
65	NE 171st St/Corliss Pl N/N 170th St	Meridian Ave N	North side of James Keough Park		X		X	X		X		4
66	N 167th St	Interurban Trail	South side of James Keough Park		X		X	X		X		4
69	N 160th St	Aurora Ave N	Ashworth Ave N		X			X	X	X		4
72	NE 205th St	17th Ave NE	19th Ave NE			X		X	X	X		4
73	19th Ave NE	NE 196th St	NE 205th St			X		X	X	X		4

Appendix H deleted per Ordinance 845

PEDESTRIAN FACILITY IMPROVEMENTS PRIORITIZATION												
Project Number	Street	From	To	Funding	School Access	Located on an Arterial	Connects to Park	Connects to Existing Walkway	Activity Center	Connects to Transit	Links Major Destinations	TOTAL*
75	25th Ave NE	NE 195th St	NE 205th St				X	X	X	X		4
77	NE 195th St/10th Ave NE	Interstate 5	NE 185th St		X	X	X	X				4
80	Forest Park Dr NE	15th Ave NE	19th Ave NE			X		X	X	X		4
82	Perkins Way NE	10th Ave NE	21st Ave NE	X	X	X		X				4
85	5th Ave NE	NE 175th St	NE 185th St		X	X		X		X		4
87	10th Ave NE	NE 175th St	NE 185th St		X	X		X		X		4
90	NE 177th St	15th Ave NE	Serpentine PI NE		X			X	X	X		4
95	NE 170th St	5th Ave NE	10th Ave NE		X		X	X		X		4
96	10th Ave NE	NE 155th St	NE 175th St		X		X	X		X		4
103	NE 150th St	Approx. 18th Ave NE	20th Ave NE			X	X	X		X		4
106	27th Ave NE	NE 145th St	NE 158th St		X			X		X	X	4
110	NE 150th St	25th Ave NE	28th Ave NE		X		X	X		X		4
111	N 160th St	Dayton Ave N	Greenwood Ave N		X	X		X		X		4
1	Richmond Beach Dr NW	NW 196th St	NW 199th St			X	X			X		3
6	NW 195th St	Richmond Beach Dr NW	21st Ave NW		X			X		X		3

**PEDESTRIAN FACILITY IMPROVEMENTS PRIORITIZATION**

Project Number	Street	From	To	Funding	School Access	Located on an Arterial	Connects to Park	Connects to Existing Walkway	Activity Center	Connects to Transit	Links Major Destinations	TOTAL*
17	8th Ave NW	NW 175th St	South side of Sunset Park	X			X	X				3
20	8th Ave NW	NW 195th St	NW 205th St		X	X		X				3
24	3rd Ave NW	NW 180th St	NW Richmond Beach Rd		X			X		X		3
34	Dayton Ave N	N 178th St	N Richmond Beach Rd		X			X		X		3
36	Greenwood Ave N	N 145th St	N 150th St		X	X				X		3
43	Greenwood Ave N	NW 195th St	NW 200th St		X			X		X		3
44	Dayton Ave N	NW 195th St	NW 200th St		X			X		X		3
46	Firlands Way N	N 185th St	N 195th St		X				X	X		3
57	Meridian Ave N	N 194th St	N 205th St			X		X		X		3
67	N 165th St	Interurban Trail	Meridian Ave N		X			X		X		3
68	N 157th St	Ashworth Ave N	Meridian Ave N		X			X		X		3
86	8th Ave NE	NE 175th St	NE 185th St		X			X		X		3
93	25th Ave NE	NE 165th St	NE 178th St		X	X		X				3
100	NE 152nd St	11th Ave NE	15th Ave NE				X	X		X		3
101	NE 148th St	12th Ave NE	15th Ave NE				X	X		X		3

PEDESTRIAN FACILITY IMPROVEMENTS PRIORITIZATION												
Project Number	Street	From	To	Funding	School Access	Located on an Arterial	Connects to Park	Connects to Existing Walkway	Activity Center	Connects to Transit	Links Major Destinations	TOTAL*
104	NE 158th St	25th Ave NE	28th Ave NE		X		X	X				3
109	Richmond Beach Saltwater Park Pedestrian Bridge			X			X	X				3
120	N 150th St	Ashworth Ave N	Burke Ave N		X			X		X		3
121	NE 170th St	11th Ave NE	15th Ave NE		X			X		X		3
122	NE 160th St	25th Ave NE	31st Ave NE		X		X	X				3
123	NE 148th St	31st Ave NE	Bothell Way NE		X			X		X		3
7	NW 197th St	20th Ave NW	18th Ave NW		X		X					2
12	NW 188th St	15th Ave NW	Springdale Ct NW		X	X						2
13	Ridgefield Rd NW/ NW Innis Arden Dr	Springdale Ct NW	8th Ave NW					X		X		2
14	Springdale Ct NW/14th Ave NW	NW 175th St	NW 188th St			X	X					2
15	15th Ave NW/NW 167th St	NW 175th St	NW Innis Arden Way			X	X					2
16	NW 175th St	15th Ave NW	6th Ave NW				X	X				2
18	10th Ave NW	NW Innis Arden Way	NW 175th St			X	X					2
22	NW 180th St	3rd Ave NW	8th Ave NW			X		X				2
27	NW 205th St	8th Ave NW	3rd Ave NW		X	X						2

PEDESTRIAN FACILITY IMPROVEMENTS PRIORITIZATION												
Project Number	Street	From	To	Funding	School Access	Located on an Arterial	Connects to Park	Connects to Existing Walkway	Activity Center	Connects to Transit	Links Major Destinations	TOTAL*
45	NW 198th St	Dayton Ave N	Fremont Ave N		X			X				2
58	1st Ave NE	NE 192nd St	NE 195th St				X	X				2
61	NE 195th St	Across Interstate 5			X		X					2
70	N 152nd St	Aurora Ave N	Ashworth Ave N						X	X		2
84	24th Ave NE	15th Ave NE	25th Ave NE			X		X				2
88	NE 185th St/15th Pl NE	10th Ave NE	NE 180th St		X			X				2
99	10th Ave NE	NE 151st St	East side of Paramount Park				X	X				2
107	NE 205th St	3rd Ave NE	6th Ave NE			X				X		2
113	10th Ave NW	NW 175th St	NW 180th St		X			X				2
117	Evanston Ave N	N 145th St	N 150th St					X		X		2
118	N 192nd St	Ashworth Ave N	Wallingford Ave N		X			X				2
119	Wallingford Ave N	N 192nd St	N 195th St		X			X				2
2	Richmond Beach Dr NW	NW 195th St	NW 196th St							X		1
8	18th Ave NW	NW 197th St	NW 198th St		X							1

PEDESTRIAN FACILITY IMPROVEMENTS PRIORITIZATION												
Project Number	Street	From	To	Funding	School Access	Located on an Arterial	Connects to Park	Connects to Existing Walkway	Activity Center	Connects to Transit	Links Major Destinations	TOTAL*
9	NW 198th St	18th Ave NW	15th Ave NW		X							1
23	6th Ave NW	NW 175th St	NW 180th St					X				1
53	N 195th St	Ashworth Ave N	Meridian Ave N		X							1
59	NE 195th St	1st Ave NE	5th Ave NE					X				1
60	NE 195th St	5th Ave NE	Interstate 5					X				1
76	NE 200th St	South side of Bruggers Bog	30th Ave NE				X					1
78	NE 195th St	10th Ave NE	15th Ave NE		X							1
79	NE 196th St	15th Ave NE	19th Ave NE			X						1
83	25th Ave NE	Perkins Way NE	NE 178th St			X						1
91	Serpentine PI NE	NE 175th St	NE 177th St		X							1
114	NW 180th St	10th Ave NW	8th Ave NW		X							1
116	NW 201st St	12th Ave NW	15th Ave NW					X				1

\*Projects ranked 5-6 are considered high priority projects. Projects ranked 3-4 are considered medium priority projects. Projects ranked 1-2 are considered low priority projects.

PEDESTRIAN FACILITY IMPROVEMENTS FUNDING SOURCES				
Project Number	Street	From	To	Funding Sources
1	Richmond Beach Dr NW	NW 196th St	NW 199th St	Private development mitigation
2	Richmond Beach Dr NW	NW 195th St	NW 196th St	Private development mitigation
3	NW 195th St	Richmond Beach Dr NW	24th Ave NW	Private development mitigation
4	20th Ave NW	Saltwater Park entrance	NW 195th St	Park/Trail Bond, TIB - SP
5	20th Ave NW	NW 195th St	NW 205th St	CIP, Voter Approved Bond, City General Fund
6	NW 195th St	Richmond Beach Dr NW	21st Ave NW	Private development mitigation
7	NW 197th St	20th Ave NW	18th Ave NW	CIP, Voter Approved Bond, City General Fund
8	18th Ave NW	NW 197th St	NW 198th St	CIP, Voter Approved Bond, City General Fund
9	NW 198th St	18th Ave NW	15th Ave NW	CIP, Voter Approved Bond, City General Fund
10	15th Ave NW	NW 188th St	NW 192nd St	CIP, Voter Approved Bond, City General Fund
11	15th Ave NW	NW 195th St	NW 205th St	CIP, Voter Approved Bond, City General Fund
12	NW 188th St	15th Ave NW	Springdale Ct NW	CIP, Voter Approved Bond, City General Fund
13	Ridgefield Rd NW/ NW Innis Arden Dr	Springdale Ct NW	8th Ave NW	CIP, Voter Approved Bond, City General Fund
14	Springdale Ct NW/ 14th Ave NW	NW 175th St	NW 188th St	CIP, Voter Approved Bond, City General Fund
15	15th Ave NW/ NW 167th St	NW 175th St	NW Innis Arden Way	CIP, Voter Approved Bond, City General Fund
16	NW 175th St	15th Ave NW	6th Ave NW	CIP, Voter Approved Bond, City General Fund
17	8th Ave NW	NW 175th St	South side of Sunset Park	Park/Trail Bond
18	10th Ave NW	NW Innis Arden Way	NW 175th St	CIP, Voter Approved Bond, City General Fund
19	8th Ave NW	NW Richmond Beach Rd	NW 195th St	CIP, Voter Approved Bond, City General Fund
20	8th Ave NW	NW 195th St	NW 205th St	TIB - SP
21	8th Ave NW	North side of Sunset Park	NW 185th St	Parks and Recreation Bond
22	NW 180th St	3rd Ave NW	8th Ave NW	CIP, Voter Approved Bond, City General Fund
23	6th Ave NW	NW 175th St	NW 180th St	CIP, Voter Approved Bond, City General Fund
24	3rd Ave NW	NW 180th St	NW Richmond Beach Rd	CIP, Voter Approved Bond, City General Fund
25	3rd Ave NW	NW 189th St	NW 195th St	TIB - SP
26	3rd Ave NW	NW 195th St	NW 205th St	CIP, Voter Approved Bond, City General Fund

PEDESTRIAN FACILITY IMPROVEMENTS FUNDING SOURCES				
Project Number	Street	From	To	Funding Sources
27	NW 205th St	8th Ave NW	3rd Ave NW	CIP, Voter Approved Bond, City General Fund
28	NW 195th St	8th Ave NW	3rd Ave NW	CIP, Voter Approved Bond, City General Fund
29	NW/N 175th St	6th Ave NW	St. Luke's Pl N	CIP, Voter Approved Bond, City General Fund, TIB - SP
30	N Innis Arden Way	10th Ave NW	Greenwood Ave N	Private development mitigation, CIP, Voter Approved Bond, General Fund
31	3rd Ave NW/ Carlyle Hall Rd NW	N 175th St	Dayton Ave N	CIP, Voter Approved Bond, City General Fund
32	Dayton Ave N	N 165th St	N 171st St	CIP, Voter Approved Bond, City General Fund
33	Dayton Ave N	N 171st St	N 178th St	CIP, Voter Approved Bond, City General Fund
34	Dayton Ave N	N 178th St	N Richmond Beach Rd	CIP, Voter Approved Bond, City General Fund
35	Dayton Ave N	Westminster Way N	N 165th St	CIP, Voter Approved Bond, City General Fund
36	Greenwood Ave N	N 145th St	N 150th St	CIP, Voter Approved Bond, City General Fund, TIB - SP
37	Greenwood Ave N	N 150th St	N 155th St	CIP, Voter Approved Bond, City General Fund, TIB - SP
38	Greenwood Ave N	N 155th St	N 160th St	CIP, Voter Approved Bond, City General Fund, TIB - SP
39	Greenwood Ave N	N 160th St	Carlyle Hall Rd N	Private development mitigation, CIP, Voter Approved Bond, General Fund
40	Westminster Way N	N 145th St	N 153rd St	TIB - SP
41	NW/N 195th St	3rd Ave NW	Aurora Ave N	Safe Routes to School, CIP, Voter Approved Bond, City General Fund
42	NW 200th St	3rd Ave NW	Aurora Ave N	CIP, Voter Approved Bond, City General Fund
43	Greenwood Ave N	NW 195th St	NW 200th St	CIP, Voter Approved Bond, City General Fund
44	Dayton Ave N	NW 195th St	NW 200th St	CIP, Voter Approved Bond, City General Fund
45	NW 198th St	Dayton Ave N	Fremont Ave N	CIP, Voter Approved Bond, City General Fund
46	Firlands Way N	N 185th St	N 195th St	Department of Ecology, CIP, Voter Approved Bond, City General Fund
47	Fremont Ave N	N 165th St	N 205th St	CIP, Voter Approved Bond, City General Fund
48	Linden Ave N	N 175th St	N 185th St	Private Development Mitigation, CIP, Voter Approved Bond, City General Fund

PEDESTRIAN FACILITY IMPROVEMENTS FUNDING SOURCES				
Project Number	Street	From	To	Funding Sources
49	Linden Ave N	N 185th St	N 188th St	Private Development Mitigation, CIP, Voter Approved Bond, City General Fund
50	N 170th St	Fremont Ave N	Aurora Ave N	Private Development Mitigation
51	N 165th St	Dayton Ave N	Aurora Ave N	TIB - SP
52	N 192nd	Interurban Trail	Ashworth Ave N	Safe Routes to School, Parks and Recreation Bond
53	N 195th St	Ashworth Ave N	Meridian Ave N	STP - EP
54	Ashworth Ave N	N 155th St	N 175th St	CIP, Voter Approved Bond, City General Fund
55	Ashworth Ave N	N 175th St	N 185th St	CIP, Voter Approved Bond, City General Fund
56	Ashworth Ave N	N 195th St	N 200th St	Safe Routes to School, CIP, Voter Approved Bond, City General Fund
57	Meridian Ave N	N 194th St	N 205th St	TIB - SP, Parks and Recreation Bond
58	1st Ave NE	NE 192nd St	NE 195th St	CIP, Voter Approved Bond, City General Fund
59	NE 195th St	1st Ave NE	5th Ave NE	Parks and Recreation Bond
60	NE 195th St	5th Ave NE	Interstate 5	STP - EP
61	NE 195th St	Across Interstate 5		Sound Transit Mitigation, STP - EP
62	5th Ave NE	NE 185th St	NE 205th St	Sound Transit Mitigation, CIP, Voter Approved Bond, City General Fund
63	Corliss Ave N	N 180th St	N 185th St	CIP, Voter Approved Bond, City General Fund
64	N 175th St	Stone Ave N	Meridian Ave N	Impact Fee
65	NE 171st St/Corliss Pl N/N 170th St	Meridian Ave N	North side of James Keough Park	Parks and Recreation Bond
66	N 167th St	Interurban Trail	South side of James Keough Park	CIP, Voter Approved Bond, City General Fund
67	N 165th St	Interurban Trail	Meridian Ave N	CIP, Voter Approved Bond, City General Fund
68	N 157th St	Ashworth Ave N	Meridian Ave N	CIP, Voter Approved Bond, City General Fund
69	N 160th St	Aurora Ave N	Ashworth Ave N	CIP, Voter Approved Bond, City General Fund
70	N 152nd St	Aurora Ave N	Ashworth Ave N	Private Development Mitigation, CIP, Voter Approved Bond, City General Fund
71	1st Ave NE	NE 145th St	NE 155th St	Sound Transit Mitigation, CIP, Voter Approved Bond, City General Fund
72	NE 205th St	17th Ave NE	19th Ave NE	TIB - SP
73	19th Ave NE	NE 196th St	NE 205th St	CIP, Voter Approved Bond, City General Fund
74	Ballinger Way NE	19th Ave NE	25th Ave NE	Private Development Mitigation

PEDESTRIAN FACILITY IMPROVEMENTS FUNDING SOURCES				
Project Number	Street	From	To	Funding Sources
75	25th Ave NE	NE 195th St	NE 205th St	CIP, Voter Approved Bond, City General Fund
76	NE 200th St	South side of Bruggers Bog	30th Ave NE	CIP, Voter Approved Bond, City General Fund
77	NE 195th St/ 10th Ave NE	Interstate 5	NE 185th St	CIP, Voter Approved Bond, City General Fund
78	NE 195th St	10th Ave NE	15th Ave NE	STP - EP
79	NE 196th St	15th Ave NE	19th Ave NE	CIP, Voter Approved Bond, City General Fund
80	Forest Park Dr NE	15th Ave NE	19th Ave NE	CIP, Voter Approved Bond, City General Fund
81	15th Ave NE	NE 181st St	NE 196th St	CIP, Voter Approved Bond, City General Fund
82	Perkins Way NE	10th Ave NE	21st Ave NE	STP - EP, CIP, Voter Approved Bond, City General Fund
83	25th Ave NE	Perkins Way NE	NE 178th St	STP - EP
84	24th Ave NE	15th Ave NE	25th Ave NE	CIP, Voter Approved Bond, City General Fund
85	5th Ave NE	NE 175th St	NE 185th St	Sound Transit Mitigation, CIP, Voter Approved Bond, City General Fund
86	8th Ave NE	NE 175th St	NE 185th St	CIP, Voter Approved Bond, City General Fund
87	10th Ave NE	NE 175th St	NE 185th St	CIP, Voter Approved Bond, City General Fund
88	NE 185th St/ 15th PI NE	10th Ave NE	NE 180th St	CIP, Voter Approved Bond, City General Fund
89	NE 180th St	10th Ave NE	15th Ave NE	CIP, Voter Approved Bond, City General Fund
90	NE 177th St	15th Ave NE	Serpentine PI NE	CIP, Voter Approved Bond, City General Fund
91	Serpentine PI NE	NE 175th St	NE 177th St	CIP, Voter Approved Bond, City General Fund
92	NE 175th St	15th Ave NE	22nd Ave NE	CIP, Voter Approved Bond, City General Fund
	22nd Ave NE	NE 171st St	NE 175th St	
	NE 171st St	22nd Ave NE	25th Ave NE	
93	25th Ave NE	NE 165th St	NE 178th St	CIP, Voter Approved Bond, City General Fund
94	NE 168th St	15th Ave NE	25th Ave NE	CIP, Voter Approved Bond, City General Fund
95	NE 170th St	5th Ave NE	10th Ave NE	Safe Routes to School
96	10th Ave NE	NE 155th St	NE 175th St	CIP, Voter Approved Bond, City General Fund
97	NE 165th St	10th Ave NE	15th Ave NE	Safe Routes to School
98	15th Ave NE	NE 150th St	NE 165th St	Private development mitigation

PEDESTRIAN FACILITY IMPROVEMENTS FUNDING SOURCES				
Project Number	Street	From	To	Funding Sources
99	10th Ave NE	NE 151st St	East side of Paramount Park	Parks and Recreation Bond, CIP, Voter Approved Bond, City General Fund
100	NE 152nd St	11th Ave NE	15th Ave NE	Parks and Recreation Bond
101	NE 148th St	12th Ave NE	15th Ave NE	Parks and Recreation Bond
102	NE 150th St	15th Ave NE	25th Ave NE	CIP, Voter Approved Bond, City General Fund
103	NE 150th St	Approx. 18th Ave NE	20th Ave NE	CIP, Voter Approved Bond, City General Fund
104	NE 158th St	25th Ave NE	28th Ave NE	Safe Routes to School, CIP, Voter Approved Bond, City General Fund
105	25th Ave NE	NE 145th St	NE 150th St	CIP, Voter Approved Bond, City General Fund
106	27th Ave NE	NE 145th St	NE 158th St	CIP, Voter Approved Bond, City General Fund
107	NE 205th St	3rd Ave NE	6th Ave NE	CIP, Voter Approved Bond, City General Fund
108	N 192nd St	Across Aurora Ave N		STP - EP, Private development mitigation
109	Richmond Beach Saltwater Park Pedestrian Bridge			CIP, Voter Approved Bond, City General Fund
110	NE 150th St	25th Ave NE	28th Ave NE	CIP, Voter Approved Bond, City General Fund
111	N 160th St	Dayton Ave N	Greenwood Ave N	CIP, Voter Approved Bond, City General Fund
112	NE 165th St	5th Ave NE	6th Ave NE	CIP, Voter Approved Bond, City General Fund
113	10th Ave NW	NW 175th St	NW 180th St	CIP, Voter Approved Bond, City General Fund
114	NW 180th St	10th Ave NW	8th Ave NW	CIP, Voter Approved Bond, City General Fund
115	Ashworth Ave N	N 185th St	N 192nd St	CIP, Voter Approved Bond, City General Fund
116	NW 201st St	12th Ave NW	15th Ave NW	CIP, Voter Approved Bond, City General Fund
117	Evanston Ave N	N 145th St	N 150th St	CIP, Voter Approved Bond, City General Fund
118	N 192nd St	Ashworth Ave N	Wallingford Ave N	CIP, Voter Approved Bond, City General Fund
119	Wallingford Ave N	N 192nd St	N 195th St	CIP, Voter Approved Bond, City General Fund
120	N 150th St	Ashworth Ave N	Burke Ave N	CIP, Voter Approved Bond, City General Fund
121	NE 170th St	11th Ave NE	15th Ave NE	CIP, Voter Approved Bond, City General Fund

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PEDESTRIAN FACILITY IMPROVEMENTS FUNDING SOURCES				
Project Number	Street	From	To	Funding Sources
122	NE 160th St	25th Ave NE	31st Ave NE	CIP, Voter Approved Bond, City General Fund
123	NE 148th St	31st Ave NE	Bothell Way NE	CIP, Voter Approved Bond, City General Fund

**Acronyms:**

- CIP - City of Shoreline Capital Improvement Program
- EP - Enhancements Program
- PE - Pedestrian Enhancements
- SP - Sidewalk Program
- STP - Surface Transportation Program
- TIB - Transportation Improvement Board

PEDESTRIAN FACILITY IMPROVEMENTS PROGRAMS							
Project Number	Street	From	To	Priority Gap	Transit Connection	Interurban Trail Connection	School Connection
1	Richmond Beach Dr NW	NW 196th St	NW 199th St		X		
2	Richmond Beach Dr NW	NW 195th St	NW 196th St		X		
3	NW 195th St	Richmond Beach Dr NW	24th Ave NW		X		X
4	20th Ave NW	Saltwater Park entrance	NW 195th St	X	X		X
5	20th Ave NW	NW 195th St	NW 205th St		X		X
6	NW 195th St	Richmond Beach Dr NW	21st Ave NW		X		X
7	NW 197th St	20th Ave NW	18th Ave NW				X
8	18th Ave NW	NW 197th St	NW 198th St				X
9	NW 198th St	18th Ave NW	15th Ave NW				X
10	15th Ave NW	NW 188th St	NW 192nd St	X	X		X
11	15th Ave NW	NW 195th St	NW 205th St		X		X
12	NW 188th St	15th Ave NW	Springdale Ct NW				X
13	Ridgefield Rd NW/ NW Innis Arden Dr	Springdale Ct NW	8th Ave NW		X		
14	Springdale Ct NW/ 14th Ave NW	NW 175th St	NW 188th St				
15	15th Ave NW/ NW 167th St	NW 175th St	NW Innis Arden Way				
16	NW 175th St	15th Ave NW	6th Ave NW				
17	8th Ave NW	NW 175th St	South side of Sunset Park				
18	10th Ave NW	NW Innis Arden Way	NW 175th St				

PEDESTRIAN FACILITY IMPROVEMENTS PROGRAMS							
Project Number	Street	From	To	Priority Gap	Transit Connection	Interurban Trail Connection	School Connection
19	8th Ave NW	NW Richmond Beach Rd	NW 195th St		X		X
20	8th Ave NW	NW 195th St	NW 205th St				X
21	8th Ave NW	North side of Sunset Park	NW 185th St	X	X		
22	NW 180th St	3rd Ave NW	8th Ave NW				
23	6th Ave NW	NW 175th St	NW 180th St				
24	3rd Ave NW	NW 180th St	NW Richmond Beach Rd		X		X
25	3rd Ave NW	NW 189th St	NW 195th St	X	X		X
26	3rd Ave NW	NW 195th St	NW 205th St		X		X
27	NW 205th St	8th Ave NW	3rd Ave NW				X
28	NW 195th St	8th Ave NW	3rd Ave NW	X	X		X
29	NW/N 175th St	6th Ave NW	St. Luke's Pl N		X		X
30	N Innis Arden Way	10th Ave NW	Greenwood Ave N		X		X
31	3rd Ave NW/ Carlyle Hall Rd NW	N 175th St	Dayton Ave N		X		X
32	Dayton Ave N	N 165th St	N 171st St		X		X
33	Dayton Ave N	N 171st St	N 178th St		X		X
34	Dayton Ave N	N 178th St	N Richmond Beach Rd		X		X
35	Dayton Ave N	Westminster Way N	N 165th St		X		X
36	Greenwood Ave N	N 145th St	N 150th St		X		X
37	Greenwood Ave N	N 150th St	N 155th St	X	X		X
38	Greenwood Ave N	N 155th St	N 160th St		X		X
39	Greenwood Ave N	N 160th St	Carlyle Hall Rd N		X		X
40	Westminster Way N	N 145th St	N 153rd St	X	X		
41	NW/N 195th St	3rd Ave NW	Aurora Ave N	X	X		X
42	NW 200th St	3rd Ave NW	Aurora Ave N		X		X
43	Greenwood Ave N	NW 195th St	NW 200th St		X		X
44	Dayton Ave N	NW 195th St	NW 200th St		X		X
45	NW 198th St	Dayton Ave N	Fremont Ave N				X
46	Firlands Way N	N 185th St	N 195th St		X		X
47	Fremont Ave N	N 165th St	N 205th St		X		X
48	Linden Ave N	N 175th St	N 185th St		X		X
49	Linden Ave N	N 185th St	N 188th St		X		X
50	N 170th St	Fremont Ave N	Aurora Ave N	X	X		X
51	N 165th St	Dayton Ave N	Aurora Ave N		X		X
52	N 192nd	Interurban Trail	Ashworth Ave N	X	X	X	X
53	N 195th St	Ashworth Ave N	Meridian Ave N	X			X
54	Ashworth Ave N	N 155th St	N 175th St		X		X

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PEDESTRIAN FACILITY IMPROVEMENTS PROGRAMS							
Project Number	Street	From	To	Priority Gap	Transit Connection	Interurban Trail Connection	School Connection
55	Ashworth Ave N	N 175th St	N 185th St		X		X
56	Ashworth Ave N	N 195th St	N 200th St	X	X	X	X
57	Meridian Ave N	N 194th St	N 205th St	X	X		
58	1st Ave NE	NE 192nd St	NE 195th St	X			
59	NE 195th St	1st Ave NE	5th Ave NE				
60	NE 195th St	5th Ave NE	Interstate 5				
61	NE 195th St	Across Interstate 5					X
62	5th Ave NE	NE 185th St	NE 205th St		X		
63	Corliss Ave N	N 180th St	N 185th St		X		X
64	N 175th St	Stone Ave N	Wallingford Ave N				X
65	NE 171st St/ Corliss Pl N/ N 170th St	Meridian Ave N	North side of James Keough Park		X		X
66	N 167th St	Interurban Trail	South side of James Keough Park		X	X	X
67	N 165th St	Interurban Trail	Meridian Ave N		X	X	X
68	N 157th St	Ashworth Ave N	Meridian Ave N		X		X
69	N 160th St	Aurora Ave N	Ashworth Ave N		X	X	X
70	N 152nd St	Aurora Ave N	Ashworth Ave N		X		
71	1st Ave NE	NE 145th St	NE 155th St	X	X		X
72	NE 205th St	17th Ave NE	19th Ave NE		X		
73	19th Ave NE	NE 196th St	NE 205th St		X		
74	Ballinger Way NE	19th Ave NE	25th Ave NE		X		
75	25th Ave NE	NE 195th St	NE 205th St		X		
76	NE 200th St	South side of Bruggers Bog	30th Ave NE				
77	NE 195th St/ 10th Ave NE	Interstate 5	NE 185th St				X
78	NE 195th St	10th Ave NE	15th Ave NE				X
79	NE 196th St	15th Ave NE	19th Ave NE				
80	Forest Park Dr NE	15th Ave NE	19th Ave NE		X		
81	15th Ave NE	NE 181st St	NE 196th St		X		X
82	Perkins Way NE	10th Ave NE	21st Ave NE				X
83	25th Ave NE	Perkins Way NE	NE 178th St				
84	24th Ave NE	15th Ave NE	25th Ave NE				
85	5th Ave NE	NE 175th St	NE 185th St		X		X
86	8th Ave NE	NE 175th St	NE 185th St		X		X
87	10th Ave NE	NE 175th St	NE 185th St		X		X
88	NE 185th St/ 15th Pl NE	10th Ave NE	NE 180th St				X
89	NE 180th St	10th Ave NE	15th Ave NE		X		X

PEDESTRIAN FACILITY IMPROVEMENTS PROGRAMS							
Project Number	Street	From	To	Priority Gap	Transit Connection	Interurban Trail Connection	School Connection
90	NE 177th St	15th Ave NE	Serpentine PI NE		X		X
91	Serpentine PI NE	NE 175th St	NE 177th St	X			X
92	NE 175th St	15th Ave NE	22nd Ave NE		X		X
	22nd Ave NE	NE 171st St	NE 175th St				
	NE 171st St	22nd Ave NE	25th Ave NE				
93	25th Ave NE	NE 165th St	NE 178th St				X
94	NE 168th St	15th Ave NE	25th Ave NE		X		X
95	NE 170th St	5th Ave NE	10th Ave NE		X		X
96	10th Ave NE	NE 155th St	NE 175th St	X	X		X
97	NE 165th St	10th Ave NE	15th Ave NE	X	X		X
98	15th Ave NE	NE 150th St	NE 165th St		X		X
99	10th Ave NE	NE 151st St	East side of Paramount Park	X			
100	NE 152nd St	11th Ave NE	15th Ave NE	X	X		
101	NE 148th St	12th Ave NE	15th Ave NE		X		
102	NE 150th St	15th Ave NE	25th Ave NE		X		X
103	NE 150th St	Approx. 18th Ave NE	20th Ave NE	X	X		
104	NE 158th St	25th Ave NE	28th Ave NE				X
105	25th Ave NE	NE 145th St	NE 150th St	X	X		X
106	27th Ave NE	NE 145th St	NE 158th St	X	X		X
107	NE 205th St	3rd Ave NE	6th Ave NE	X	X		
108	N 192nd St	Across Aurora Ave N			X		
109	Richmond Beach Saltwater Park Pedestrian Bridge						
110	NE 150th St	25th Ave NE	28th Ave NE		X		X
111	N 160th St	Dayton Ave N	Greenwood Ave N	X	X		X
112	NE 165th St	5th Ave NE	6th Ave NE	X	X		X
113	10th Ave NW	NW 175th St	NW 180th St				X
114	NW 180th St	10th Ave NW	8th Ave NW				
115	Ashworth Ave N	N 185th St	N 192nd St	X	X		
116	NW 201st St	12th Ave NW	15th Ave NW				
117	Evanston Ave N	N 145th St	N 150th St		X		
118	N 192nd St	Ashworth Ave N	Wallingford Ave N	X			
119	Wallingford Ave N	N 192nd St	N 195th St				X
120	N 150th St	Ashworth Ave N	Burke Ave N				X
121	NE 170th St	11th Ave NE	15th Ave NE		X		
122	NE 160th St	25th Ave NE	31st Ave NE				X
123	NE 148th St	31st Ave NE	Bothell Way NE				

PEDESTRIAN FACILITY IMPROVEMENTS PROJECT COSTS				
Project Number	Street	From	To	Project Cost <sup>(4)</sup>
1	Richmond Beach Dr NW	NW 196th St	NW 199th St	\$830,486
2	Richmond Beach Dr NW	NW 195th St	NW 196th St	
3	NW 196th St	Richmond Beach Dr NW	24th Ave NW	\$486,000
4	20th Ave NW	Saltwater Park entrance	NW 195th St	\$367,500
5	20th Ave NW	NW 195th St	NW 205th St	\$726,221
6	NW 195th St	Richmond Beach Dr NW	21st Ave NW	\$192,127
7	NW 197th St	20th Ave NW	18th Ave NW	\$907,278
8	18th Ave NW	NW 197th St	NW 198th St	
9	NW 198th St	18th Ave NW	15th Ave NW	\$621,841
10	15th Ave NW	NW 188th St	NW 192nd St	
11	15th Ave NW	NW 195th St	NW 205th St	\$1,513,774
12	NW 188th St	15th Ave NW	Springdale Ct NW	\$1,663,013
13	Ridgefield Rd NW/ NW Innis Arden Dr	Springdale Ct NW	8th Ave NW	
14	Springdale Ct NW/ 14th Ave NW	NW 175th St	NW 188th St	\$1,791,647
15	15th Ave NW/ NW 167th St	NW 175th St	NW Innis Arden Way	\$2,062,310
16	NW 175th St	15th Ave NW	6th Ave NW	\$1,910,195
17	8th Ave NW	NW 175th St	South side of Sunset Park	\$131,984
18	10th Ave NW	NW Innis Arden Way	NW 175th St	\$1,404,408
19	8th Ave NW	Richmond Beach Rd NW	NW 195th St	\$566,064
20	8th Ave NW	NW 195th St	NW 205th St	\$1,444,649
21	8th Ave NW	North side of Sunset Park	NW 185th St	\$1,038,754
22	NW 180th St	3rd Ave NW	8th Ave NW	\$598,198
23	6th Ave NW	NW 175th St	NW 180th St	\$1,208,000
24	3rd Ave NW	NW 180th St	NW Richmond Beach Rd	\$559,410
25	3rd Ave NW	NW 189th St	NW 195th St	\$277,691
26	3rd Ave NW	NW 195th St	NW 205th St	\$1,461,391
27	NW 205th St	8th Ave NW	3rd Ave NW	\$626,795
28 <sup>(2)</sup>	NW 195th St	8th Ave NW	3rd Ave NW	\$1,760,000
29	NW/N 175th St	6th Ave NW	St. Luke's Pl N	\$1,273,720
30	N Innis Arden Way	10th Ave NW	Greenwood Ave N	\$2,735,483
31	3rd Ave NW/ Carlyle Hall Rd NW	N 175th St	Dayton Ave N	\$1,381,365
32	Dayton Ave N	N 165th St	N 171st St	\$487,690
33	Dayton Ave N	N 171st St	N 178th St	\$1,906
34	Dayton Ave N	N 178th St	NW Richmond Beach Rd	\$896,149
35	Dayton Ave N	Westminster Way N	N 165th St	\$2,447,540
36	Greenwood Ave N	N 145th St	N 150th St	\$630,000
37	Greenwood Ave N	N 150th St	N 155th St	

PEDESTRIAN FACILITY IMPROVEMENTS PROJECT COSTS				
Project Number	Street	From	To	Project Cost <sup>(4)</sup>
38	Greenwood Ave N	N 155th St	N 160th St	\$395,021
39	Greenwood Ave N	N 160th St	Carlyle Hall Rd N	\$1,196,380
40	Westminster Way N	N 145th St	N 153rd St	\$2,134,000
41	NW/N 195th St	3rd Ave NW	Aurora Ave N	Cost estimate for this project included with Project #28.
42	NW 200th St	3rd Ave NW	Aurora Ave N	\$2,064,675
43	Greenwood Ave N	NW 195th St	NW 200th St	\$886,417
44	Dayton Ave N	NW 195th St	NW 200th St	\$575,747
45	NW 198th St	Dayton Ave N	Fremont Ave N	\$301,951
46	Firlands Way N	N 185th St	N 195th St	\$1,944,668
47	Fremont Ave N	N 165th St	N 205th St	\$1,260,000
48	Linden Ave N	N 175th St	N 185th St	\$1,774,500
49	Linden Ave N	N 185th St	N 188th St	
50	N 170th St	Fremont Ave N	Aurora Ave N	\$674,201
51	N 165th St	Dayton Ave N	Aurora Ave N	\$1,226,478
52	N 192nd St	Interurban Trail	Ashworth Ave N	\$364,989
53	N 195th St	Ashworth Ave N	Meridian Ave N	\$548,219
54	Ashworth Ave N	N 155th St	N 175th St	\$2,650,776
55	Ashworth Ave N	N 175th St	N 185th St	\$1,455,877
56	Ashworth Ave N	N 195th St	N 200th St	\$441,000
57	Meridian Ave N	N 194th St	N 205th St	\$828,885
58	1st Ave NE	NE 192nd St	NE 195th St	\$157,500
59 <sup>(3)</sup>	NE 195th St	1st Ave NE	5th Ave NE	\$325,000
60	NE 195th St	5th Ave NE	Interstate 5	\$249,785
61	NE 195th St	Across Interstate 5		\$500,000 - \$3,000,000 <sup>(4)</sup>
62	5th Ave NE	NE 185th St	NE 205th St	\$2,920,628
63	Corliss Ave N	N 180th St	N 185th St	\$807,157
64	N 175th St	Stone Ave N	Meridian Ave N	\$133,652
65	NE 171st St/ Corliss Pl N/N 170th St	Meridian Ave N	North side of James Keough Park	\$500,190
66	N 167th St	Interurban Trail	South side of James Keough Park	\$1,745,832
67	N 165th St	Interurban Trail	Meridian Ave N	\$1,290,568
68	N 157th St	Ashworth Ave N	Meridian Ave N	\$731,367
69	N 160th St	Aurora Ave N	Ashworth Ave N	\$663,363
70	N 152nd St	Aurora Ave N	Ashworth Ave N	\$454,714
71	1st Ave NE	NE 145th St	NE 155th St	\$1,364,000
72	NE 205th St	17th Ave NE	19th Ave NE	\$172,161
73	19th Ave NE	NE 196th St	NE 205th St	\$900,000
74	Ballinger Way NE	19th Ave NE	25th Ave NE	\$1,050,000

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PEDESTRIAN FACILITY IMPROVEMENTS PROJECT COSTS				
Project Number	Street	From	To	Project Cost <sup>(4)</sup>
75	25th Ave NE	NE 195th St	NE 205th St	\$1,390,242
76	NE 200th St	South side of Bruggers Bog	30th Ave NE	\$1,098,885
77	NE 195th St/ 10th Ave NE	Interstate 5	NE 185th St	\$1,503,545
78	NE 195th St	10th Ave NE	15th Ave NE	\$760,959
79	NE 196th St	15th Ave NE	19th Ave NE	\$550,605
80	Forest Park Dr NE	15th Ave NE	19th Ave NE	\$760,870
81	15th Ave NE	NE 181st St	NE 196th St	\$1,032,123
82	Perkins Way NE	10th Ave NE	21st Ave NE	\$1,583,452
83	25th Ave NE	Perkins Way NE	NE 178th St	\$1,653,889
84	24th Ave NE	15th Ave NE	25th Ave NE	\$1,434,067
85	5th Ave NE	NE 175th St	NE 185th St	\$3,717,000
86	8th Ave NE	NE 175th St	NE 185th St	\$1,485,063
87	10th Ave NE	NE 175th St	NE 185th St	\$1,506,192
88	NE 185th St/ 15th PI NE	10th Ave NE	NE 180th St	\$2,320,558
89	NE 180th St	10th Ave NE	15th Ave NE	\$724,923
90	NE 177th St	15th Ave NE	Serpentine PI NE	\$842,626
91	Serpentine PI NE	NE 175th St	NE 177th St	\$652,053
92	NE 175th St	15th Ave NE	22nd Ave NE	\$3,951,336
	22nd Ave NE	NE 171st St	NE 175th St	
	NE 171st St	22nd Ave NE	25th Ave NE	
93	25th Ave NE	NE 165th St	NE 178th St	\$1,868,466
94	NE 168th St	15th Ave NE	25th Ave NE	\$1,340,620
95	NE 170th St	5th Ave NE	10th Ave NE	\$726,293
96	10th Ave NE	NE 155th St	NE 175th St	\$1,667,781
97	NE 165th St	10th Ave NE	15th Ave NE	\$478,230
98	15th Ave NE	NE 150th St	NE 165th St	\$719,250
99	10th Ave NE	NE 151st St	East side of Paramount Park	\$265,076
100	NE 152nd St	11th Ave NE	15th Ave NE	\$480,626
101	NE 148th St	12th Ave NE	15th Ave NE	\$343,439
102	NE 150th St	15th Ave NE	25th Ave NE	\$674,228
103	NE 150th St	Approx. 18th Ave NE	20th Ave NE	\$356,000
104	NE 158th St	25th Ave NE	28th Ave NE	\$427,881
105	25th Ave NE	NE 145th St	NE 150th St	\$923,000
106	27th Ave NE	NE 145th St	NE 158th St	\$1,683,463
107	NE 205th St	3rd Ave NE	6th Ave NE	\$262,500
108	N 192nd St	Across Aurora Ave N		\$3,675,000
109	Richmond Beach Saltwater Park Pedestrian Bridge			\$1,050,000

PEDESTRIAN FACILITY IMPROVEMENTS PROJECT COSTS				
Project Number	Street	From	To	Project Cost <sup>(4)</sup>
<b>110</b>	<i>NE 150th St</i>	<i>25th Ave NE</i>	<i>28th Ave NE</i>	\$380,000
<b>111</b>	N 160th St	Dayton Ave N	Greenwood Ave N	\$233,161
<b>112</b>	NE 165th St	5th Ave NE	6th Ave NE	\$48,994
<b>113</b>	10th Ave NW	NW 175th St	NW 180th St	\$791,342
<b>114</b>	NW 180th St	10th Ave NW	8th Ave NW	\$365,607
<b>115</b>	Ashworth Ave N	N 185th St	N 192nd St	\$457,617
<b>116</b>	NW 201st St	12th Ave NW	15th Ave NW	\$366,956
<b>117</b>	Evanston Ave N	N 145th St	N 150th St	\$364,949
<b>118</b>	N 192nd St	Ashworth Ave N	Wallingford Ave N	\$180,559
<b>119</b>	Wallingford Ave N	N 192nd St	N 195th St	\$272,244
<b>120</b>	N 150th St	Ashworth Ave N	Burke Ave N	\$186,281
<b>121</b>	NE 170th St	11th Ave NE	15th Ave NE	\$282,507
<b>122</b>	NE 160th St	25th Ave NE	31st Ave NE	\$365,259
<b>123</b>	NE 148th St	31st Ave NE	Bothell Way NE	\$310,259
			<b>Total <sup>(5)</sup></b>	<b>\$119,709,273</b>
<p><sup>1</sup> Cost estimates for most sidewalk projects were generated using planning level assumptions. Sidewalk projects adjacent to single family residential land uses were assumed to have five foot wide sidewalks, with an estimated cost of \$275.71 per lineal foot. Sidewalk projects adjacent to land uses other than single family residential were assumed to have eight-foot wide sidewalks at a cost of \$314.73 per lineal foot. The estimates include curb, gutter, and a five-foot wide amenity zone. Costs for projects in italicized font were developed for the 2012-2017 TIP and incorporate a higher level of detail.</p> <p><sup>2</sup> Cost estimate for this project was developed for the 2012-2017 TIP and includes Project #41</p> <p><sup>3</sup> Cost estimate based upon project costs for the N 195th Street Trail project completed in 2010, with additional funding for utility relocation</p> <p><sup>4</sup> Cost estimate range for this project assumes the scope of work could range from minor repair and upgrades to complete replacement.</p> <p><sup>5</sup> Total includes project cost estimate for complete replacement of the pedestrian bridge at NE 195th Street</p>				

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## Appendix I: Bicycle Projects Prioritization Matrix

<b>BICYCLE FACILITY IMPROVEMENTS PROJECT DESCRIPTIONS</b>				
<b>Project Number</b>	<b>Street</b>	<b>From</b>	<b>To</b>	<b>Project Description</b>
<b>1</b>	BNSF Right-of-Way	NW 145th St	NW 205th St	Project design to be determined. Will be coordinated with BNSF and jurisdictions to the north and south.
<b>2</b>	Richmond Beach Dr NW	NW 196th St	NW 205th St	Install signage to indicate a bicycle route. Signage can include freestanding signage, sharrows or other signing mechanisms
<b>3</b>	NW 196th St/ NW 195th St/ NW Richmond Beach Rd	Richmond Beach Dr NW	8th Ave NW	Construct bicycle lanes. Lane reduction will be necessary to include bicycle lanes.
<b>4</b>	20th Ave NW	Richmond Beach Saltwater Park	NW 205th St	Install signage to indicate a bicycle route. Signage can include freestanding signage, sharrows or other signing mechanisms
<b>5</b>	15th Ave NW	NW 188th St	NW 195th St	Install signage to indicate a bicycle route. Signage can include freestanding signage, sharrows or other signing mechanisms
<b>6</b>	NW 188th St	15th Ave NW	Springdale Ct NW	Install signage to indicate a bicycle route. Signage can include freestanding signage, sharrows or other signing mechanisms
<b>7</b>	Springdale Ct NW/ 14th Ave NW	NW 188th St	NW 175th St	Install signage to indicate a bicycle route. Signage can include freestanding signage, sharrows or other signing mechanisms
<b>8</b>	15th Ave NW/ NW 167th St	NW 175th St	NW Innis Arden Way	Install signage to indicate a bicycle route. Signage can include freestanding signage, sharrows or other signing mechanisms
<b>9</b>	NW Innis Arden Way	10th Ave NE	Greenwood Ave N	Install signage to indicate a bicycle route. Signage can include freestanding signage, sharrows or other signing mechanisms
<b>10</b>	Greenwood Ave N	N 160th St	Carlyle Hall Rd NW	Install signage to indicate a bicycle route. Signage can include freestanding signage, sharrows or other signing mechanisms
<b>11</b>	Ridgefield Dr NW/ NW Innis Arden Rd	Springdale Ct NW	8th Ave NW	Install signage to indicate a bicycle route. Signage can include freestanding signage, sharrows or other signing mechanisms
<b>12</b>	NW 175th St	15th Ave NW	3rd Ave NW	Install signage to indicate a bicycle route. Signage can include freestanding signage, sharrows or other signing mechanisms
<b>13</b>	8th Ave NW	NW 180th St	NW 205th St	Construct bicycle lanes

<b>BICYCLE FACILITY IMPROVEMENTS PROJECT DESCRIPTIONS</b>				
<b>Project Number</b>	<b>Street</b>	<b>From</b>	<b>To</b>	<b>Project Description</b>
<b>14</b>	NW 180th St	8th Ave NW	6th Ave NW	Install signage to indicate a bicycle route. Signage can include freestanding signage, sharrows or other signing mechanisms
<b>15</b>	6th Ave NW	NW 175th St	NW 180th St	Install signage to indicate a bicycle route. Signage can include freestanding signage, sharrows or other signing mechanisms
<b>16</b>	3rd Ave NW/ Carlyle Hall Rd NW	NW 175th St	Dayton Ave N	Install signage to indicate a bicycle route. Signage can include freestanding signage, sharrows or other signing mechanisms
<b>17</b>	NW 205th St	8th Ave NW	3rd Ave NW	Install signage to indicate a bicycle route. Signage can include freestanding signage, sharrows or other signing mechanisms
<b>18</b>	NW 200th St	8th Ave NW	3rd Ave NW	Install signage to indicate a bicycle route. Signage can include freestanding signage, sharrows or other signing mechanisms
<b>19</b>	NW/N 200th St	3rd Ave NW	Fremont Ave N	Construct bicycle lanes
<b>20</b>	NW/N 195th St	8th Ave NW	Fremont Ave N	Install sharrows
<b>21</b>	NW/N Richmond Beach Rd/N 185th St	8th Ave NW	Aurora Ave N	Construct bicycle lanes
<b>22</b>	NW 185th St	8th Ave NW	Fremont Ave N	Install signage to indicate a bicycle route. Signage can include freestanding signage, sharrows or other signing mechanisms
<b>23</b>	N 165th St	Dayton Ave N	Aurora Ave N	Construct bicycle lanes
<b>24</b>	Dayton Ave N	Westminster Way N	N Carlyle Hall Rd	Construct bicycle lanes
<b>25</b>	Westminster Way N	Greenwood Ave N	Dayton Ave N	Install signage to indicate a bicycle route. Signage can include freestanding signage, sharrows or other signing mechanisms
<b>26</b>	NW/N 145th St	3rd Ave NW	Aurora Ave N	Install signage to indicate a bicycle route. Signage can include freestanding signage, sharrows or other signing mechanisms
<b>27</b>	Fremont Ave N	N 165th St	N 205th St	Construct bicycle lanes
<b>28</b>	N 200th St	Fremont Ave N	Ashworth Ave N	Construct bicycle lanes in the uphill direction and install signage to indicate a bicycle route in the downhill direction. Signage can include freestanding signage, sharrows or other signing mechanisms
<b>29</b>	Ashworth Ave N	N 185th St	N 200th St	Install signage to indicate a bicycle route. Signage can include freestanding signage, sharrows or other signing mechanisms

BICYCLE FACILITY IMPROVEMENTS PROJECT DESCRIPTIONS				
Project Number	Street	From	To	Project Description
30	N 193rd St/ N 192nd St	Fremont Ave N	Interurban Trail	Install signage to indicate a bicycle route. Signage can include freestanding signage, sharrows or other signing mechanisms
31	N 160th St	Greenwood Ave N	Interurban Trail	Construct bicycle lanes. Lane reduction will be necessary to include bicycle lanes.
32	N 195th St	Interurban Trail	Meridian Ave N	Install signage to indicate a bicycle route. Signage can include freestanding signage, sharrows or other signing mechanisms
33	N/NE 175th St	Aurora Ave N	15th Ave NE	Construct bicycle lanes
34	Meridian Ave N	N 145th St	N 205th St	Construct bicycle lanes
35	N 195th St	1st Ave NE	5th Ave NE	Construct separated bicycle path
36	NE 185th St	1st Ave NE	10th Ave NE	Construct bicycle lanes
37	5th Ave NE	NE 145th St	NE 195th St	Construct bicycle lanes
38	NE 195th St	Across Interstate 5		Replace or improve the pedestrian bridge over I-5
39	NE 195th St/ 10th Ave NE	5th Ave NE	NE 185th St	Install signage to indicate a bicycle route. Signage can include freestanding signage, sharrows or other signing mechanisms
40	NE 155th St	5th Ave NE	15th Ave NE	Construct bicycle lanes
41	15th Ave NE	NE 180th St	NE 205th St	Project design to be determined
42	15th Ave NE	NE 175th St	NE 180th St	Construct bicycle lanes. Lane reduction will be necessary to include bicycle lanes.
43	15th Ave NE	NE 173rd St	NE 175th St	Construct bicycle lanes
44	15th Ave NE	NE 150th St	NE 151st St	Construct bicycle lanes
45	NE 205th St	19th Ave NE	30th Ave NE	Construct bicycle lanes
46	19th Ave NE/ NE 196th St	15th Ave NE	NE 205th St	Install signage to indicate a bicycle route. Signage can include freestanding signage, sharrows or other signing mechanisms
47	25th Ave NE	NE 195th St	NE 205th St	Install signage to indicate a bicycle route. Signage can include freestanding signage, sharrows or other signing mechanisms
48	NE Perkins Way	10th Ave NE	15th Ave NE	Project design to be determined
49	NE Perkins Way	15th Ave NE	City limits	Construct bicycle lanes in the uphill direction and install signage to indicate a bicycle route in the downhill direction. Signage can include freestanding signage, sharrows or other signing mechanisms
50	24th Ave NE	15th Ave NE	25th Ave NE	Construct bicycle lanes

<b>BICYCLE FACILITY IMPROVEMENTS PROJECT DESCRIPTIONS</b>				
<b>Project Number</b>	<b>Street</b>	<b>From</b>	<b>To</b>	<b>Project Description</b>
<b>51</b>	NE 175th St/22nd Ave NE/NE 171st St	15th Ave NE/NE 171st St/22nd Ave NE	22nd Ave NE/NE 175th St/25th Ave NE	Install sharrows
<b>52</b>	Hamlin Park	15th Ave NE	Kellogg Middle School	Install signage to indicate a bicycle route. Signage can include freestanding signage, sharrows or other signing mechanisms
<b>53</b>	Fircrest Property	15th Ave NE	25th Ave NE	Construct separated bicycle path – to be constructed in conjunction with property redevelopment
<b>54</b>	Fircrest Property	NE 150th St	Hamlin Park	Construct separated bicycle path – to be constructed in conjunction with property redevelopment
<b>55</b>	NE 150th St	15th Ave NE	25th Ave NE	Construct bicycle lanes
<b>56</b>	20th Ave NE	NE 145th St	NE 150th St	Construct bicycle lanes
<b>57</b>	25th Ave NE	NE 145th St	NE 150th St	Install signage to indicate a bicycle route. Signage can include freestanding signage, sharrows or other signing mechanisms
<b>58</b>	25th Ave NE	NE 150th St	NE 170th St	Construct bicycle lanes in northbound direction
<b>59</b>	NE 160th St	25th Ave NE	31st Ave NE	Install signage to indicate a bicycle route. Signage can include freestanding signage, sharrows or other signing mechanisms
<b>60</b>	NE 155th St	25th Ave NE	32nd Ave NE	Install signage to indicate a bicycle route. Signage can include freestanding signage, sharrows or other signing mechanisms
<b>61</b>	N 149th St/ N 150th St/ Evanston Ave N	Westminster Way N/ Westminster Way N/ N 148th St	Interurban Trail/ Evanston Ave N/ N 149th St	Install signage to indicate a bicycle route. Signage can include freestanding signage, sharrows or other signing mechanisms
<b>62</b>	NW 180th St/ 3rd Ave NW	6th Ave NW/ NW 180th St	3rd Ave NW/ NW Richmond Beach Rd	Install signage to indicate a bicycle route. Signage can include freestanding signage, sharrows or other signing mechanisms
<b>63</b>	3rd Ave NW	NW Richmond Beach Rd	NW 205th St	Install sharrows
<b>64</b>	10th Ave NE	NE 155th St	NE 185th St	Install sharrows
<b>65</b>	NE 180th St	10th Ave NE	15th Ave NE	Install sharrows

BICYCLE FACILITY IMPROVEMENTS PRIORITIZATION													
Project Number	Street	From	To	Connects to the Interurban Trail	Completes a Portion of the Routes to the Burke-Gilman Trail	Provides Access to Bus Rapid Transit or Light Rail	Connects to an Existing Facility	Connects to High Density	Connects to a Regional Route or Facilities	Links to a School	Links to a Park	Can Be Combined with Other City Projects	TOTAL *
33	N/NE 175th St	Aurora Ave N	15th Ave NE	X		X	X	X		X	X	X	7
26	NW/N 145th St	3rd Ave NW	Aurora Ave N	X		X	X	X	X			X	6
29	Ashworth Ave N	N 185th St	N 200th St	X		X	X	X		X	X		6
21	NW/N Richmond Beach Rd/N 185th St	8th Ave NW	Aurora Ave N	X		X		X		X		X	5
31	N 160th St	Greenwood Ave N	Interurban Trail	X		X		X		X		X	5
52	Hamlin Park	15th Ave NE	Kellogg Middle School		X		X			X	X	X	5
28	N 200th St	Fremont Ave N	Ashworth Ave N	X		X		X			X		4
32	N 195th St	Interurban Trail	Meridian Ave N	X	X		X			X			4
34	Meridian Ave N	N 145th St	N 205th St						X	X	X	X	4
40	NE 155th St	5th Ave NE	15th Ave NE		X		X	X			X		4
63	3rd Ave NW	NW Richmond Beach Rd	NW 205th St					X	X	X	X		4
27	Fremont Ave N	N 165th St	N 205th St				X	X		X	X		4
36	NE 185th St	1st Ave NE	10th Ave NE			X	X	X			X		4
39	NE 195th St/10th Ave NE	5th Ave NE	NE 185th St		X		X			X	X		4

BICYCLE FACILITY IMPROVEMENTS PRIORITIZATION													
Project Number	Street	From	To	Connects to the Interurban Trail	Completes a Portion of the Routes to the Burke-Gilman Trail	Provides Access to Bus Rapid Transit or Light Rail	Connects to an Existing Facility	Connects to High Density	Connects to a Regional Route or Facilities	Links to a School	Links to a Park	Can Be Combined with Other City Projects	TOTAL *
55	NE 150th St	15th Ave NE	25th Ave NE		X		X			X	X		4
56	20th Ave NE	NE 145th St	NE 150th St					X	X	X	X		4
59	NE 160th St	25th Ave NE	31st Ave NE		X				X	X	X		4
3	NW 196th St/ 195th St/ Richmond Beach Rd	Richmond Beach Dr NW	8th Ave NW					X			X	X	3
4	20th Ave NW	Richmond Beach Saltwater Park	NW 205th St						X		X	X	3
5	15th Ave NW	NW 188th St	NW 195th St					X	X	X			3
23	N 165th St	Dayton Ave N	Aurora Ave N	X			X		X				3
30	N 193rd St/N 192nd St	Fremont Ave N	Interurban Trail	X			X		X				3
37	5th Ave NE	NE 145th St	NE 195th St				X		X	X			3
41	15th Ave NE	NE 180th St	NE 205th St					X		X		X	3
44	15th Ave NE	NE 150th St	NE 151st St		X		X	X					3
45	NE 205th St	19th Ave NE	30th Ave NE				X	X	X				3
57	25th Ave NE	NE 145th St	NE 150th St					X	X		X		3

BICYCLE FACILITY IMPROVEMENTS PRIORITIZATION													
Project Number	Street	From	To	Connects to the Interurban Trail	Completes a Portion of the Routes to the Burke-Gilman Trail	Provides Access to Bus Rapid Transit or Light Rail	Connects to an Existing Facility	Connects to High Density	Connects to a Regional Route or Facilities	Links to a School	Links to a Park	Can Be Combined with Other City Projects	TOTAL *
58	25th Ave NE	NE 150th St	NE 170th St		X					X	X		3
9	NW Innis Arden Way	10th Ave NE	Greenwood Ave N							X	X		2
16	3rd Ave NW/ Carlyle Hall Rd NW	NW 175th St	Dayton Ave N							X	X		2
20	NW/N 195th St	8th Ave NW	Fremont Ave N				X			X			2
35	N 195th St	1st Ave NE	5th Ave NE		X		X						2
46	19th Ave NE/ NE 196th St	15th Ave NE	NE 205th St					X	X				2
47	25th Ave NE	NE 195th St	NE 205th St						X		X		2
48	NE Perkins Way	10th Ave NE	15th Ave NE		X							X	2
49	NE Perkins Way	15th Ave NE	City limits		X				X				2
60	NE 155th St	25th Ave NE	32nd Ave NE		X					X			2
64	10th Ave NE	NE 155th St	NE 185th St							X	X		2
1	BNSF ROW	NW 145th St	NW 205th St								X		1
2	Richmond Beach Dr NW	NW 196th St	NW 205th St								X		1
6	NW 188th St	15th Ave NW	Springdale Ct NW					X					1

**BICYCLE FACILITY IMPROVEMENTS PRIORITIZATION**

Project Number	Street	From	To	Connects to the Interurban Trail	Completes a Portion of the Routes to the Burke-Gilman Trail	Provides Access to Bus Rapid Transit or Light Rail	Connects to an Existing Facility	Connects to High Density	Connects to a Regional Route or Facilities	Links to a School	Links to a Park	Can Be Combined with Other City Projects	TOTAL *
7	Springdale Ct NW/14th Ave NW	NW 188th St	NW 175th St								X		1
10	Greenwood Ave N	N 160th St	Carlyle Hall Rd NW							X			1
11	Ridgefield Dr NW/Innis Arden Rd	Springdale Ct NW	8th Ave NW					X					1
12	NW 175th St	15th Ave NW	3rd Ave NW								X		1
13	8th Ave NW	NW 180th St	NW 205th St					X					1
15	6th Ave NW	NW 175th St	NW 180th St								X		1
17	NW 205th St	8th Ave NW	3rd Ave NW					X					1
24	Dayton Ave N	Westminster Way N	Carlyle Hall Rd					X					1
38	NE 195th St	Across Interstate 5			X								1
42	15th Ave NE	NE 175th St	NE 180th St					X					1
43	15th Ave NE	NE 173rd St	NE 175th St				X						1
50	24th Ave NE	15th Ave NE	25th Ave NE						X				1
51	NE 175th St/22nd Ave NE/NE 171st St	15th Ave NE/NE 171st St/22nd Ave NE	22nd Ave NE/NE 175th St/25th Ave NE					X					1

BICYCLE FACILITY IMPROVEMENTS PRIORITIZATION													
Project Number	Street	From	To	Connects to the Interurban Trail	Completes a Portion of the Routes to the Burke-Gilman Trail	Provides Access to Bus Rapid Transit or Light Rail	Connects to an Existing Facility	Connects to High Density	Connects to a Regional Route or Facilities	Links to a School	Links to a Park	Can Be Combined with Other City Projects	TOTAL *
61	N 149th St/ N 150th St/ Evanston Ave N	Westminster Way N/ Westminster Way N/ N 148th St	Interurban Trail/ Evanston Ave N/ N 149th St	X									1
62	NW 180th St/ 3rd Ave NW	6th Ave NW/ NW 180th St	3rd Ave NW/ NW Richmond Beach Rd					X					1
65	NE 180th St	10th Ave NE	15th Ave NE					X					1
8	15th Ave NW/ NW 167th St	NW 175th St	NW Innis Arden Way										0
14	NW 180th St	8th Ave NW	6th Ave NW										0
18	NW 200th St	8th Ave NW	3rd Ave NW										0
19	NW/N 200th St	3rd Ave NW	Fremont Ave N										0
22	NW 185th St	8th Ave NW	Fremont Ave N										0
25	Westminster Way N	Greenwood Ave N	Dayton Ave N										0
53	Fircrest Property	15th Ave NE	25th Ave NE	PRIVATE INVESTMENT									N/A
54	Fircrest Property	NE 150th St	Hamlin Park	PRIVATE INVESTMENT									N/A

\*Projects ranked 4-7 are considered high priority projects. Projects ranked 2-3 are considered medium priority projects. Projects ranked 0-1 are considered low priority projects.

## Appendix J: List of Acronyms

ADA	Americans with Disabilities Act
AVTC	Aurora Village Transit Center
BAT	Business Access/Transit
BRT	Bus Rapid Transit
CDBG	Community Development Block Grant
CIP	Capital Improvement Plan
CMAQ	Congestion Mitigation and Air Quality
CTR	Commute Trip Reduction
DOE	Department of Ecology
FTA	Federal Transit Administration
GMA	Growth Management Act
HCT	High Capacity Transit
HOV	High Occupancy Vehicle
HSIP	Highway Safety Improvement Program
I-5	Interstate 5
ISTEA	Intermodal Surface Transportation Act of 1991
ITS	Intelligent Transportation System
LED	Light-Emitting Diode
LID	Low Impact Development
LOS	Level of Service
NEPA	National Environmental Policy Act
N	North
NE	Northeast
NPDES	National Pollutant Discharge Elimination System
NTAP	Neighborhood Traffic Action Plan
NTSP	Neighborhood Traffic Safety Program
NW	Northwest

ORCA	One Regional Card for All
PSRC	Puget Sound Regional Council
REET	Real Estate Excise Tax
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCL	Seattle City Light
SEPA	State Environmental Policy Act
SPUI	Single Point Urban Interchange
SR	State Route
STP	Surface Transportation Program
TAZ	Transportation Analysis Zone
TBD	Transportation Benefit District
TCSP	Transportation, Community and System Preservation
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act for the 21st Century
TIA	Traffic Impact Analysis
TIGER	Transportation Investment Generating Economic Recovery
TIP	Transportation Improvement Program
TMC	Transportation Management Center
TMP	Transportation Master Plan
TOD	Transit Oriented Development
TSM	Transportation Systems Management
TSP	Transit Signal Priority
UAP	Urban Arterial Program
UCP	Urban Corridor Program
USP	Urban Sidewalk Program
V/C	Volume to Capacity
WSDOT	Washington State Department of Transportation

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**Transportation Master Plan  
City of Shoreline, 2011**