2025

# City of Shoreline

# TMP

The Transportation Master Plan (TMP) is our City's roadmap for creating a welcoming and functional system for everyone traveling within, to, and from Shoreline.


CITY OF SHORELINE

Date of Publication: **2025**

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# Acknowledgements


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The City wishes to thank all of the members of the Shoreline community and City staff who took the time to provide input into the Transportation Element and Transportation Master Plan. For additional information, please contact **Jeff Raker, Senior Transportation Planner**, at (206) 708-3662 or jraker@shorelinewa.gov.

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# Intro to the Shoreline TMP

## What is the City's TMP & Why You Should Read It

**Shoreline builds and sustains its transportation system through creative innovations, community partnerships, and strategic investments.**

**The City of Shoreline's Transportation Master Plan (TMP) explains:**

- What the City is doing to keep your transportation system **maintained, accessible, and safe**.
- How the City is shaping your future travel experience, while considering our **future climate** and **addressing equity**.
- Where you can **access sidewalks** in your neighborhood, **comfortably ride a bicycle**, or **reliably catch a bus or train** today and in the future.

The TMP provides an overview for how Shoreline develops, maintains and supports the safe operation of its transportation infrastructure. The goal is to make it easier, safer, and better for everyone to get around, whether you're walking to school, biking to a park, or driving to work. The TMP explains what the City's transportation priorities are, key challenges that exist, and next steps to achieve mobility goals for our community. The TMP supports the more technical state-required document, the Transportation Element (TE), which is part of the City's Comprehensive Plan.

View Shoreline's Adopted Transportation Element

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# Transportation Vision & Goals

This TMP was developed in accordance with Shoreline's transportation vision and goals, which were created with the community and adopted by Shoreline City Council in May 2021.

**The City's adopted transportation vision is:**

> *"Shoreline has a well-developed multimodal transportation system that offers safe and easy travel options that are accessible for everyone, builds climate resiliency, and promotes livability. This system has been developed over time, informed by a robust, inclusive dialogue with the community."*

## Safety

**Goal 1**

Make Shoreline's transportation system safe and comfortable for all users, regardless of mode or ability.

## Equity

**Goal 2**

Ensure all people, especially those whose needs have been systemically neglected, are well served by making transportation investments through an anti-racist and inclusive process which results in equitable outcomes.

## Multimodality

**Goal 3**

Expand and strengthen the multimodal network, specifically walking, bicycling, and transit, to increase the number of safe, convenient, reliable, and accessible travel options.

## Connectivity

**Goal 4**

Complete a network of multimodal transportation connections to and from key destinations such as parks, schools, community services, commercial centers, places of employment, and transit.

## Climate Resiliency

**Goal 5**

Increase climate resiliency by promoting sustainability, reducing pollution, promoting healthy habitats, and supporting clean air and water.

## Community Vibrancy

**Goal 6**

Foster livability by evoking a sense of identity through arts and culture, attracting and sustaining desired economic activity, and accommodating the movement of people and goods.

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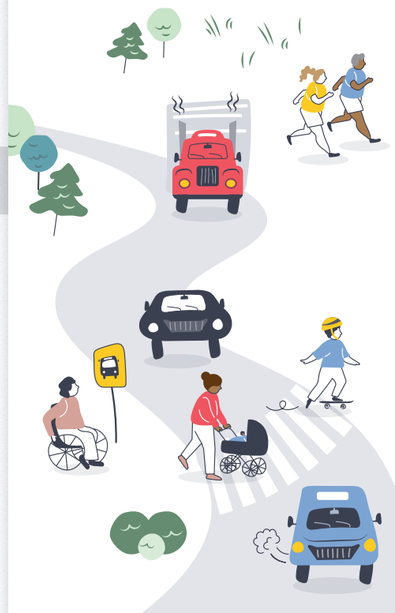
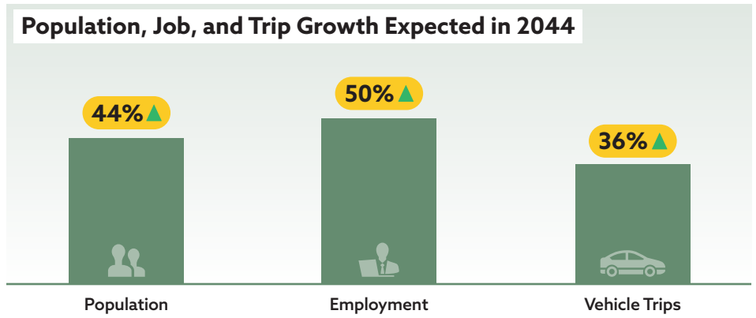
# How Shoreline Travels

## Key Trends and Insights

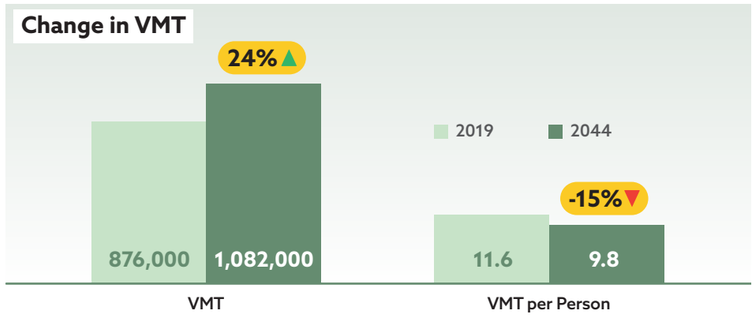
Shoreline's transportation system provides a variety of modes for people to get around. This section provides a summary of Shoreline's daily person trips, vehicle miles traveled (VMT), and the shifts projected by 2044.





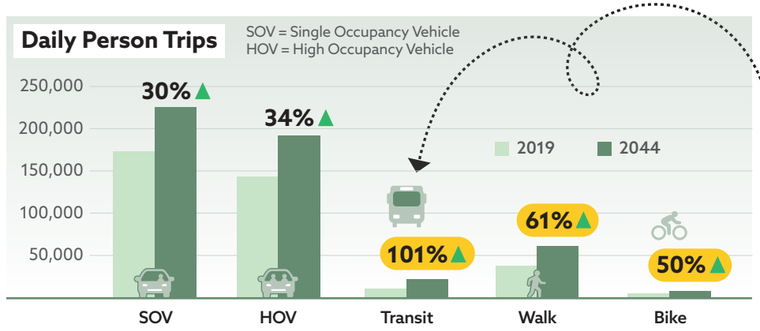

### Travel Options Curb Growth In Car Trips

Over the next 20 years, we expect population in Shoreline to increase by **44%** and employment to increase by **50%**. While car trips are also projected to grow, they will grow by just **36%** since people will have more options for getting around.[1]




### Vehicle Miles Traveled (VMT)

Population growth in Shoreline is expected to increase overall VMT by **24%**.[2] However, per person VMT is projected to decline by **15%** due to people using alternative modes of travel, signaling that continued efforts to promote non-car travel can help reduce the environmental impact per resident.




### Growth in Sustainable Modes

The biggest projected growth is in **transit, walking, and biking.** Transit ridership took a major hit during COVID, but it is rebounding. In Shoreline, ridership is expected to grow significantly by 2044.[4]

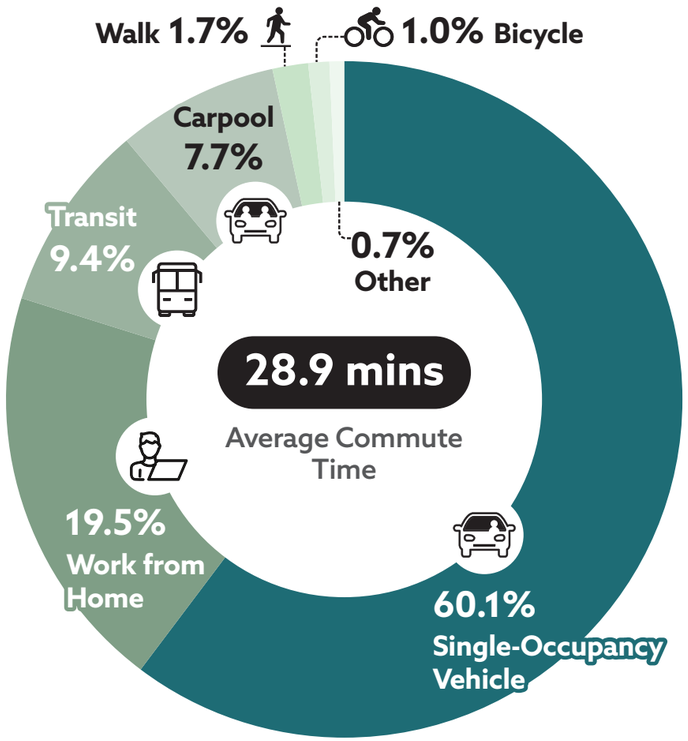
**By 2044, we expect to see 47,000 riders on transit routes (bus and light rail) in Shoreline.[3]**

**DATA SOURCES:**

1. City of Shoreline (2024, December 16). Growth Targets. Shoreline 2044 Comprehensive Plan.
2. City of Shoreline Travel Demand Model (2023).
3. King County Metro Daily Ridership Data (2023); Metro Connects Ridership Modeling conducted by Fehr & Peers (2019); Sound Transit Ridership Modeling (2020).
4. U.S. Department of Transportation, Federal Transit Administration (2024). The National Transit Database (NTD).

# How People Travel Today

Over 62,000 people call Shoreline home, and even more come to Shoreline daily to learn, work, access critical services, and play. The City aims to help people reach their destinations safely and conveniently, with a strong focus on developing strategies to move more people instead of putting more cars on Shoreline's roads. To align with our climate and equity goals, Shoreline hopes to reduce reliance on driving and promote more sustainable forms of transportation such as walking, biking, and transit.

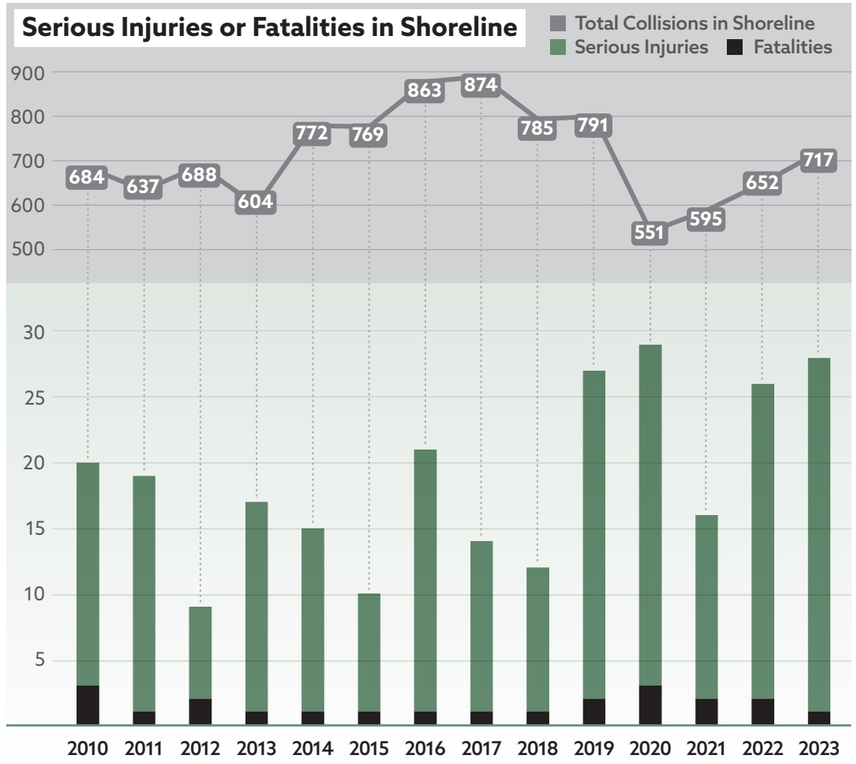



**While commuting is just one of the reasons that people travel, it tends to occur during the busiest hours of the day and has a disproportionate impact on travel conditions. This chart shows how people in Shoreline get to work.**

## Commute Travel

**62.5% of Shoreline residents work. Of these workers, here is how they report to their jobs:[5]**

- Over **60%** drive alone.
- Nearly **20%** work from home.
- Just under **10%** take transit.
- **7.7%** carpool.
- **3.5%** walk, bicycle, or take another mode.




## Traffic Injuries & Fatalities

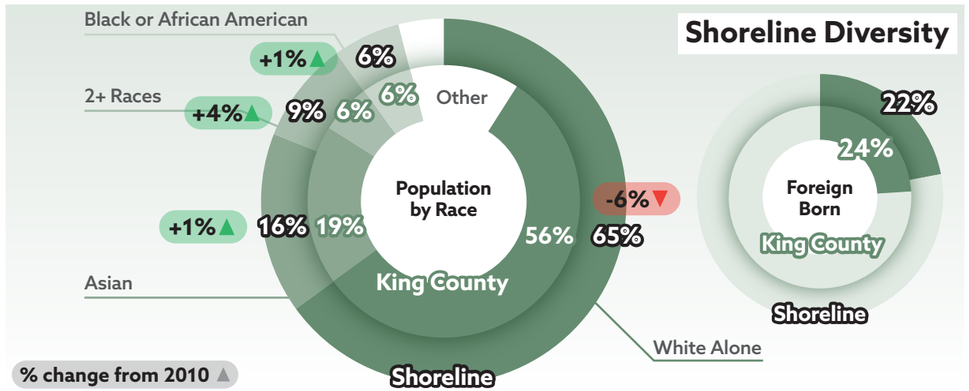
With the exception of 2021 (which was heavily influenced by the COVID pandemic), we've seen an **overall increase in collisions** on our roadways since 2019.[6] This has resulted in both serious injuries and fatalities, which significantly impact the well-being of our community.

**DATA SOURCES:**

5. United States Census Bureau (2023). Commuting (Journey to Work
6. Washington State Department of Transportation (2025). Crash Data.

# What Factors Impact Travel in Shoreline?

Shoreline's population is growing increasingly diverse with more renters and community members with a wider range of incomes that originate from all over the world.[7] In planning a transportation system that works for everyone, we need to consider how expanding affordable transportation options can help offset higher housing costs, support the needs of a diverse population, and connect people with the educational opportunities, jobs, and services that help them live their daily lives.




Residents who identify as "White alone" make up **65%** of Shoreline's population, compared to 56% for King County overall. **15%** of residents are Asian; **6%** are Black or African American; and **9%** are two or more races; and **22%** of Shoreline residents are foreign born.[7]

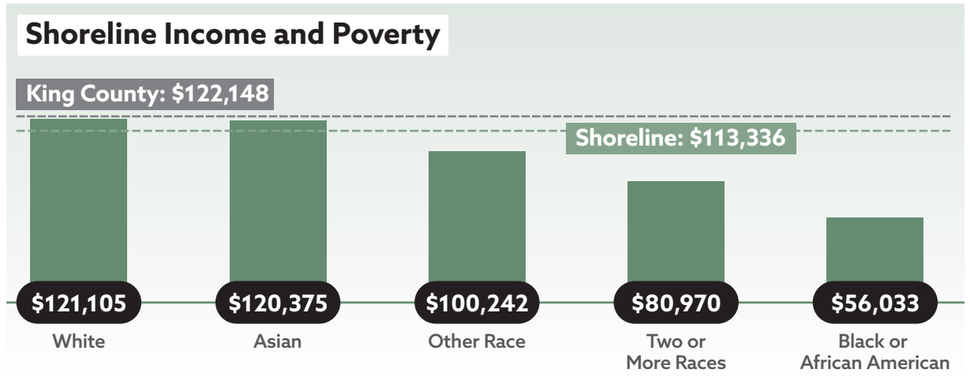
## Shoreline Age

**41.8 Years**
Shoreline median age

**37.2 Years**
King County median age

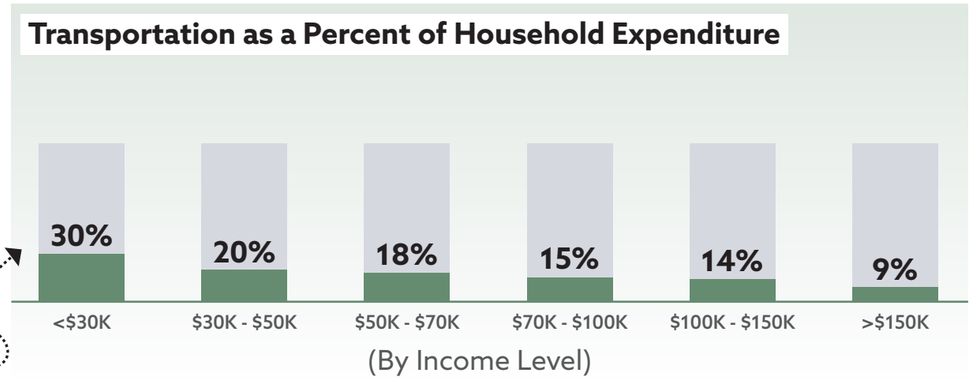
**60+ Aged Residents**
Make up 25% of Shoreline's population, which mirrors King County overall

The median age of Shoreline residents is higher than the King County median age of **37.2 years** and **25% of residents are 60 years or older**, matching the share in King County.[8]




Shoreline's median household income is just over **$113,000**, which is about 8% lower than the median income of $122,148 for households in King County. Median household income is not equally represented among Shoreline's diverse population. For instance, households with Black or African American families have a median household income that is only **50%** of the citywide median of $113,336.[9]

**8.4% of Shoreline's population experiences poverty, highlighting the need to provide a robust and equitable transportation system that takes into account growing diversity and income inequality.[10]**




Reducing reliance on driving helps everyone, as **the cost of driving and maintaining a private vehicle constitute the largest share of personal transportation costs, with added burdens on lower income households.**[11]

**DATA SOURCES:**

7. According to Washington State's Office of Financial Management (OFM), the proportion of Shoreline's population that identify as non-White has risen across all categories (Asian, two or more races, Black or African American, and other races) from 2010 to 2022. By comparison, those that identify as White has fallen by 6%. OFM (2010). Census 2010, 2022.
8. United States Census Bureau (2022). QuickFacts; Data USA (2022). King County, WA, County Profile; USA Facts (2022). Our changing population: King County, Washington.
9. Data USA (2023). Shoreline, WA, and King County, WA, County Profile. United States Census Bureau (2022)
10. The poverty threshold for a family of four is $29,960, and the poverty threshold for an individual is $14,891. United States Census Bureau (2023). QuickFacts.
11. U.S. Department of Transportation, Bureau of Transportation Statistics (2023). Transportation cost burden: Cost burden concepts. Transportation Economic Trends.

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# What's New
## Since the 2011 TMP

A lot has changed since we last updated the TMP in 2011. Here's a snapshot of major accomplishments and changes in how Shoreline moves:


2015 & 2016

### Light Rail Station Subarea Plans

Rezoned areas near future light rail stations to promote transit-oriented development, neighborhood-serving businesses, and sustainable land use practices.

2016

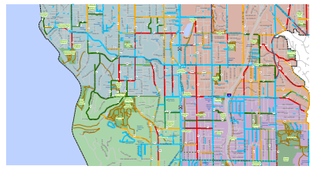
### Complete Streets Ordinance

Adopted to increase access, safety, and convenience for all roadway users including pedestrians, bicyclists, and transit users.

2017

### Aurora Corridor Project

Completed multimodal reconstruction of Shoreline's busiest arterial including the addition of RapidRide E-Line lanes, and safer pedestrian and bicycle crossings.



2018

### Sidewalk Prioritization Plan

Adopted the City's roadmap for prioritizing the construction of a continuous, citywide sidewalk network.

2018

### Sidewalk Levy

Voters approved a Sales and Use Tax in the amount of two-tenths of one percent (0.2%) to help fund sidewalk expansion and accelerate repairs.

2020

### COVID Pandemic

The pandemic changed our relationship to work and how we travel. The pandemic greatly expanded work-from-home and hybrid work options. It also significantly reduced transit ridership in the Puget Sound.

2023

### 148th Street Non-Motorized Bridge

Construction begins on a new pedestrian and bicycle bridge crossing over I-5 at N 148th Street to the Shoreline South/148th Station.

2024

### 145th Street and I-5 Interchange Project

Groundbreaking major upgrades to a key east-west corridor for the region, linking bus rapid transit on Aurora, connections to light rail, and I-5.

2024

### E-Scooter/ E-Bicycle Share Pilot

Implemented a two-year pilot project to support first/last mile trips by scooter/bicycle share.

2024

### Light Rail Stations

Launch of service at Shoreline South/148th and Shoreline North/185th Stations along with several segments of the Trail Along the Rail as part of the opening of the Sound Transit Lynnwood Link Light Rail Extension.

2025

### Carshare

Began offering carshare to support new travel options and reduce reliance on car ownership.*

EXPECTED IN 2027

### Stride Bus Rapid Transit (BRT)

Expected opening of Sound Transit Stride BRT for frequent service connecting Shoreline South/148th Station along SR 523 (145th Street) to SR 522 (Bothell Way).†

* Photo credit: Flickr | GoToVan
† Photo credit: Sound Transit

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# Chapters

The ten chapters in this TMP each cover an important element of Shoreline's transportation system. Each chapter summarizes the City's plans and actions, guiding policies, main challenges, and next steps as Shoreline looks to continue improving safety, accessibility, and mobility for all.

CHAPTER 1

**Climate Action**

CHAPTER 2

**Providing An Equitable Transportation System**

CHAPTER 3

**Maintaining Our Assets**

CHAPTER 4

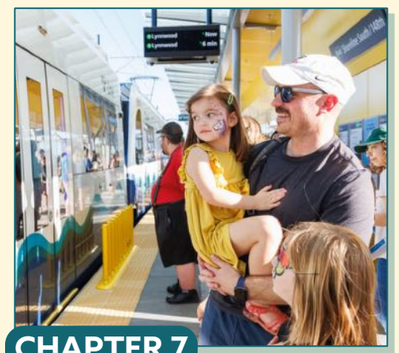
**Keeping Traffic Operating Efficiently and Safely**

CHAPTER 5

**Prioritizing Our Pedestrians**

CHAPTER 6

**Planning Safe and Comfortable Bicycle Facilities**



CHAPTER 7

**Encouraging Transit**


CHAPTER 8

**Providing Shared Use Mobility Options**

Photo credit: City of Minneapolis Mobility Hub Pilot Program.


CHAPTER 9

**Reducing Drive Alone Trips**


CHAPTER 10

**Embracing the Future In Transportation**

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CHAPTER 1

# Climate Action

Shoreline recognizes the urgent need to address climate change. The City's transportation goals and policies align with the City's 2022 Climate Action Plan to decrease Vehicle Miles Traveled (VMT), take actions to advance climate resilience, and promote sustainable travel options. The Climate Action Plan outlines strategies and actions to reduce community-wide greenhouse gas emissions and prepare the community for the impacts of climate change.

## Why It's Important

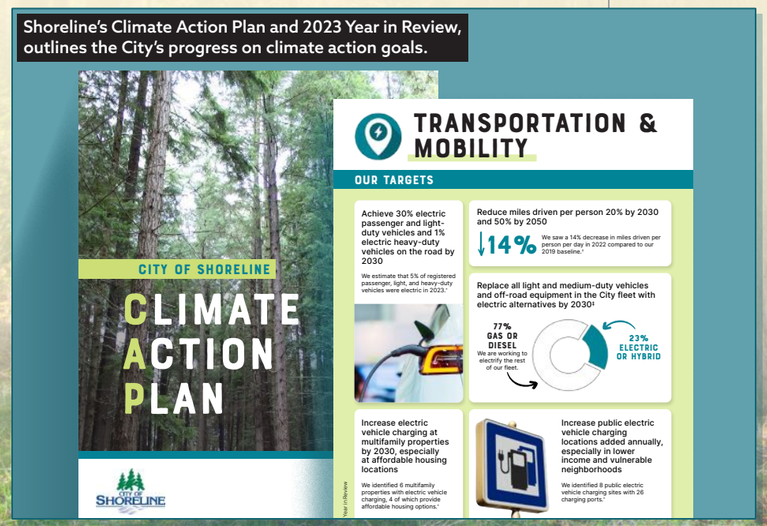
- **By prioritizing sustainable transportation choices like walking, bicycling, using e-scooters, and taking the bus or train, Shoreline is playing a valuable role in addressing climate change, improving air quality, and creating a healthier and more resilient community.**

## Key Strategies

**The City's climate goals include reducing greenhouse gas emissions by 60% by 2030 and reaching net-zero emissions by 2050 (compared to 2019 levels) while addressing ecosystem protections and community resilience to impacts such as urban heat, wildfire smoke, and flooding, particularly for vulnerable community members.**

Most of Shoreline's emissions come from vehicle fuel use. The City encourages alternatives to drive-alone vehicle travel, such as walking, biking, shared use travel, and public transportation as well as transit-oriented development.

By expanding and improving these options, the City aims to reduce reliance on cars and decrease emissions.



Shoreline's Climate Action Plan and 2023 Year in Review, outlines the City's progress on climate action goals.

## Shoreline Climate Action FOCUS AREAS

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## Guiding Climate Policies

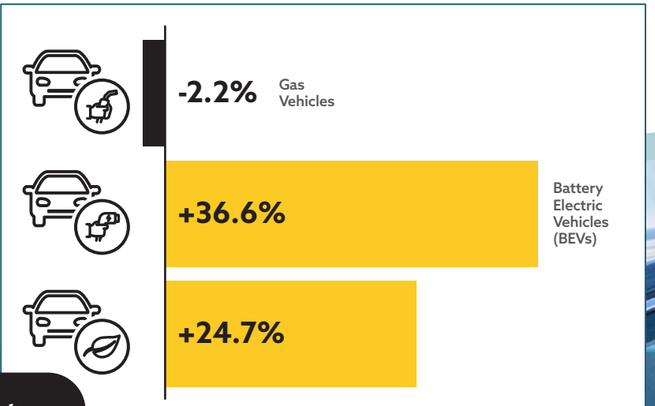
**Shoreline's transportation plans and policies reinforce the commitment to climate resilience in the Climate Action Plan. This includes expanding sustainable transportation options through investments in infrastructure like sidewalks, bicycle lanes, transit facilities, and supporting electric vehicle charging, as well as promoting programs such as carpooling, vanpooling, carshare, and e-scooter/e-bikeshare initiatives, and advocating for public transit and other services in areas with limited accessibility. Transportation policies related to climate and the environment include (T# refers to policy number in the TE):**

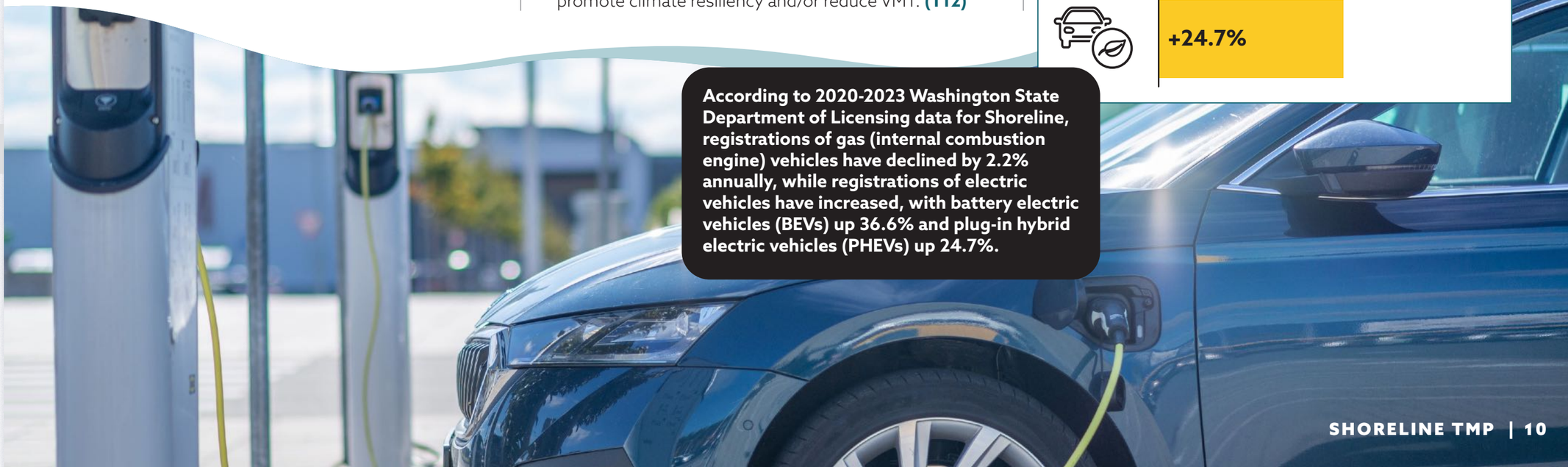
- Work to reduce vehicle miles traveled (VMT) and transportation-related greenhouse gas emissions in line with the level needed to meet emission reduction goals in the Climate Action Plan. **(T1)**
- Reduce the impact of the City's transportation system on the environment through expanded zero-emission vehicle use and walking, biking, and using motorized personal transportation devices, and identify opportunities to increase electric vehicle charging infrastructure when planning and designing transportation projects and facilities, on City rights-of-way or adjacent property(s), or through other transportation policies and programs. **(T2)**
- Invest in transportation options that reduce reliance on drive-alone vehicles, particularly in King County Centers and connecting corridors. This includes implementing the City's Commute Trip Reduction Plan and exploring parking management and transportation demand management strategies. **(T3, T4)**
- Design transportation projects to minimize environmental impact and maximize climate resilience. Utilize Low Impact Development techniques, expand natural stormwater treatment, and leverage green infrastructure to enhance pedestrian and bicycle networks. **(T5, T6)**
- Create a safer and more enjoyable travel experience as well as reduce air pollution and ambient temperatures by maintaining established trees and increasing tree plantings along public right of way and planting tree species that will be more resilient to climate impacts where feasible, while ensuring safety and mobility requirements are met. **(T7)**
- Incorporate climate resilience into all transportation projects. This includes improved surface water management, retention of established trees where feasible, and equitable service increases in areas vulnerable to climate change. **(T8, T11)**
- Foster partnerships with public and private entities to promote mode shift and a sustainable transportation system. Develop recovery strategies and coordinate disaster response plans for transportation system resilience. **(T9, T10)**
- Coordinate land use and transportation plans and programs with other public and private stakeholders to encourage parking management, vehicle technology innovation, shifts toward electric and other cleaner, more energy-efficient vehicles and fuels, integration of smart vehicle technology with intelligent transportation systems, and greater use of mobility options that promote climate resiliency and/or reduce VMT. **(T12)**

### Climate Action Plan Elements Include:

- Reduce community-wide driving by decreasing reliance on drive-alone vehicles and encouraging a shift toward walking, biking, public transit, and shared mobility options. **(Action TM-1)**
- Accelerate electric vehicle adoption through expanded charging infrastructure and incentives or rebates for electric vehicle purchase as well as commitments to fleet electrification. **(Action TM-2)**

View Shoreline's Climate Action Plan



**According to 2020-2023 Washington State Department of Licensing data for Shoreline, registrations of gas (internal combustion engine) vehicles have declined by 2.2% annually, while registrations of electric vehicles have increased, with battery electric vehicles (BEVs) up 36.6% and plug-in hybrid electric vehicles (PHEVs) up 24.7%.**

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## Key Challenges

### Shifting Away from Car-Dependent Infrastructure

Shifting away from a car-centric transportation system requires significant investment in alternative infrastructure like sidewalks, bicycle lanes, and transit facilities.

### Promoting the Convenience and Reliability of New Alternatives

Public transportation and active transportation options like walking, biking, and using motorized personal transportation devices need to be convenient, reliable, and safe to compete with the real or perceived convenience of personal vehicles.

### Competing Climate Resiliency Objectives

With limited rights-of-way, there are instances in competing uses of the space such as providing sidewalks and preserving tree canopy.

### Changing Public Perception and Behavior Change

Encouraging people to shift their travel habits and embrace sustainable transportation options requires overcoming ingrained behaviors and promoting the benefits of less traditional alternatives.

### Limited Funding

Implementing comprehensive climate-friendly transportation solutions necessitates securing adequate funding from various sources, including grants, partnerships, and innovative financing mechanisms, which can be competitive or difficult to secure.

### Ensuring Equitable Climate Action

To achieve climate goals, sustainable transportation options must be accessible and affordable for all users, regardless of income, ability, or location.

### Costly and Complex Implementation

Transitioning to electric vehicles and other innovative transportation technologies requires integrating new infrastructure, such as vehicle charging stations, which can be costly and complex to expand.

### Mitigating Climate Impacts on Infrastructure

Extreme weather events, such as flooding, can damage transportation infrastructure and require increased maintenance budgets.

## Next Steps

### Promote Sustainable Transportation

Continue promoting sustainable transportation by prioritizing the maintenance and construction of safe, convenient, and connected routes to encourage walking, biking, and using motorized personal transportation devices; advocating for frequent and reliable bus, rail, and other public transit options; supporting commute trip reduction programs that promote alternatives such as carpooling, telecommuting, and other strategies to help reduce VMT and emissions.

### Support the Use of Electric Vehicles

Electrifying the City's fleet and working with partners to increase access and affordability of electric vehicles and charging options reduces transportation-related emissions. Recognizing that electric vehicles aren't readily available to all users, the City also invests in alternative travel solutions such as micromobility (e-scooters and e-bikes) and carshare to ensure the transition to electrification benefits more people in our community.

### Explore and Pilot New Travel Options

Continue testing out new travel options like carshare or scooter/bikeshare, and finding ways to make these options more accessible by developing shared use mobility hubs where people can use multiple ways to get around.

### Integrate Land Use and Transportation Planning

Continue encouraging transit-oriented development and mixed-use neighborhoods to reduce the need for car-dependent communities. Continue promoting walkable communities that offer less stressful alternatives to driving alone.

### Invest in Public Education and Outreach

Continue raising awareness about climate concerns, and expand community engagement activities to understand how to best address the impacts of climate change.

**Addressing these challenges will require a collaborative effort from the City, transit agencies, community organizations, and users.**


The newly opened Link light rail in Shoreline provides a convenient, reliable, and climate-friendly travel option.


Partnering with Lake Forest Park and Kenmore, Shoreline hosted Go Electric, an educational series about switching to electricity. Photo courtesy of Shoreline's 2023 Year in Review, Climate Action Plan.

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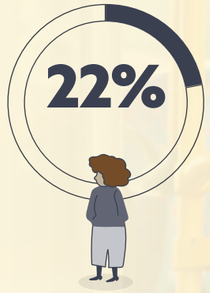
CHAPTER 2

# Providing an Equitable Transportation System

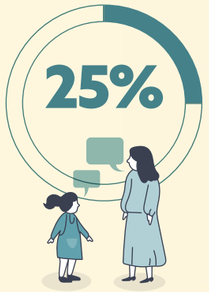
The City of Shoreline values all residents, workers, and students, and envisions a community in which people from all backgrounds have equitable access to opportunities to live, work, and play. For Shoreline, equitable access means a transportation system that supports the needs of those with mobility challenges, as well as those that are potentially experiencing discrimination, economic, and experiencing discrimination, economic, and other barriers to transportation.

Shoreline is home to an increasingly racially, culturally, and economically diverse community. Of Shoreline's population:

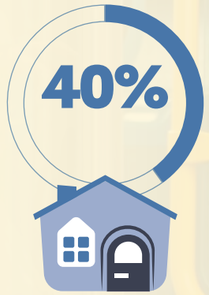

**Are People of Color**




**Are Foreign Born**

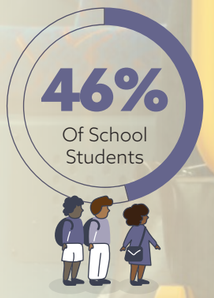



**Are Non-English Speakers at Home**




**Are in Low Income Households**

<80% Area Median Income




**Are Youths of Color**

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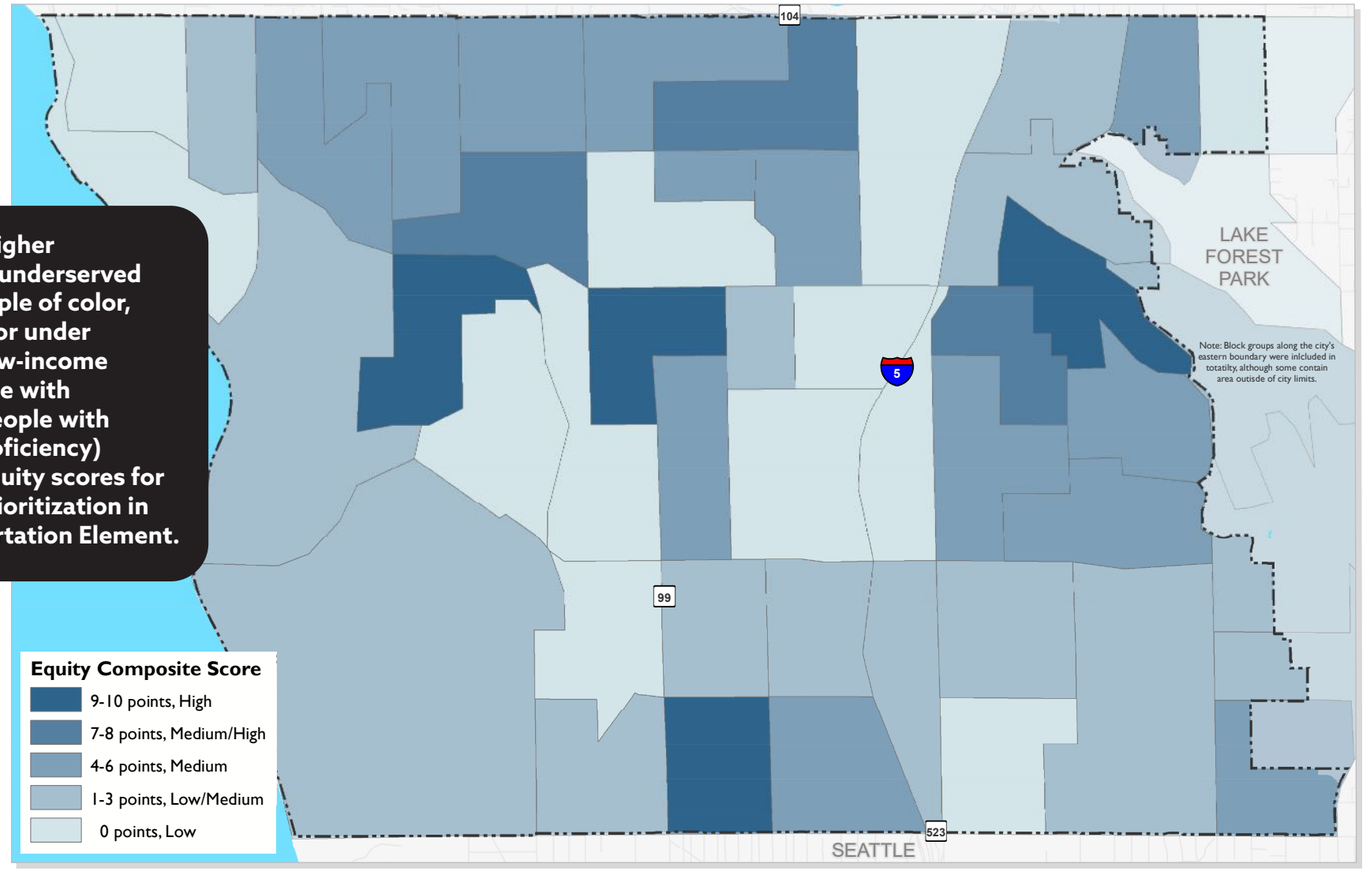
## Why It's Important

- People from underserved populations may be unable to afford owning a car. Affordable options may also not meet their needs due to factors like limited transit service, inconvenient work schedules, and/or the necessity of added trips for childcare, healthcare, and other essential activities.
- People that rely on a wheelchair or otherwise require assistance may face additional constraints in accessing services, resources, and opportunities.
- Addressing these inequities requires prioritizing expanded transit options, improved shared use mobility, and other targeted safety and mobility investments to ensure that all users have safe, reliable, affordable, and easily accessible transportation choices.
- Designing transportation projects through this equity lens not only addresses the urgent needs of underserved communities but also creates a more inclusive and efficient system for everyone.

**Projects serving higher concentrations of underserved communities (people of color, residents over 65 or under 18 years of age, low-income households, people with disabilities, and people with limited English proficiency) received higher equity scores for project funding prioritization in the City's Transportation Element.**


## Key Strategies




Equity Priority Map

### Investment in Equity Priority Areas

The City strives to provide a safe, secure, accessible, affordable, reliable, and comfortable transportation system for everyone with a specific focus on overcoming transportation barriers to underserved populations.

**Actions the City is doing to help overcome transportation barriers for underserved populations include:**

- **Providing community engagement activities sensitive to native language, or other culturally and/or economically specific characteristics** of a particular community in order to better understand their needs and concerns when developing a transportation improvement or program.
- Using community engagement, population, and economic data to help **determine what and where to make transportation improvements.**
- **Implementing an ADA (Americans with Disabilities Act) Transition Plan** by removing barriers or deficiencies through installing or improving sidewalks, curb ramps, driveways, and pedestrian signals and crossings.
- Working with transit providers to advocate for **underserved population needs.**

By incorporating these activities into its approach for addressing transportation needs, the City strives to create a transportation system that is fair, just, and accessible to all.

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CITY OF SHORELINE

## Guiding Equity Policies

**Shoreline's transportation plans and policies support the City's commitment to equity.**

> **Goal #2 of the Transporation Element (TE) section of the City's Comprhensive Plan (regulatory document) is to:**
>
> *Ensure all people, especially those whose needs have been systemically neglected, are well served by making transportation investments through an anti-racist and inclusive process, which results in equitable outcomes.*

**The following TE policies support this TE Equity goal (T# refers to policy number in the TE):**

- Provide accessible and affordable transportation for all, especially historically underserved populations, to enable equitable distribution of transportation resources, benefits, costs, programs and services. **(T18)**
- Develop new data collection focused on capturing individual and household travel cost, travel time, trips not taken, access to different travel options, and access to key resources across different demographic groups to better inform more equitable decision making. **(T19)**
- As feasible, partner with community organizations and/or community members to develop and tailor language access strategies that work for a particular limited/non-English speaking community. **(T20)**
- Explore the feasibility of parking management programs, shared parking strategies, and/or subsidized ORCA cards programming as new low-income housing units are being developed; addressing the transportation needs as development occurs, not after units are built. **(T21)**
- Explore how to prioritize investments in underserved communities experiencing significant levels of traffic-related air pollution. **(T22)**

## Key Challenges

### Identifying and Addressing Diverse Needs

Diverse populations have varying needs. Understanding specific needs and/or the intersectionality of needs is not always easily identified.

### Ensuring Fairness Across Neighborhoods

It is important to ensure transportation improvements benefit all neighborhoods fairly, especially those with residents who are more reliant on public transportation. This can be challenging when the City has limited control over certain aspects of the transportation system, such as public transit routes and schedules.

### Engaging Diverse Communities

Making sure diverse communities have a say in transportation planning and decision-making can be challenging. It is critical to engage stakeholders from underserved communities that have language barriers, limited availability due to extended work hours, specific mobility or access needs, and/or family commitments that prevent them from participating in community events.

## Next Steps

### Build on Existing Community-Based Planning

Continue to expand engagement activities with underserved communities.

### Design Transportation to Accommodate Everyone

Build on relationships in the community, tailored engagement activities for specific communities, and analysis of equity data to shape the planning and design of the system and the implementation of transportation projects and programs.

### Increase Accessibility and Affordability of New Travel Options

Advocate for expanded transit and shuttle or microtransit services (e.g., Community Van, Metro Flex) and promote existing discount programs, while pursuing additional affordability and accessibility among shared use services like scooter/bikeshare, and carshare.

### Monitor Performance

Implement key performance indicators related to identifying investments in neighborhoods with underserved populations.

An open house community outreach event in Shoreline.

CHAPTER 3

# Maintaining Our Assets

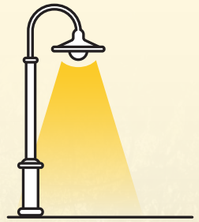
There is a lot to maintain to keep people moving safely and reliably. The City strategically maintains and updates its transportation infrastructure in alignment with industry standards and in consideration of limited financial resources. This includes hundreds of miles of roadway, thousands of streetlights and traffic signs, and a sizable number of traffic signals and sidewalks.*

**350**

**Lane miles of paved surfaces**

**48**

**Traffic signals**



**3,300+**

**Streetlights**


**10,000+**

**Traffic signs**

**74**

**Miles of sidewalks and bicycle facilities**


* Based on 2024 inventory.

# CONTENTS



## Why It's Important

**Maintaining all aspects of the transportation infrastructure (including roads, sidewalks, streetlights, and right-of-way vegetation) is vital to ensuring the safety, accessibility, and efficiency of Shoreline's transportation system. Effective maintenance includes:**

- **Ensuring safe and accessible travel:** Proper upkeep of roads, sidewalks, traffic control devices, and lighting helps to ensure pedestrians, bicyclists, and drivers have safe and reliable travel options.
- **Reducing deterioration:** Crack sealing and pothole patching prevents more significant road damage that could lead to costly overhauls.
- **Reducing pollutants:** Regular street sweeping reduces pollutants in the surface water system.
- **Supporting economic vitality:** Regular maintenance reduces unplanned outages, improves the overall the overall quality of life for residents, and supports economic vitality by ensuring that goods and services can be transported efficiently throughout the City.

## Key Strategies

The City's maintenance program encompasses a wide range of activities.

### Vegetation Maintenance

The City manages vegetation within public rights-of-way by trimming trees, controlling plant growth for aesthetics, safety, and visibility, repairing irrigation systems, and performing other upkeep methods. Some vegetation management is also conducted by Seattle City Light and Puget Sound Energy.

### Street and Sidewalk Maintenance

The City monitors and maintains pavement condition, including essential services like pothole patching, crack sealing, resurfacing, street sweeping, and snow and ice removal. This also includes curb ramp and sidewalk repairs to ensure accessibility for all users. Other supporting maintenance efforts include critical activities like signing, pavement markings, fencing, guardrail, and bridge inspection.


### Traffic Control Devices, Lighting, and Guardrail Operations and Maintenance

The City is responsible for maintaining traffic control devices like signs, markings, signals, beacons, as well as other road safety features like lighting and guardrail. Some streets and signals in Shoreline are maintained by other agencies, such as Aurora Avenue and 145th Street.

### Surface Water Management

The surface water management program at the City reduces the risk of flooding and manages rainwater runoff on Shoreline's roads, sidewalks and other facilities in public rights-of-way. This includes making sure rainwater flows property (street conveyance), managing the quality of water before it enters streams and Puget Sound, and cleaning the grates that lead to storm drains (catch basins) to prevent them from getting clogged and causing problems.

# CONTENTS



CITY OF SHORELINE

## Guiding Maintenance Policies

### Transportation policies related to maintenance include (T# refers to policy number in the TE):

- Develop a regular maintenance program and schedule for all components of the transportation infrastructure. Maintenance schedules should be based on safety/imminent danger and preservation of transportation resources. **(T56)**
- Ensure that maintenance and operation of the existing and proposed transportation network are included in transportation planning and design. **(T57)**
- Use roadway maintenance and preservation work, including paving and restriping, to install short-term and planned long-term improvements. **(T58)**

## Key Challenges

**The City of Shoreline faces several key challenges in maintaining its transportation assets. These challenges introduce risks and impact the ability of our transportation system to meet the needs of the community.**

### Aging Infrastructure

Shoreline's transportation infrastructure is aging and much of it requires rehabilitation or replacement, and if these investments cannot be made, the result is often more frequent failures and costly maintenance activities. As infrastructure deteriorates, the costs of routine and emergency maintenance rises, placing additional strain on the City's limited resources.

### New Infrastructure

To accommodate Shoreline's increasing density and population, the City needs to build and maintain a growing number of transportation-related assets.

### Limited Funding

#### Funding Shortfalls for Transportation System Maintenance and Operations

Available funding sources do not fully meet the growing operational and maintenance needs of aging infrastructure—an issue further exacerbated by the decline of existing funds, such as the state's fuel tax.

#### Inflation and Rising Costs

The cost of materials, labor, and equipment required for maintenance activities and capital improvements continues to rise. This is particularly true for materials such as asphalt for pavement, traffic signal poles, and traffic signal technology upgrades. The combination of limited funding sources, inflation, and increased demand for construction services has made it difficult for the City to keep up with necessary repairs.

### Costly Measures to Meet Environmental and Sustainability Goals

The City is committed to reducing its environmental impact through sustainable practices and strives to consider such options as using permeable pavement and energy-efficient street lighting. While these initiatives are essential for long-term resilience, they can come with higher upfront and ongoing maintenance and operation costs, which are difficult to accommodate given current budget constraints.

### Balancing Public Expectations and Service Levels

Residents expect high levels of service for road maintenance, street cleaning, snow removal, and other transportation-related tasks. As the City grows, demands on the existing system become more complex, and require additional resources for proper operations and maintenance. This extends to additional demands for resources to maintain new assets such as expanded pedestrian and bicycle infrastructure. However, available funding is not always sufficient to meet these expectations. As public expectations increase, the City must carefully manage the gap between what can realistically be maintained and the services residents desire.

Sections of aging sidewalk included in the 5th Avenue NE Sidewalk Rehabilitation Project. Image courtesy of City of Shoreline.

## Next Steps

### Create Plans to Manage Transportation Assets

The City will continue planning for roads, sidewalks, and other transportation infrastructure that involves conducting conditions assessments, identifying and prioritizing needs, and using available resources wisely to meet community needs. This also includes using data and proven methods to guide decisions and prioritize repairs and upkeep, ensuring the resources are used wisely to maintain service levels.

### Pursue Sustainable Funding Sources

The City plans to pursue new sustainable funding sources to adequately finance the maintenance and operation of both existing and new transportation assets.

### Prioritize Pavement Preservation

The City will continue to implement its robust pavement preservation program. This program uses data analysis on pavement conditions and industry best practices as a guide for preservation projects that extend the life of roadways and maximize the utility of infrastructure investments. An adopted ADA Transition Plan guides the City in systemic repairs and improvements of existing pedestrian facilities.

### Enhance Accessibility

The City will systematically rehabilitate sidewalks and pedestrian infrastructure to comply with ADA standards, prioritizing accessibility for individuals with disabilities.

CHAPTER 4

# Keeping Traffic Operating Efficiently and Safely

The City of Shoreline manages and enhances the safety and efficiency of its transportation system through a comprehensive approach that considers the needs of people walking, biking, and driving. Traffic counts, speed studies, and collision data analysis are conducted regularly to inform decision-making and prioritize safety improvements across Shoreline.

## Why It's Important

- **Ensuring the City's transportation system operates safely and efficiently is critical for the well-being of the traveling public, including drivers, pedestrians, bicyclists, and transit users alike.**
- **With population growth and a decade long trend of rising collisions, proactive management of our roads is critical. Shoreline is committed to improving safety through data-driven strategies that prioritize the most vulnerable users of our roads.**

## Key Strategies

### Making Sure Traffic Flows Smoothly for Everyone

The City regularly checks and adjusts traffic signal timing to balance safety and efficiency for all Shoreline roadway users.

### Reducing Severe Collisions

The City strives to reduce severe and fatal collisions. The City embraces the State of Washington's Target Zero program, whose goal is to get the number of traffic deaths and serious injuries on Washington roadways down to zero by the year 2030. Every year, the City reviews data on collisions, speeds, and traffic volumes to find areas where safety can be improved. Based on this analysis, the City prioritizes projects and operational improvements that focus on reducing severe collisions, especially those that involve people walking or biking, or other vulnerable road users.

### Providing Lighting

Street and pedestrian light improvements primarily occur in conjunction with major capital projects and developer frontage improvements. Street lights improve safety for all roadway users.


### Reviewing Impacts of New Development

The City reviews new development projects to ensure they provide adequate infrastructure for growing needs, including how best to use the rights-of-way for pedestrians, bicycles, parking, transit, and vehicles.

### Reducing Speed

Speeding is a significant contributor to serious and fatal vehicular collisions. To address speed-related safety concerns, the City supports roadway user education through radar speed feedback signs, and collaborates with the Shoreline Police Department on speed enforcement. The City updates the Engineering Development Manual to align with leading edge industry standards centered in interventions that support speed and injury reduction. Additionally, the City enhances school zone safety by operating School Speed Zone Flashing Beacons in partnership with the Shoreline School District.

### Managing the Curb

To support the safe and comfortable interaction between a roadway and its surrounding land uses, the City oversees the location of bus stops, loading zones, and parking.

**These key strategies for safety and operations help the City of Shoreline to effectively manage traffic operations, focusing on safety, efficiency, and equitable resource allocation.**

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CITY OF SHORELINE

## Guiding Safety Policies

**Transportation policies related to safety include (T# refers to policy number in the TE):**

- In conjunction with the Washington State Target Zero Plan, prioritize transportation planning, design, improvement, and operational efforts with the goal of achieving zero serious or fatal injury collisions. **(T23)**
- Adopt a Target Zero policy specific to the City of Shoreline and consistent with regional programs including the Washington State Target Zero Plan. **(T24)**
- Prioritize pedestrian, bicyclist, and other vulnerable user safety over vehicle capacity improvements. **(T25)**
- Use engineering, enforcement, and educational tools to improve safety for all transportation users. **(T26)**
- Use data-driven and evidence-based approaches to guide transportation safety investments. **(T27)**
- Routinely update City engineering design standards and design roadways consistent with injury minimization and speed management techniques. **(T28)**
- Utilize the Street Light Master Plan to guide ongoing public and private street lighting investments. **(T29)**

## Key Challenges

### Balancing Public Expectations and Service Levels

Managing ongoing requests for traffic calming devices, like speed humps, poses a challenge, as these concerns are often based on perceptions rather than data-driven evidence of speeding or collisions. The City prioritizes safety improvements by focusing on areas with the greatest need, guided by data to ensure that resources are used where they will have the most significant impact.

As with maintenance, balancing competing needs and priorities within limited resources is a key challenge for Shoreline's traffic safety and infrastructure efforts. The City must allocate its constrained resources to areas with the most pressing safety concerns while managing public expectations.

### Matching Development to Growth

The City must continue reviewing new development projects to ensure they include adequate infrastructure to meet growing safety needs. Critically, this review must also address existing infrastructure deficiencies, like the city-wide lack of sidewalks, which cannot be solved by simply mitigating the impacts of new growth. As more people use diverse modes of transportation, improving safety is crucial to prevent conflicts and collisions.

### Accommodating New Electrified Personal Mobility Devices

The increasing use of electric-assisted personal mobility devices (i.e., bicycles, scooters, unicycles, and skateboards) presents new considerations for roadway safety. As these devices become more common, it is important to ensure they can be safely integrated alongside pedestrians, bicyclists, and motor vehicles. Regular reviews of existing policies and infrastructure conditions are needed to continue to support the safety of vulnerable roadway users.

## Next Steps

**The City of Shoreline is taking proactive steps to ensure continued improvements in traffic safety and efficiency.**

### Develop a Safety Action Plan

The City plans to develop a comprehensive Safety Action Plan. This Plan will serve as a key roadmap to reduce roadway fatalities and serious injuries. Key components of the Safety Action Plan will include:

- **Expanded analysis tools** to monitor traffic safety data, identify high-risk areas, and implement safety improvements.
- **Cross-departmental committee and community engagement** to ensure that the Safety Action Plan reflects the needs of residents and businesses.

### Upgrade Signals and ITS Enhancements

Intelligent Transportation Systems (ITS) encompasses many possible strategies such as traveler information, variable message signs, automated speed enforcement, incident management, and more. The City will continue to upgrade and modernize signal systems to benefit all roadway users and increase efficiency of traffic signal management.

### Implement Spot Safety Improvements

The City will continue to implement low-cost spot safety improvement priorities based on annual collision analysis data.

### Study Automated Enforcement for School Zones

The City will study the viability, benefits, and trade-offs of automated enforcement for school zones on roadways with speed limits exceeding 25 MPH, and with more than 3,000 vehicles per day on average.

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CHAPTER 5

# Prioritizing Our Pedestrians

A complete sidewalk network to move pedestrians safely throughout the City is a high priority. Sidewalk improvements are currently being designed and built throughout the City. These improvements include new sidewalks that are part of the 2018 Voter-Approved New Sidewalk Program, repairs to existing sidewalk, and as part of other City or developer frontage improvement projects.

The City of Shoreline is committed to enhancing pedestrian safety and accessibility through a strategic approach that includes building new sidewalks in the 2018 Sidewalk Prioritization Plan and repairing or improving existing sidewalks based on the 2019 ADA Transition Plan.

These plans were created in response to growing community demand for safer and more accessible pedestrian pathways, as well as a legal and ethical obligation to ensure compliance with the Americans with Disabilities Act (ADA).

**The City is taking a comprehensive approach to pedestrian infrastructure that prioritizes safety, accessibility, and community needs.**

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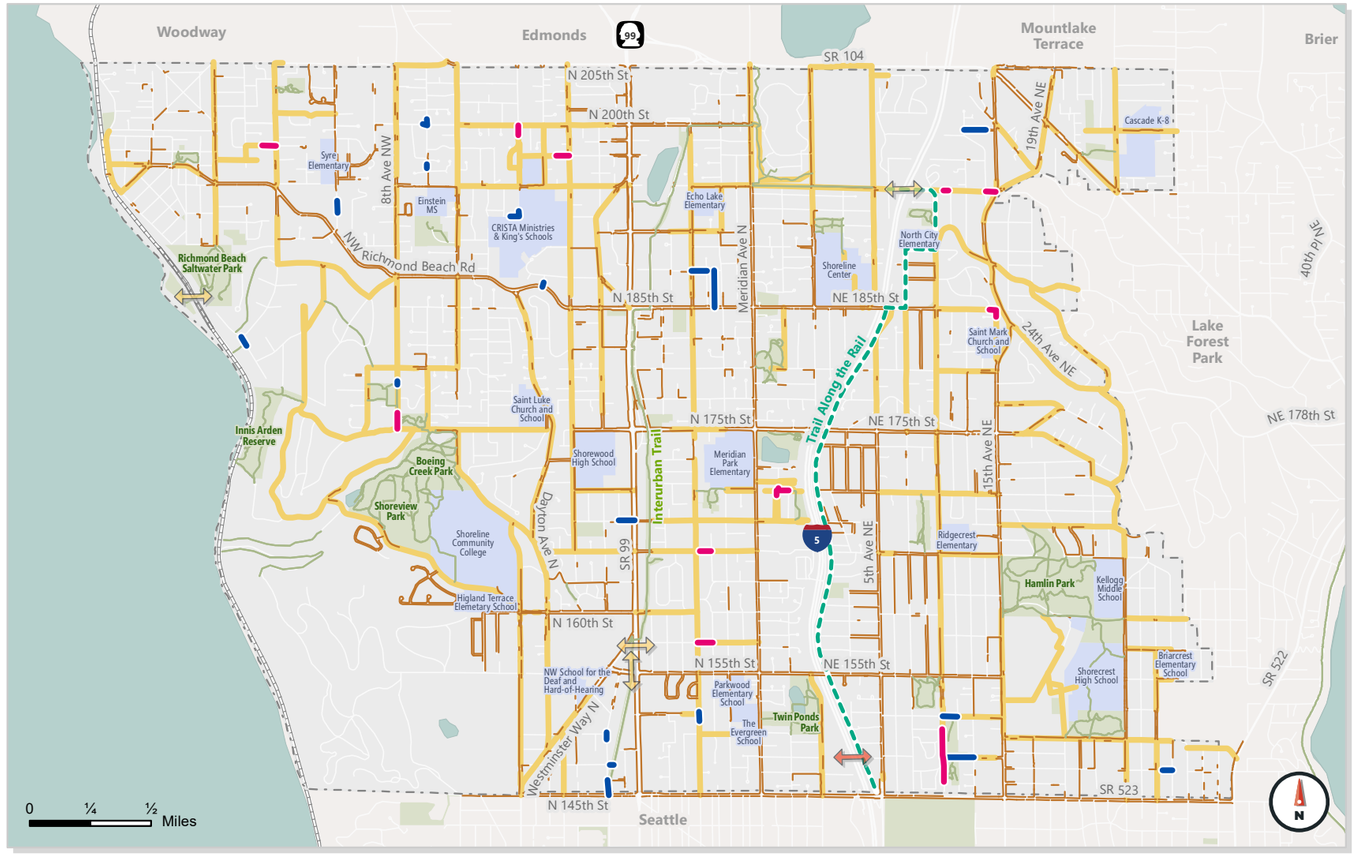
CITY OF SHORELINE

## Why It's Important

- Pedestrian infrastructure is the backbone of a walkable, connected, and accessible community. Prioritizing the construction, maintenance, and repair of sidewalks ensures that residents have safe and reliable options for walking, whether for commuting, recreation, or accessing essential services or other purposes.
- For individuals with disabilities, accessible sidewalks and crossings are critical for independent mobility and full participation in community life.
- Investing in pedestrian infrastructure also supports the City's broader goals of reducing traffic congestion, promoting public health, and creating vibrant, livable neighborhoods.

## Key Strategies




**City of Shoreline Pedestrian Plan**

### Pedestrian Plan

The adopted Pedestrian Plan in Shoreline's Transportation Element identifies a network of planned sidewalk projects, primarily along major streets. This will allow people to safely and comfortably walk across the City, whether they are traveling though neighborhoods or to other desired destinations. Objectives of the plan include providing physical space and separation between types of users, informed by street characteristics such as speed, traffic volume, collision history, and land use context such as density and proximity to destinations. Implementation of the Pedestrian Plan requires a combination of building new sidewalks, and repairing or improving existing sidewalks.

**The Pedestrian Plan is part of a bigger goal to create safer, more connected travel routes for everyone.**

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CITY OF SHORELINE

## Key Strategies (Cont'd)

### Building New Sidewalks

In 2018, the City of Shoreline adopted a **Sidewalk Prioritization Plan**. The plan provides a systematic approach to address the challenge of limited resources and prioritize sidewalk projects from the Pedestrian Plan that will have the greatest impact on safety, equity, and connectivity for pedestrians in Shoreline. The Pedestrian Plan is a data-driven roadmap to guide the construction of a continuous sidewalk network throughout the City.

Residents also approved a ballot measure in 2018 that implements a sales and use tax in the amount of two-tenths of one percent (0.2%) to help fund sidewalk expansion and accelerate repairs. The measure included 12 priority new sidewalk projects to be initially completed through this funding source; more projects will be added if funding allows. The City will continue to look for other funding sources, including grants, to complete our sidewalk system over many decades to come.

View Shoreline's 2018 Sidewalk Prioritization Plan online

### Removing Barriers and Improving Access

The ADA (Americans with Disabilities Act) Transition Plan was completed in January 2019, and supports the repair and improvement of pedestrian facilities that are already in place, including existing sidewalks, curb ramps, and crossings. Like the Sidewalk Prioritization Plan, the ADA Transition Plan also provides a systematic approach to addressing the challenges of limited resources by prioritizing the repair of existing sidewalks that will have the greatest impact on safety and connectivity for pedestrians.

Locations are prioritized based on severity of sidewalk damage and the need for accessibility in that location. In addition, the City's maintenance programs support accessibility through vegetation maintenance, accessible pedestrian signal upgrades, and other small repairs.

## Guiding Pedestrian Policies

**Transportation policies related to safety include (T# refers to policy number in the TE):**

- Implement the Pedestrian Plan through a combination of public and private investments by using the Sidewalk Prioritization Plan and ADA Transition Plan as guides. **(T30)**
- When identifying transportation improvements, prioritize construction of sidewalks, walkways, pedestrian crossings, and trails, including increasing the number of pedestrian-oriented connections and safe crossings that reduce barriers and make walking trips more direct. **(T31)**
- Utilize existing undeveloped right-of-way to create pedestrian paths and connections where feasible. **(T32)**
- Design and construct roadway improvements to be accessible by all, minimize pedestrian crossing distances, create convenient and safe crossing opportunities, reduce pedestrian exposure to vehicle traffic, and lower vehicle speeds. **(T33)**
- Continue an engagement program to inform people about options for walking in the City and educate residents about pedestrian safety and health benefits of walking. This program should include coordination or partnering with outside agencies. **(T34)**
- Provide for sidewalks on all streets consistent with the Shoreline Municipal Code and the standards outlined in the Engineering Development Manual. **(T60.1)**
- Establish a connected and complete pedestrian network by constructing the sidewalks and trails outlined in the Sidewalk Prioritization Plan (SPP). **(T60.2)**

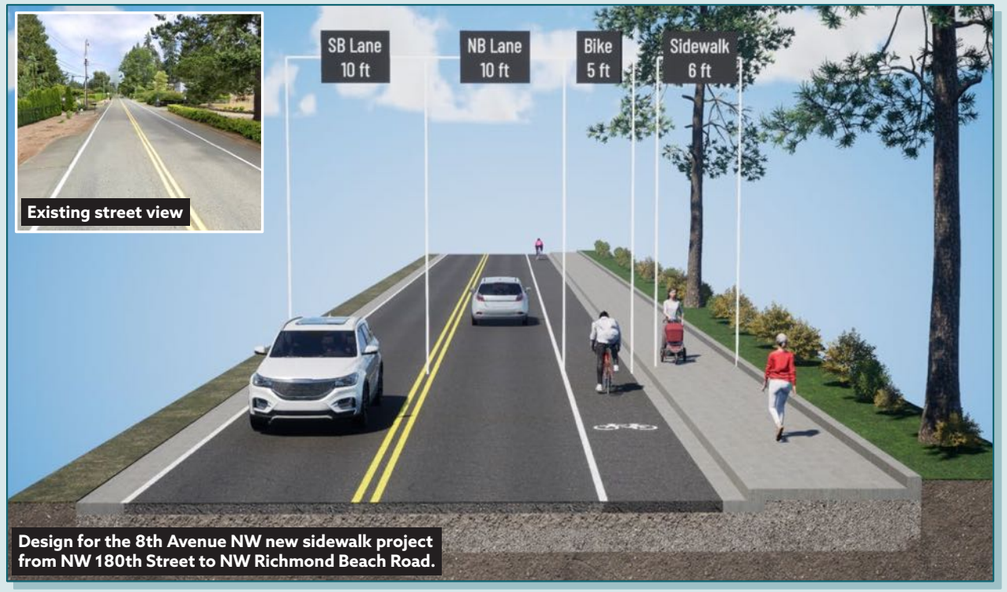
### Completed and Future Sidewalk Projects in Shoreline

Sidewalk improvements, both new sidewalks and repairs to existing, are currently being designed and constructed throughout the City. These may be stand-alone projects, are part of larger City projects (including access to light rail stations).

#### Example Projects

- **New sidewalks** on 1st Avenue NE (completed March 2022) and 20th Avenue NW (completed April 2024).
- **Repaired sidewalks** on 5th Avenue NE and 15th Avenue NE (completed December 2024).
- **Future sidewalks** on 8th Avenue NW and 19th Avenue NE (expected 2025), and Meridian Avenue N (expected 2026).


New sidewalk project on 1st Avenue NE.




Design for the 8th Avenue NW new sidewalk project from NW 180th Street to NW Richmond Beach Road.

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CITY OF SHORELINE

## Key Challenges

### Limited Funding

Limited resources pose a significant challenge in addressing all the identified needs for new sidewalk construction and ADA-compliant upgrades. Prioritizing projects effectively to ensure they are operating in good condition, while securing sustainable funding sources, is essential.

### Balancing Competing Priorities

The need to construct new sidewalks often competes with the need to maintain and upgrade existing infrastructure within limited rights-of-way. Balancing these priorities requires careful planning and community engagement. For example, when repairing and/or widening sidewalks to improve accessibility, the City also considers the preservation of existing trees, adjusting designs where feasible to protect mature trees, while ensuring the sidewalks meet safety and accessibility standards.

### Managing Community Engagement and Expectations

Ensuring that the community's expectations align with the City's capabilities and resources is an ongoing challenge. Engaging residents in the planning process is crucial to prioritizing projects that reflect the community's needs and values.

## Next Steps

### Continue Implementing the New Sidewalk Plan

The City will continue constructing the sidewalks identified in the 2018 new sidewalk ballot measure based on the prioritization criteria established in the Sidewalk Prioritization Plan. This plan considers factors such as safety, connectivity to key destinations, and included community input.

### Continue Implementing the ADA Transition and Sidewalk Rehabilitation Program

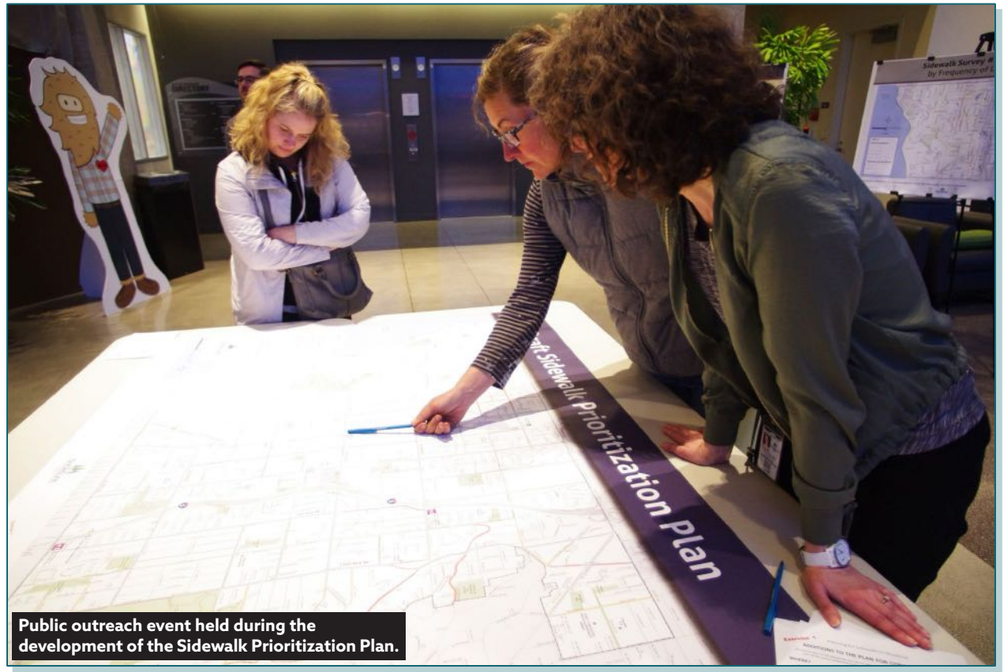
The City will continue efforts to upgrade existing pedestrian facilities to meet ADA standards. This includes retrofitting sidewalks, curb ramps, and pedestrian crossings to eliminate barriers and improve accessibility.

### Secure Additional Funding

The City will continue to explore various long-term sustainable funding mechanisms and partnerships, in addition to grants to support the ongoing construction and maintenance of pedestrian infrastructure.

### Conduct Ongoing Community Engagement

The City will continue to engage with residents to gather feedback, assess needs, and adjust plans as necessary to ensure that pedestrian infrastructure projects align with community priorities.




Public outreach event held during the development of the Sidewalk Prioritization Plan.

Continued community engagement in Shoreline to identify priorities and potential projects.

CHAPTER 6

# Planning Safe and Comfortable Bicycle Facilities

The City is striving to develop a low-stress bicycle network that prioritizes the safety and comfort of bicyclists of all ages and abilities by designing routes that minimize conflict points and interactions with high-speed traffic.

## Why It's Important

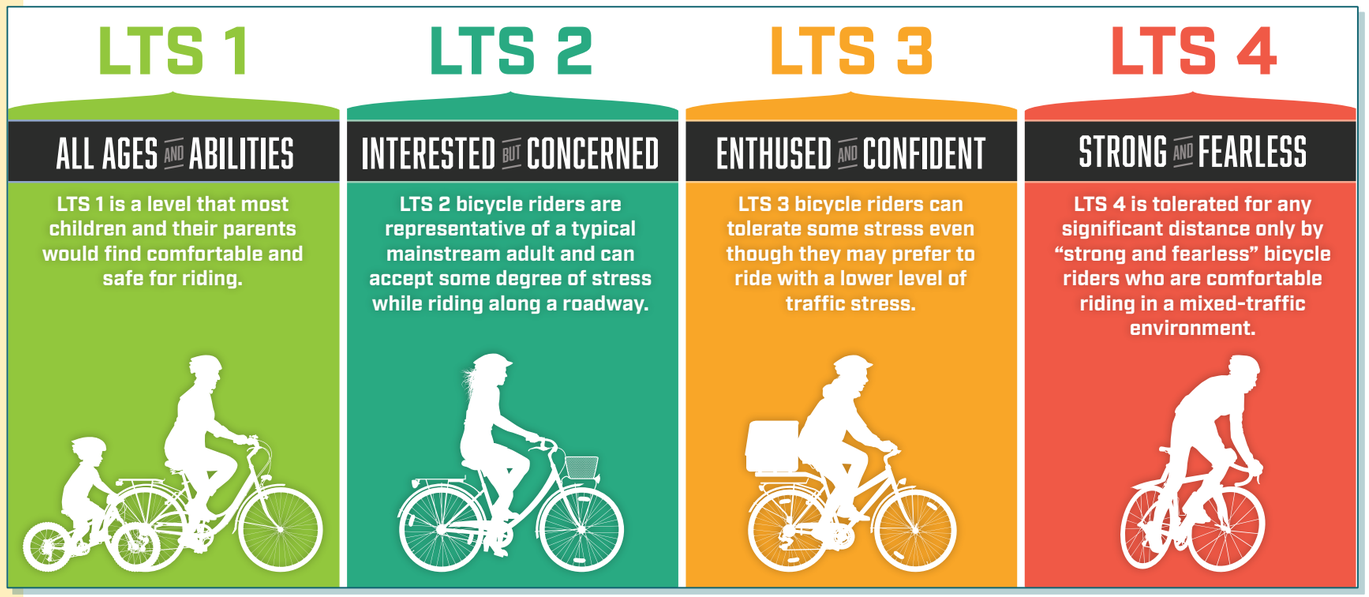
**Promoting bicycling as an easily accessible transportation option brings several benefits to Shoreline. By fostering a bicycle-friendly environment, Shoreline can create safer streets, improve public health, and build a more sustainable transportation system.**

- **Environmental Sustainability:** Bicycling reduces greenhouse gas emissions compared to driving and advances the City's goal to lower its carbon footprint.
- **Health and Well-Being:** Bicycling promotes physical exercise and living an active lifestyle, which improves public health.
- **Travel Options:** Adequate bike facilities provide a travel option for those that prefer or need to use bicycles to connect to their destinations. Some people will choose to bike rather than drive if provided a safe and efficient option to do so. Universal Design principles in bicycle facility development also enhance mobility for individuals using wheelchairs, scooters, or strollers.
- **Access to Destinations:** A well-connected bicycle network enhances access to key destinations, including schools, parks, shopping areas, and transit hubs, making it easier for people to reach their destinations without relying on cars.

## A Low-Stress Network

Shoreline uses a **Level of Traffic Stress (LTS)** framework to design a low-stress bicycle network. The **Bicycle Plan** (shown on the following page) expands the network of local streets with bicycle facilities (such as bicycle lanes, shared-use paths, and trail systems) to connect homes with schools, parks, businesses, and transit hubs. **The City prioritizes establishing LTS 2 on all streets when roadways are improved.**

**LTS is a term that quantifies the amount of discomfort that people feel when they bike close to traffic. Each level of LTS requires different accommodations to support all riders feeling comfortable using the system.**



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CITY OF SHORELINE

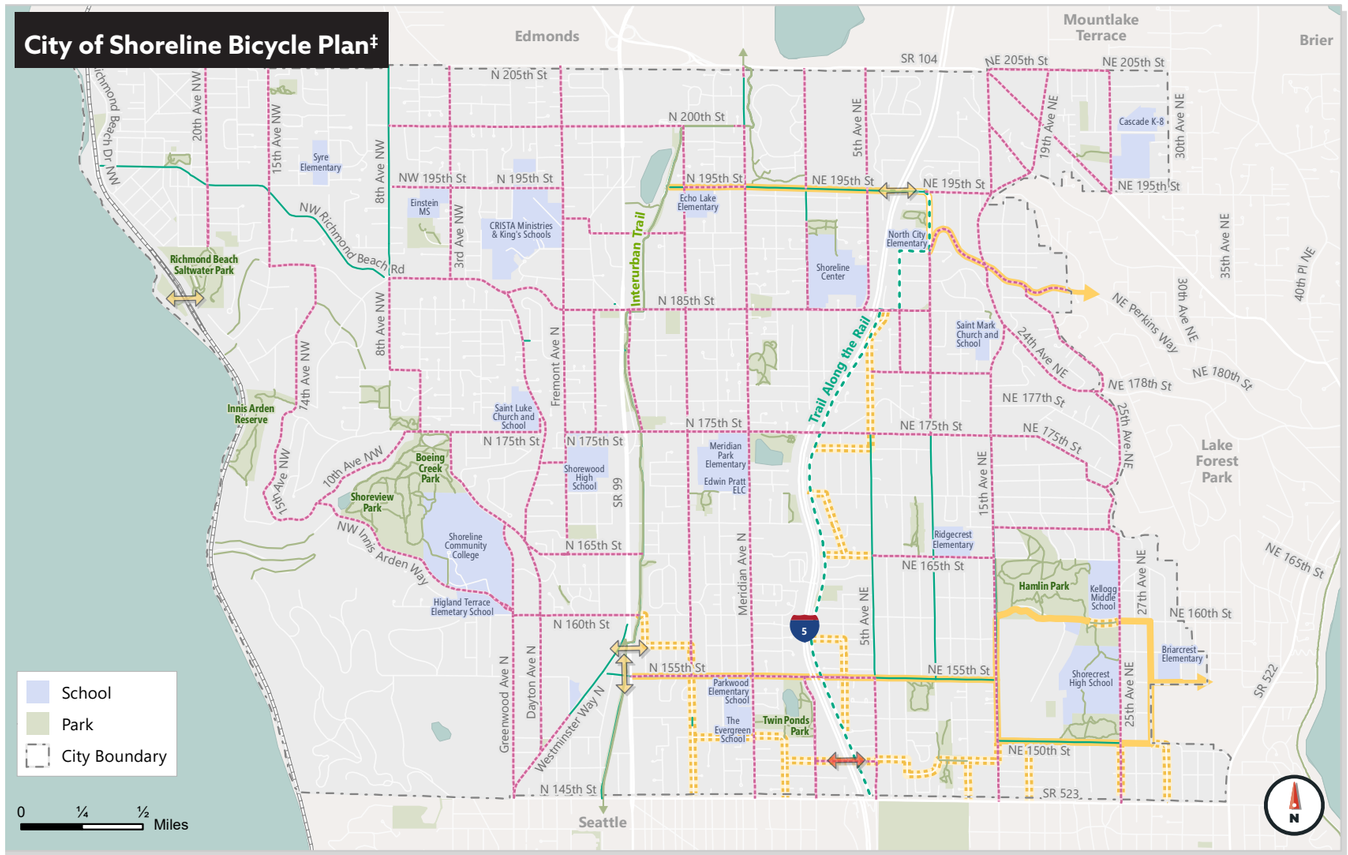
## Key Strategies: Elements of Shoreline's Low-Stress Bicycle Network

- **Street Network:** Continually improve all streets to achieve LTS 2. These streets should present minimal traffic stress and be comfortable for most adult bicyclists and supervised children bicyclists.
- **Bicycle Facility Separation:** Determine the appropriate level of separation (standard, buffered, or protected bicycle lanes) between bicyclists and vehicular traffic based on the street's posted speed and volume.
- **Shared-use Paths:** In certain places, implement paths that can be comfortably shared by people walking, rolling, and bicycling.

**The photos below show the spectrum of bicycle facilities that are needed to build out our low-stress bicycle network. Starting with the local street on the far left, the degree of separation between the bicyclists and vehicles increases as the speed and volume of traffic on the adjacent street increases.**






‡ The map shown was included in Shoreline's Comprehensive Plan, and was accurate at the time of plan adoption in December 2024. New facilities continue to be added in Shoreline every year.

## Key Strategies (Cont'd)

### Bicycle Plan

The City has created a Bicycle Plan that identifies key streets and other facilities to prioritize bicycle improvements. This plan is incorporated into the Transportation Element of the City's Comprehensive Plan.

The Bicycle Plan shows both existing and future/proposed bicycle facilities, including trails like the Interurban Trail and future Trail Along the Rail, that together will build out a full network.

**The Bicycle Plan aims to provide a complete, safe, accessible, and connected bicycle network that supports all ages and abilities.**

- Existing Bicycle Facility
- New or Improved Bicycle Facility*
- Existing Trail
- Future Trail
- Existing Trail Connection
- Future Trail Connection
- Existing Pedestrian/Bicycle Bridge
- Future 148th St Pedestrian/Bicycle Bridge

# CONTENTS



## Guiding Bicycle Policies

**Transportation policies related to bicycling include (T# refers to policy number in the TE):**

- Implement the Bicycle Plan. Develop a program to construct and maintain a connected bicycle network that is safe and comfortable for people of all ages and abilities, connects to essential destinations, provides access to transit, and is easily accessible. **(T35)**
- Design and construct all roadway improvements to be consistent with the future bicycle network vision and, when deemed safe and feasible, use short-term improvements, such as signage and markings, to identify routes when large capital improvements identified in the Bicycle Plan will not be constructed for several years. **(T36)**
- Along trails and other low stress (LTS 1 and 2) bicycle facilities, encourage development that is supportive of bicycling and oriented toward the bikeways. **(T37)**
- Develop guidelines for the creation of bicycle and scooter parking facilities. **(T38)**
- Develop a public outreach program to inform people about bicycle safety, health benefits of bicycling, and options for bicycling in the City. This program should include coordination or partnering with outside agencies. **(T39)**
- Establish an ongoing funded capital program to construct the Bicycle Plan and support pursuit and implementation of grant opportunities. **(T40)**
- Establish the Bicycle Plan to connect major destinations, transit stops and stations, and residential, commercial/retail centers, and employment centers. **(T61.1)**
- Establish sufficient, safe, and convenient bicycle parking and security to support trips made by bicycle. **(T61.2)**

## Key Challenges

### Gaps in Bike Infrastructure

Many areas lack continuous and safe bicycle routes and facilities that connect people to where they want to go.

### Competing Demands within Rights-of-Way

Providing adequate space for bicycle facilities while also accommodating pedestrians, parking, stormwater management, and landscaping like trees, within limited rights-of-way often requires difficult trade-offs between these improvements.

### Safety Concerns on Roadways

Shared roadways, intersections, and crossing areas can be challenging for bicyclists, especially in high-traffic zones. These safety concerns can discourage potential bicyclists from using their bicycles regularly.

### Limited Funding

Securing adequate funding for the design and construction of a complete LTS 2 bicycle network is an ongoing challenge given limited transportation funds. Developing and maintaining a robust bicycle network requires significant financial resources. The City faces limitations in securing consistent funding for bicycle facilities given operations/maintenance funding gaps.

### Comfort and Convenience Challenges

Encouraging people who can choose bicycling over driving remains a challenge, as many who can bicycle still experience bicycling as less convenient, uncomfortable and/or unsafe compared to traveling in their own vehicle.

## Next Steps

### Expand the Bicycle Network

The City will continue building out its bicycle network, pursuing funds to implement the Bicycle Plan as well as making improvements to support bicycle access, especially in areas that lack desired bicycle safety improvements. This expansion will consider safety and connectivity improvements, supporting access to key destinations.

### Conduct Public Education and Outreach

The City will continue to identify opportunities to incorporate education and engagement activities (specific to bicycling) into programs like the e-scooter/e-bikeshare pilot, commuting programs, and as part of grant-supported projects.

### Secure Additional Funding

Shoreline will continue to identify funding options, including pursuing state and federal grants, as well as public-private partnerships, to support the development and maintenance of its bicycling infrastructure.

CHAPTER 7

# Encouraging Transit

The City of Shoreline is committed to advocating for transit that provides safe, reliable, and convenient service for residents, employees, and visitors. Equally important is ensuring that infrastructure connecting to transit is available for all users and modes of travel to access service for both local and regional destinations.

The City does not operate its own transit service and as such, its role is to work with transit agencies on their service plans and focus on providing access to transit, supporting flexible microtransit options, and hosting transit service on Shoreline streets.

King County Metro Transit (Metro), Community Transit, and Sound Transit all serve travelers in Shoreline. Travelers also have access to Metro paratransit service, Community Van, and rideshare programs, as well as Transportation Network Companies (TNCs), such as Uber and Lyft.

While transit has historically included fixed bus routes and light rail services, flexible microtransit is another service that can provide first and last mile connections to fixed route transit and key local destinations. This type of on-demand service is especially useful in areas not conveniently served by fixed routes. The City will work with transit providers to further explore local microtransit pilot programs to serve our residents.

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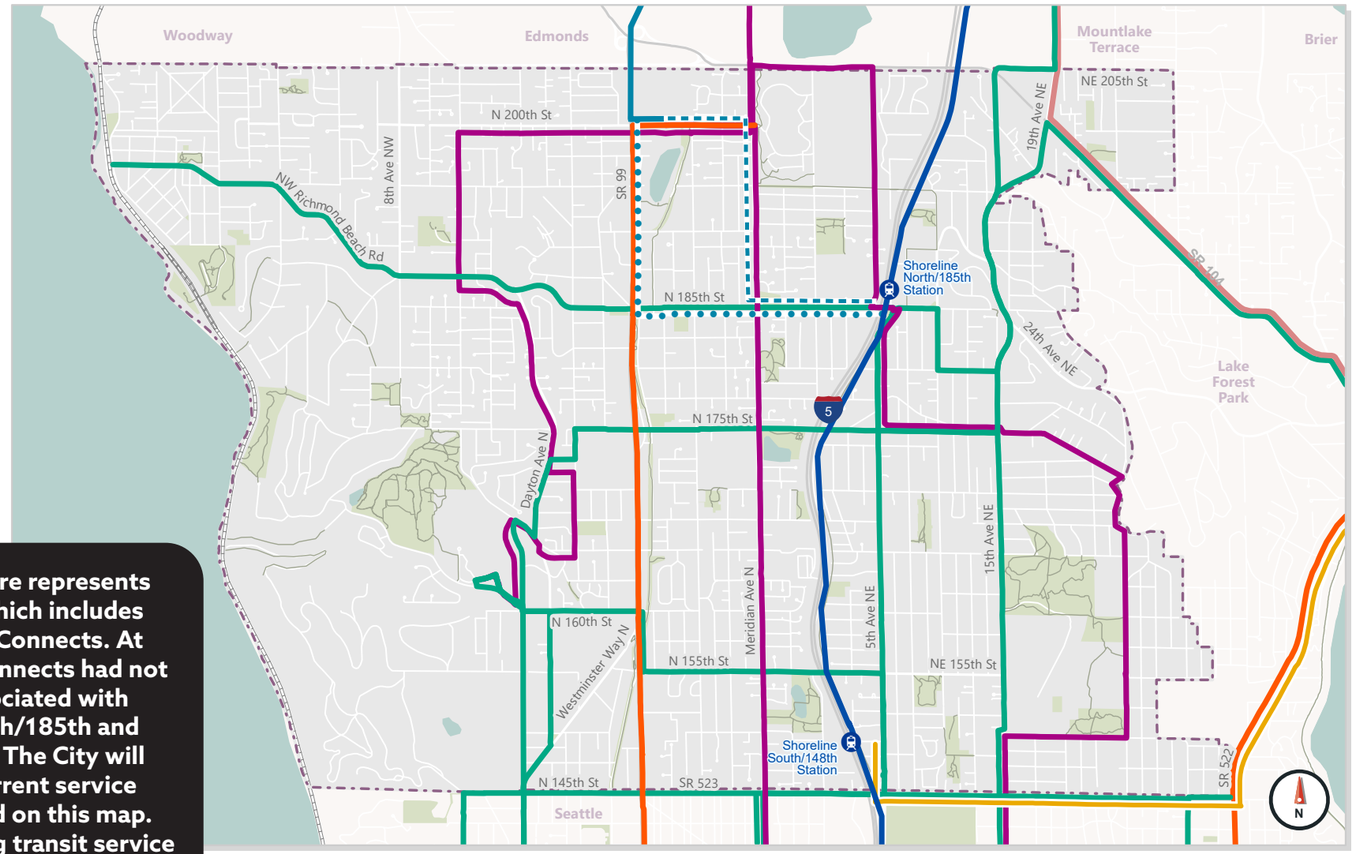
CITY OF SHORELINE

## Why It's Important

- Transit allows people to leave their cars behind, which supports the City's climate goals by reducing vehicle miles traveled and enabling cleaner air.
- Public transportation helps reduce traffic congestion and alleviate expensive roadway build-out.
- Users who do not have access to a personal vehicle are reliant on transit. Transit helps to connect and create strong neighborhoods, and build prosperity.
- Transit in Shoreline provides access to local and regional destinations for employment, educational, commercial, and recreational opportunities.

**The Transit Plan map shown here represents Shoreline's long-term vision, which includes Metro's vision for 2040, Metro Connects. At the time of adoption, Metro Connects had not accounted for new service associated with the opening of Shoreline's North/185th and South/148th light rail stations. The City will continue to advocate for its current service and any missing areas indicated on this map. A map showing Metro's existing transit service network is provided on the following page.**


## Key Strategies




**City of Shoreline Transit Plan**

### Transit Plan

Although transit agencies are responsible for determining route locations, frequency, and bus stop treatments, the City is empowered to advocate for additional transit service to enhance speed and reliability, and support connectivity and planned growth, and has worked with these agencies to develop this modal plan. The City can also explore and advocate for microtransit services, either run by the transit agencies or other providers, that support first and last mile connections to the fixed route system.

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CITY OF SHORELINE

## New Service and Improved Infrastructure

With the opening of two new light rail stations in Shoreline in 2024, transit service was significantly restructured to provide frequent service connections to the new light rail stations and additional east/west bus service to many areas of the City.

By 2027, the City will have new bus rapid transit (BRT)with Sound Transit's Stride BRT service connecting to the 148th/ Shoreline South Station from the east.

The restructured service largely aligns with the City's Transit Plan, though some gaps still exist. The City will continue to advocate for a complete network and for local fixed route service and/or non-fixed route microtransit where there is no transit, or transit service is very limited.

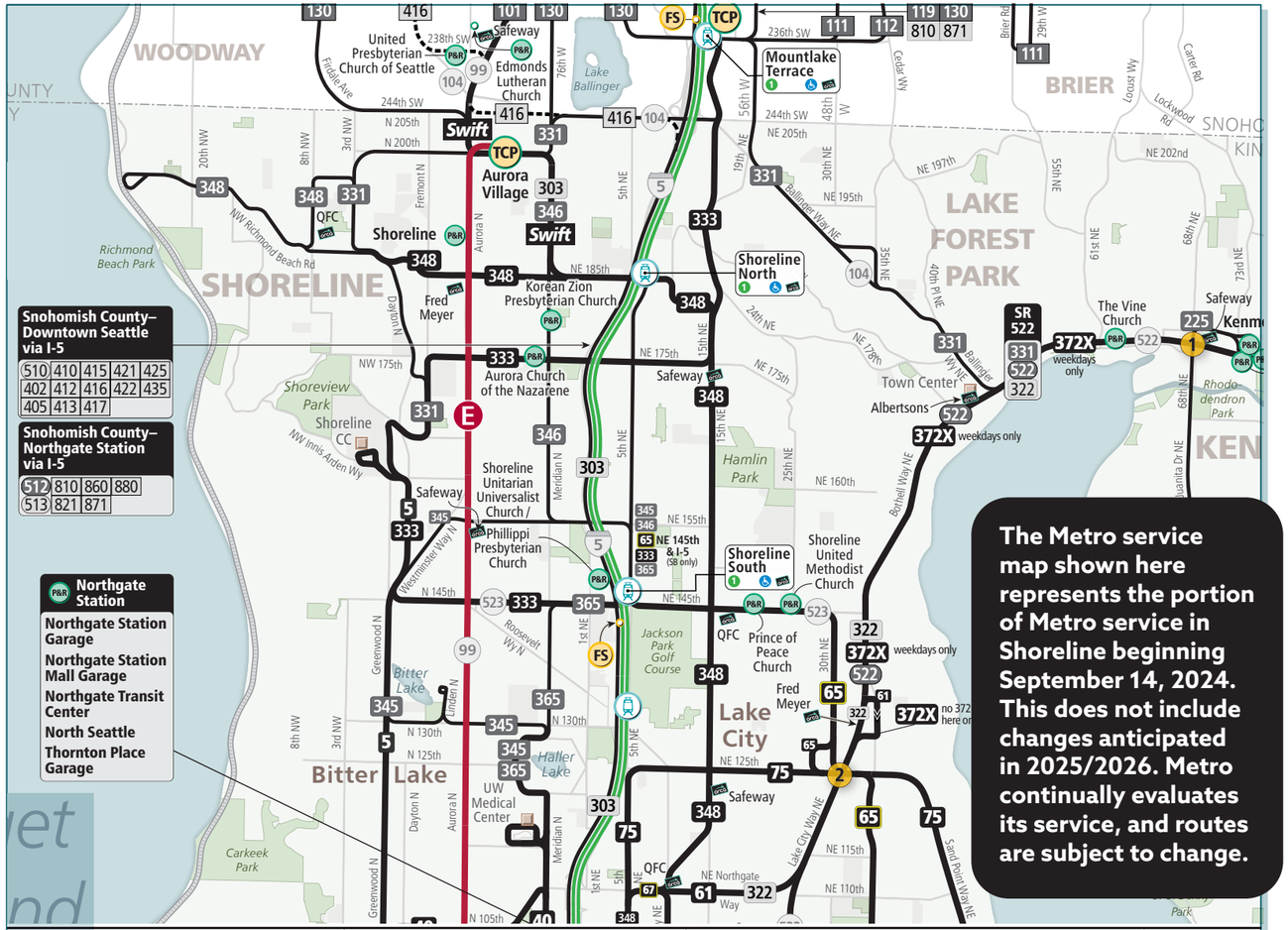
# Guiding Transit Policies

**Transportation policies related to transit include (T# refers to policy number in the TE):**

- Make transit a more convenient, appealing, and viable option for all trips where community members desire to use it and create safe, easily accessible first and last mile connections to transit through implementation of the Transit Plan. **(T41)**
- Work with transportation providers to develop a safe, reliable, and effective multimodal transportation system to address overall mobility and accessibility. Maximize the people-carrying capacity of the surface transportation system. **(T43)**
- Continue to install and support the installation of transit-supportive infrastructure. **(T45)**
- Encourage development that is supportive of transit, and advocate for expansion and addition of new frequent bus routes in areas with transit-supportive densities and uses. **(T48)**
- Partner to ensure provisions of first/last mile services, such as microtransit, flex-services, and other mobility options that connect people between transit and destinations. **(T50)**

## Transit Level of Service

- Advocate for transit service that is aligned with Shoreline land use and demographics as presented in the Transit Plan. **(T62.1)**
- Make bus stop facilities more comfortable and secure to encourage ridership. **(T62.2)**
- Prioritize capital improvements along City streets to facilitate transit speed and reliability. **(T62.3)**




**Bus Routes and Facilities**

- RapidRide line
- 124 frequent all-day route (every 15 minutes or less until 6pm Mon–Fri)
- 125 all-day route
- 131 / 132 all-day routes that combine for frequent service
- route includes Night Owl service
- 212 peak-only route
- 906 Dial-A-Ride Transit (DART):

Agencies
- Metro Transit (King County)
- Sound Transit (regional express routes)
- Community Transit (Snohomish County)

- TC | TCP transit centers: no parking | with park & ride
- P&R park & ride
- FS freeway station
- 1 major transfer point

Map courtesy of King County, Metro Transit System: Northwest Area

**Other Transit Services and Facilities**

- Sounder commuter rail line and station (= Amtrak)
- Link light rail and station: 1 Line
- Link light rail: 2 Line, Under Construction
- Seattle Streetcar line
- Seattle Center Monorail line and station
- Washington State Ferries route and terminal
- King County Water Taxi route and terminal (passenger-only ferry)

**Selected Base Map Features**

- 5 / 520 interstate / state highway routes
- MEDINA city
- Admiral neighborhood
- landmark

September 2024

**Transit Service at Major Park & Rides and Other Transfer Points**

Schedules vary—see tir
ST = Sound Transit, CT =

| | |
|---|---|
| TCP Aurora Village Transit Center and Park & Ride | E Line, 303, 331, 346 \| CT Swift, 130 |
| P&R FS Evergreen Point Park & Ride and Freeway Station | 255, 257, 311 |
| P&R I-5/NE 65th St/Green Lake Park & Ride | 45, 62, 79 |
| P&R Kenmore Park & Ride | 225, 322, 331, 372X \| ST 522 |
| P&R Mercer Island Park & Ride | 204, 216, 630, 981, 989 \| ST 550, 554 |
| P&R Shoreline Park & Ride | E Line |
| FS I-5 at NE 45th St Freeway Station | 44 |
| TC Mount Baker Transit Center | 7, 8, 14, 48, 106, 987 \| ST Link light rail |
| Mountlake Terrace Station | 331, 333 \| ST Link Light Rail \| CT 111, 112, 119, 130 |
| Northgate Station | 40, 67, 75, 302, 303X, 345, 346, 348 \| ST Link Light Rail |
| Roosevelt Station | 79, 322, 988 \| ST Link Light Rail, 522 |
| U District Station | 43, 44, 372X \| ST Link Light Rail |
| University of Washington Station | 31, 32, 43, 44, 45, 48, 65, 67, 75, 255, 271, 372X, 988 \| S |
| 1 Kenmore (NE Bothell Way and 68th Ave NE) | 225, 309X, 331, 372X \| ST 522 |
| 2 Lake City (Lake City Way NE and NE 125th St) | 41, 65, 75, 309X, 322, 330, 372X, 988 \| ST 522 |
| 3 Ballard (NW Market St and Ballard Ave NW) | 40, 44 |
| 4 Fremont (Fremont Ave N and N 34th St) | 31, 32, 40, 62 |
| 5 University District (University Way NE/15th Ave NE and NE Campus Parkway) | 31, 32, 43, 44, 45, 48, 49, 65, 67, 70, 74, 75, 255, 271, 372 |
| 6 University of Washington Campus | 31, 32, 67 (65), 75, 271, 372X |
| 7 Uptown (1st Ave N and Mercer St) | D Line, 1, 2, 8, 13, 32 |
| 8 Capitol Hill (Broadway/E Pine St/E Olive St) | 8, 11, 43, 49, 60 \| ST Link light rail |
| 9 Alaska Junction (SW Alaska St and California Ave SW) | C Line, 50, 57, 128, 773 |
| 10 Delridge (SW Genesee St and Delridge Way SW) | H Line, 50, 125 |

# CONTENTS



CITY OF SHORELINE

## Key Challenges

### Making Transit Convenient and Easy to Use

The City consistently hears that taking transit is not as easy, quick, or convenient as driving. This may be true for many, but the City needs to advocate for service that could shift this mindset. Since the City lacks resources to provide its own transit service, that may simply mean providing more education or outreach around available transit service. The City must also continue working with transit providers to facilitate easy connections, frequent service, and a complete network for Shoreline's community.

### Limited Funding

Funding for regional transit service is limited with the regional demand for service being greater than the funds available. With limited funding, the City's Transit Plan has not been fully implemented, with some neighborhoods not receiving the level of transit service desired.

### Costs of Using Transit

The costs of taking transit can pose barriers to lower income populations seeking to use these services.

### Barriers to Safe and Accessible Transit

Safe and easy access to transit is critical. However, many roadways in Shoreline lack sidewalks or have substandard sidewalks with potential obstructions, such as utility poles that hinder pedestrian access. Addressing these barriers is essential to ensure equitable and safe access to public transportation for all residents. There is still much of the City's pedestrian and bicycle networks that need to be built out that would help to provide safer and more convenient access to transit.

### Security and Comfort on Transit

Transit riders and potential transit riders consistently voice concerns about security on public transit, citing inappropriate behavior by some individuals, including personal hygiene issues or drug use. Transit stops may also be considered unsafe if they lack appropriate lighting or visibility.

### Information on Available Transit Service and How to Use It

Although information about using transit services in Shoreline is publicly available, it may be difficult to find and engage with. This can be even more challenging for certain populations, such as those with limited or no English language skills.

## Next Steps

### Continue Developing Modal Networks

The City will continue to build out all of its modal networks. Sidewalks, bicycle facilities, shared use mobility hubs, and safer roadways will help users access transit. The City will continue to develop adequate transportation options in growth centers planned as transit-rich higher density neighborhoods.

### Collaborate with Transit Agencies

Engage with transit planners to continue advocating for priority connections and service frequencies.

### Promote Transit Options

Continue to promote transit options and provide incentives to encourage transit ridership with a focus on engaging the City's underserved populations.

### Build on Flexible Options

Support first and last mile connections for transit riders, including programs such as on-demand transit, carshare, and the City's pilot program for shared e-scooters/e-bikes.

CHAPTER 8

# Providing Shared Use Mobility Options

In addition to biking and walking, the City supports a number of "shared use" mobility options as alternatives to traveling alone using a private car. Shared use mobility can be broadly defined as transportation services and resources that are shared among users, either concurrently or one after another.

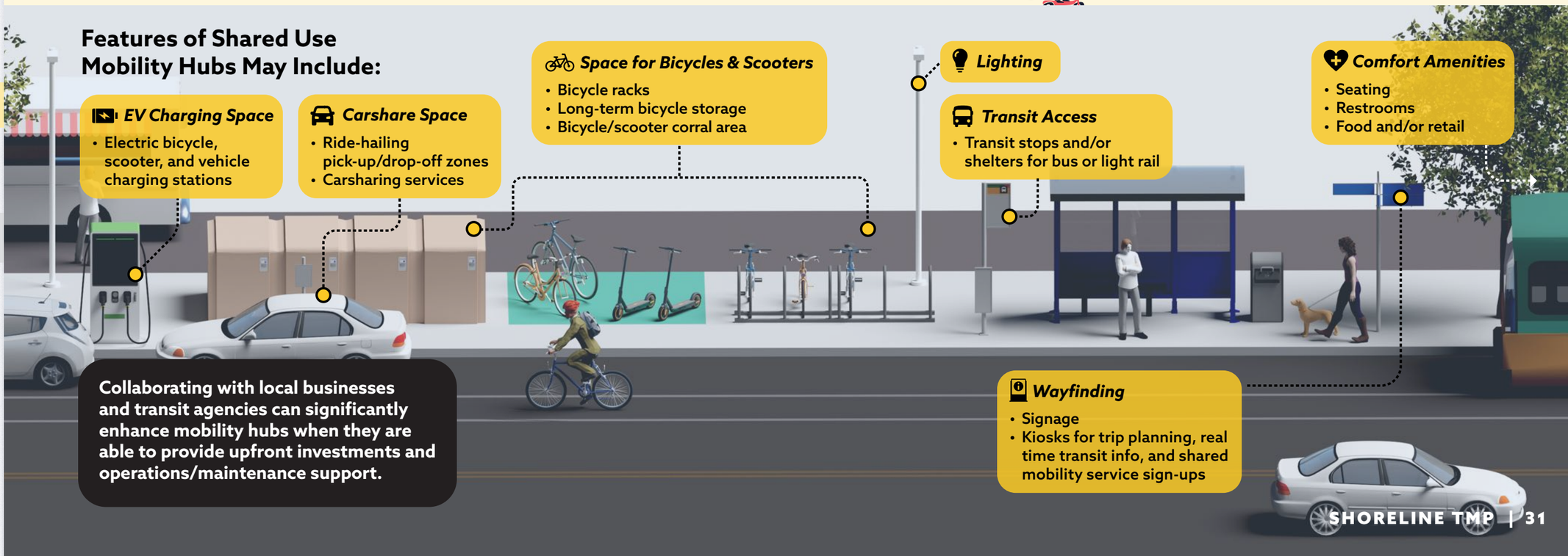
Since the City's public transit needs and carpool/vanpools have been addressed in other chapters, this chapter focuses on three other elements of shared use mobility programs: carshare, e-bike/e-scooters, and shared use mobility hubs.

Services like carshare and scooter/bikeshare can be operated within the City to allow for more flexibility to access multiple destinations. Carshare programs provide short-term vehicle rentals that can be reserved by the hour or day. Users register with the service, choose a vehicle from various locations around the City, and pay based on usage. A variety of vehicle types can be offered, from compact cars to sport utility vehicles (SUVs) and trucks.

**Shared use mobility hubs** are identified as easily accessible locations that reliably offer multiple transportation options and traveler information, such as public transit, micromobility (bikesharing, scooter sharing), automobile-based modes (carsharing, rides on demand, and microtransit), and commute-based modes or ridesharing (carpooling and vanpooling).

Shared use mobility options are frequently supported by partnerships and coordination activities between private service providers or transit agencies and the City.

**Shoreline launched a pilot program for e-scooter/e-bike share in August 2024 and will monitor it for possible continuation and expansion. Like car share, riders can check out an e-scooter or e-bike for a period of time—rentals are typically by the minute with devices available at various locations around the City. The City is exploring co-locating e-bike/e-scooter and carshare with transit at various locations or "hubs."**



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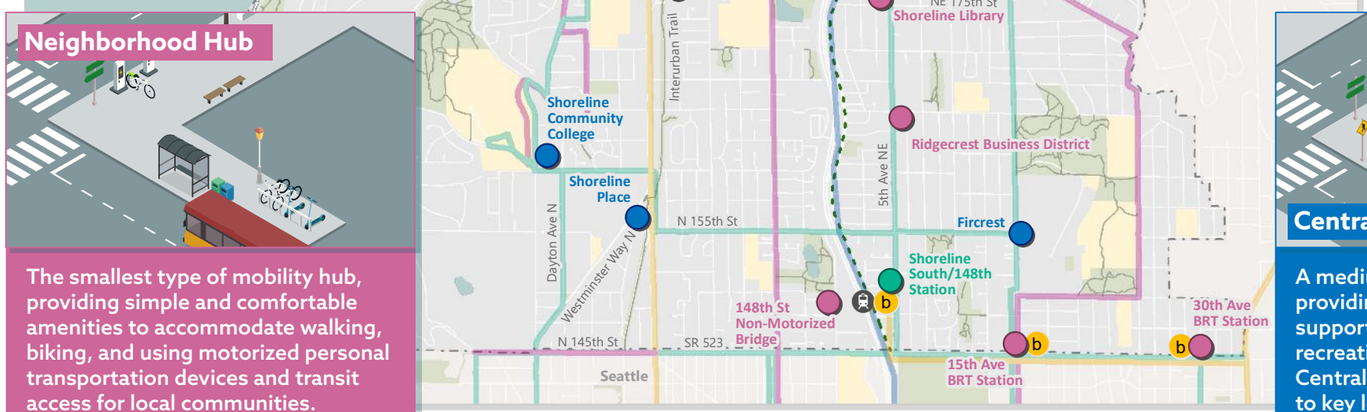
CITY OF SHORELINE

## Why It's Important

**The City recognizes that if you want people to consider leaving their vehicles at home, they need to have other attractive choices. Shared use mobility options provide readily available alternatives to driving alone and they also support reducing greenhouse gases, improving air quality, promoting walking, biking, and using motorized personal transportation devices, creating a more livable and sustainable community, and reducing the community's vulnerability to travel disruptions for any single mode of transportation. Key benefits of shared use mobility include:**

- **Reduced Traffic Congestion & Air Pollution:** Shared use mobility programs and hubs reduce the need to drive alone, which helps reduce greenhouse gas emission.
- **Reliable Shared Use Travel in One Place:** Shared use mobility hubs provide a consistent and recognizable location to reliably connect to buses, bicycles, scooters, and other shared use travel modes.
- **Equitable Access to Transportation:** Shared use mobility programs and hubs provide reliable travel connections and increased flexibility, helping people, especially those without access to a private car, get to where they need to go.
- **Healthier Communities:** Shared use mobility programs and hubs enhance community well-being by encouraging walking and bicycling in daily travel choices.
- **Prepares for Future Technologies:** Shared use mobility hubs can also serve as adaptable centers for future transportation technologies, such as electric vehicle charging stations and autonomous vehicles.
- **Strengthens Resilience:** By offering diverse transportation options, shared use mobility programs and hubs can help reduce the community's vulnerability to disruptions in any single mode of transportation.




**Recommended Shared-Use Mobility Hubs**
- Regional Mobility Hub
- Central Mobility Hub
- Neighborhood Mobility Hub

- City Boundary
- Existing Trail
- Future Trail
- Light Rail Station
- BRT Station
- Light Rail Service
- "Bus Rapid Transit" Bus Service
- Frequent Bus Service
- Express Bus Service
- Local Bus Service

## Key Strategies

The Transportation Element in the City's Comprehensive Plan identifies priority locations for potential shared use mobility hubs. Shoreline envisions three "types" of mobility hubs, each with a range of features and amenities appropriate for a specific neighborhood and location. These are classified as **Regional Hubs**, **Central Hubs**, and **Neighborhood Hubs**.



**Neighborhood Hub**

The smallest type of mobility hub, providing simple and comfortable amenities to accommodate walking, biking, and using motorized personal transportation devices and transit access for local communities.

**Central Hub**

A medium size mobility hub, providing sufficient amenities to support commuting, errands, and recreation at and around hubs. Central hubs will connect people to key locations in Shoreline.

**Regional Hub**

A robust type of mobility hub co-located with major transit hubs, providing the most features and amenities. They will support the largest number of people from within and outside of Shoreline.

# CONTENTS



## Guiding Shared Use Mobility Policies

**Transportation policies related to shared use mobility include (T# refers to policy number in the TE):**

- Partner to ensure provisions of first/last mile services, such as microtransit, flex-services, and other mobility options that connect people between transit and destinations. **(T50)**
- Provide mobility hubs at locations that support the City's equity, climate resiliency, transportation, and land use goals. **(T63.1)**
- Prepare for shared-use mobility service in Shoreline, including providing guidance for how and where that service is provided. **(T63.2)**

## Key Challenges

### Limited Funding

Securing adequate funding for the design, construction, and ongoing maintenance of shared use mobility amenities and hubs is a major challenge given the City's limited transportation funds and the need to balance capital improvement investments with maintenance and operation needs. Programs and services for first/last mile connections such as microtransit, flex-service or other also require financial resources that may not be available.

### Selecting the Right Sites

Finding suitable locations for shared use services, facilities and hubs in densely developed areas, can be difficult. Factors like the availability of suitable sites, accessibility, proximity to transit, and community impact need to be considered alongside site-specific needs such as lighting or "activating" a site (maybe combining with business uses) to enhance safety and security, and reduce feelings of isolation.

### Supporting Equitable Access

The City conducted several outreach events in 2024 to better understand the interests and concerns of disadvantaged populations in the City. Outreach results identified a need for the design of shared use mobility programs and hubs to prioritize physical comfort, accessibility, and security, while balancing the financial affordability of services offered at these hubs and accommodating the unique language needs of Shoreline's diverse community.

### Adapting to Evolving Transportation Trends

The transportation landscape is constantly changing with the emergence of new technologies and mobility options. Exploring and being open to new shared use mobility programs and designing shared use mobility hubs that are flexible and can adapt to future innovations is important for long-term success.

## Next Steps

### Consider Citywide Shared Use Mobility Options

The City will monitor and evaluate its e-scooter/e-bike share program for continuation and adjustments beyond the two-year pilot program. Staff will engage with carshare vendors to site vehicles at strategic locations in the City that are positioned for high utilization and feasible application.

### Develop a Shared Use Mobility Hub Implementation Strategy

The City will develop a shared use mobility hub implementation strategy with recommendations around how hubs can be placed across the City. This strategy will identify best practices for site location, design and development, partnerships and funding, and operations and maintenance considerations.

The City conducted extensive outreach to understand community priorities and concerns around potential mobility hub locations and amenities. The outreach process included an online survey, focus groups, and events at venues like the Shoreline Farmers Market (July 2024 event pictured above).


**Draft Concept Design for Midvale Avenue & 175th Street**

CHAPTER 9

# Reducing Drive Alone Trips

The City encourages people to consider leaving their vehicles at home and choosing an alternative mode of travel when feasible. The Shoreline 2022 Climate Action Plan describes actions to reduce greenhouse gas (GHG) emissions and promote clean air. In City-compiled GHG inventories, the majority of emissions come from transportation gasoline use. Strategies to reduce these emissions include actions to reduce vehicle miles traveled (VMT) and drive alone trips.

Shoreline has a State required Commute Trip Reduction (CTR) program that supports large employers falling under the Commute Trip Reduction Law (CTR-affected worksites) to provide incentives and benefits that promote transportation options to driving alone, with a target commuting drive-alone rate (DAR) of 60 percent or less. Programs encourage eco-friendly commuting options like public transit, carpooling, biking, walking, and telecommuting. The City continually hears from the community about the importance of building out our multimodal transportation networks, and providing safe and reliable options with local and regional connections that support clean air and climate resiliency.

**Reducing drive alone trips can have a positive impact on limiting fossil fuel consumption, better air quality, and reducing congestion.**

The City recognizes that using alternative methods to driving alone is not always suitable for everyone. For commuting, some find there is simply no viable alternative available currently, or perhaps one's vehicle is required for their profession and/or personal needs. Therefore, the City strives to provide diverse transportation options that can serve everyone in our community.

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CITY OF SHORELINE

## Why It's Important

- **Shoreline's livability is highly dependent on its transportation system.**
- **Having a variety of realistic and reliable travel options gives people choices, which helps to optimize the capacity of our transportation system and reduces reliance on driving.**

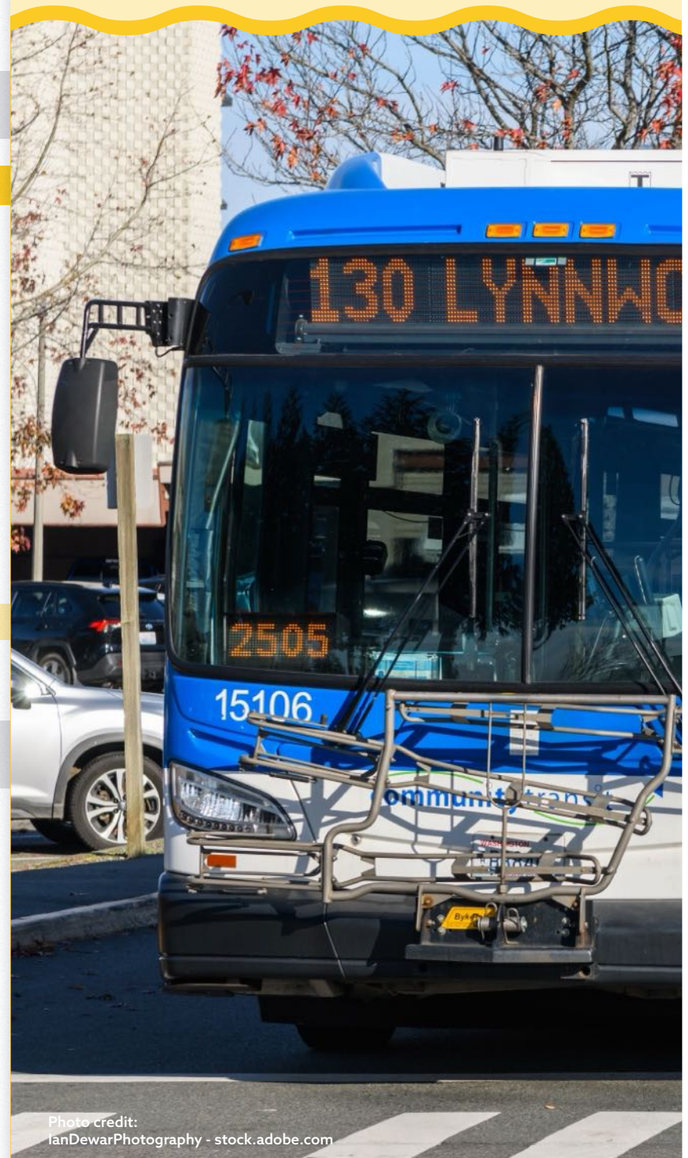



Photo credit: IanDewarPhotography - stock.adobe.com

## Key Strategies

### Promote Alternative Transportation Options

Encouraging a variety of connected transportation options to get people out of their cars plays a significant role in reducing drive-alone trips, which is critical in mitigating the impact of transportation on the environment.

Personal vehicles are a major contributor to GHG emissions, particularly in Shoreline, where the majority of emissions come from transportation-related gasoline use. Encouraging people to use alternative transportation options like public transit, carpooling, bicycling, and walking helps reduce VMT and lowers GHG emissions, which is essential for combating climate change.

### Consider Individual and Specialized Needs

A person's mobility needs and priorities vary greatly depending on their individual circumstance. For instance, a low-income resident may not have the finances for all transportation options. Someone who doesn't speak English may require different accommodations than native English speakers. Someone who uses a wheelchair may require more accessible accommodations than someone who doesn't use mobility devices.

A coordinated approach helps ensure key places like grocery stores, parks, and restaurants are accessible by these community members. To do otherwise may create a situation where car ownership remains essential for daily life, even if sidewalks and bicycle lanes are present and people want to walk or bicycle more.

*Employers can provide various benefits for CTR*

**CTR STRATEGIES**

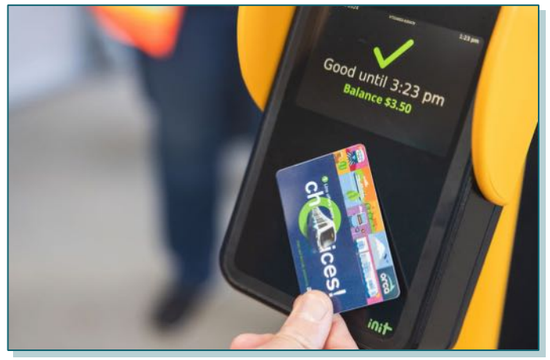
| | | | |
|---|---|---|---|
| Transit Passes & Subsidies | Telecommuting & Flexible Work Weeks | Financial Incentives to Employees | Parking Pay-out or Parking Charge |
| Carpool & Vanpool | Shared Use Mobility & Microtransit | Accessible Information & Education | Build Ped/ Bike Facilities & On-site Amenities |

*The City can continue to build supporting infrastructure and programs*

## Guiding Policies to Reduce Drive Alone Trips

**Transportation policies related to reducing drive alone trips include (T# refers to policy number in the TE):**

- Emphasize transportation investments that provide and encourage alternatives to single occupancy vehicle travel and increase travel options, especially to and within King County [candidate] Countywide Centers and along corridors connecting centers. **(T3)**
- Continue to implement the City's Commute Trip Reduction Plan as well as evaluate, implement, and advocate for other parking management and transportation demand management strategies that support the goal of reducing VMT. **(T4)**
- Continue an engagement program to inform people about options for walking in the City and educate residents about pedestrian safety and health benefits of walking. This program should include coordination or partnering with outside agencies. **(T34)**
- Develop a public outreach program to inform people about bicycle safety, health benefits of bicycling, and options for bicycling in the City. This program should include coordination or partnering with outside agencies. **(T39)**
- Make transit a more convenient, appealing, and viable option for all trips where community members desire to use it and create safe, easily accessible first and last mile connections to transit through implementation of the Transit Plan. **(T41)**
- Partner to ensure provisions of first/last mile services, such as microtransit, flex-services, and other mobility options that connect people between transit and destinations. **(T50)**



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CITY OF SHORELINE

## Key Challenges

### Changing Attitudes and Perceptions

Encouraging people to leave their vehicles at home requires not only an investment to make other travel options more convenient, but more encouragement to look at travel differently. These changes can be supported by a substantial public engagement and incentives program, which requires a significant amount of financial resources and time to implement effectively.

### Difficulty Coordinating Schedules

Some commuters have difficulty finding ways to carpool or vanpool since the rise in telecommuting and flexible schedules has made it more difficult to coordinate ride-sharing. People in their daily lives may also have multiple commitments, limiting their ability to use alternative transportation choices.

### Incomplete Modal Networks

The City's modal networks are progressing, but in some cases, may not yet meet individual needs. While we recognize that the community wants more sidewalks, trails, and protected bicycle lanes, the City has limited financial resources and staff capacity, resulting in incremental development.

### Concerns Around Safety and Security

People may not feel secure using other methods of transportation, such as public transit. Concerns exist related to safety and inappropriate behavior while riding transit and waiting at stops and stations.

### Lack of Public Awareness

While the City strives to provide a range of transportation options, more public education and promotion is required to ensure the community is aware of alternatives. Attention must also be paid to conveying information in multiple languages and accessible formats.


King County Metro Community Van program. Photo courtesy of City of Redmond and Hopelink.

## Next Steps

### Continue Developing Modal Networks

The City will continue building out Shoreline's multimodal transportation network to make options other than driving alone more convenient.

### Collaborate with Transit Agencies

The City will continue working with transit providers to ensure service is convenient, reliable, and feels safe and comfortable.

### Encourage Flexible Options System-wide

The City will encourage remote and flexible work schedules as well as incentives such as free or subsidized ORCA cards. If revenues allow, the City will expand programs and incentives to use transportation options other than drive alone trips for commuting, errands, and travel to other key destinations.

### Conduct Community Outreach and Education

The City will develop public outreach programs to inform the community that there are easily accessible, reliable, and cost saving alternatives to driving their car. Efforts will also be made to ensure that available information is accessible to diverse audiences.

CHAPTER 10

# Embracing the Future in Transportation

The City of Shoreline recognizes the transformative potential of innovations in transportation to enhance mobility, sustainability, and quality of life. By embracing innovation, Shoreline aims to create a resilient and adaptive transportation network that meets the evolving needs of its community both now and in the future.

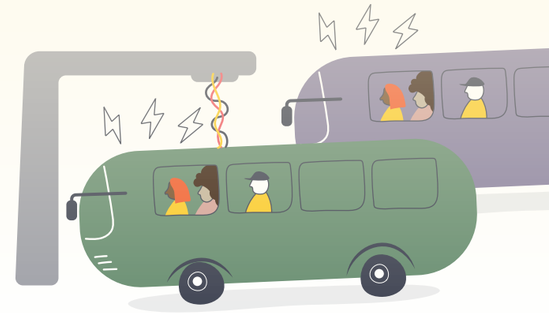
The City's approach focuses on integrating progressive technologies and sustainable practices, such as electric vehicles (EVs), smart traffic management systems, micromobility options like scooter and bikeshare, and shared mobility services. The City must also be aware of technologies such as autonomous ("self-driving") vehicles and how new types of technology could affect our transportation system.

Electric vehicle model at Shoreline's e-scooter/e-bike transportation event.

## Why It's Important

**Transportation innovations are rapidly changing how people and goods move. Innovations that promote walking and biking, and using motorized personal transportation devices like e-scooters reduce emissions, make streets safer, and have positive impacts on public health and our climate. By embracing innovations in transportation, the City also supports the following:**

- **Future-Proofing the City's Infrastructure:** By identifying and actively adapting to new transportation advancements, Shoreline may be positioned to reduce the need for extensive retrofits, leading to long-term savings and ensuring the City's infrastructure remains relevant for future generations.
- **Proactive and Responsive Stewardship:** By implementing visible, forward-thinking projects, Shoreline can signal it is a proactive and responsive government. This can strengthen community trust, as transportation users see the City as a partner in creating a cleaner, safer, and more accessible environment for all.
- **Resilience in a Changing World:** With climate change and urbanization shaping future transportation needs, Shoreline's commitment to innovation helps it remain resilient. Flexible and forward-looking transportation systems can better handle unexpected challenges, from extreme weather to population growth, making the community's mobility more durable in the face of change.



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## Guiding Innovation Policies

**The Transportation Element of the Shoreline Comprehensive Plan provides a framework for embracing innovation in transportation across various aspects, from technology and infrastructure to planning and service delivery. Transportation policies related to innovation include (T# refers to policy number in the TE):**

- Reduce the impact of the City's transportation system on the environment through expanded zero-emission vehicle use and walking, biking, and using motorized personal transportation devices, and identify opportunities to increase electric vehicle charging infrastructure when planning and designing transportation projects and facilities, on City rights-of-way or adjacent property(s), or through other transportation policies and programs. **(T2)**
- Coordinate land use and transportation plans and programs with other public and private stakeholders to encourage parking management, vehicle technology innovation, shifts toward electric and other cleaner, more energy-efficient vehicles and fuels, integration of smart vehicle technology with intelligent transportation systems, and greater use of mobility options that promote climate resiliency and/or reduce VMT. **(T12)**
- Evaluate and implement innovative and robust economic development, land use and transportation plans, policies and projects that promote climate resiliency and community vibrancy. **(T13)**
- Explore strategies to effectively manage curbside space for a variety of uses such as ride-share, buses, pedestrians, freight delivery, commerce, and other needs. **(T14)**
- Explore the feasibility of parking management programs, shared parking strategies, and/or subsidized ORCA cards programming as new low-income housing units are being developed; addressing the transportation needs as development occurs, not after units are built. **(T21)**

## Key Challenges

### Investments in Infrastructure

Adapting existing infrastructure to accommodate new technologies, such as EV charging stations and automated vehicles, requires significant investment from the City and utilities as well as public and private transportation providers.

### Ensuring Equity and Access

Ensuring that the benefits of transportation innovations are shared by all, regardless of income or location, is crucial.

### Building Public Acceptance

Knowing there can be resistance to change, building public trust and understanding of new technologies is essential for successful implementation.

### Protecting Data Privacy and Security

Protecting personal data collected by transportation technologies is a critical concern.

### Limited Funding

Securing funding for research, pilot programs, and infrastructure development is essential. Adequate funding can be competitive or difficult to obtain.

## Next Steps

Example of an electric mini bus.

### Explore Micromobility and Transit Advancements

The City will continue to explore its role in facilitating new on-demand, microtransit or circulator services, including those using electric or automated vehicles, to address first and last mile connections to existing transit and provide more services to those with limited transit options.

### Build Electric Vehicle Infrastructure

The City will build on its own fleet electrification activities and support citywide electrification with a focus on supporting publicly accessible EV charging and EV shared used mobility options to meet growing interest in EVs. As of 2023, nearly one in five cars sold in Washington State was electric.[11]

**DATA SOURCES:**

11. Zhou, A. (2023, October 16). EV sales have soared in WA; our map shows where they're registered. The Seattle Times.

## CONTENTS



# Funding Our Transportation System


The City of Shoreline funds transportation through a mix of local, state, federal revenues, as well as strategic partnerships. Local funding includes sales and use taxes, such as the voter-approved Sidewalk Levy, vehicle license fees from the Transportation Benefit District (TBD), property taxes, gambling taxes, utility taxes, and developer-paid impact fees. These sources support maintenance, preservation, and the construction of transportation infrastructure.

State and federal grants are critical for constructing major transportation capital improvement projects and some roadway preservation projects. Shoreline competes for funding from the Washington State Transportation Improvement Board (TIB), Safe Routes to School and Pedestrian/Bicycle programs, and other state initiatives. Federally, the City leverages grants from programs like the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) program. Partnerships with regional agencies like Sound Transit and King County, along with private contributions, enhance the City's ability to fund multimodal improvements aligned with broader regional goals. Additionally, utility contributions and occasional bond funding provide financial flexibility for larger projects.

Historically, the primary funding source for the City's capital transportation projects has been grants. However, grants are not a dependable source of revenue and are not available to fund all of the City's transportation infrastructure, maintenance, and operations-related needs.

**To address funding challenges, Shoreline will need to explore sustainable long-term options, adjust priorities, and seek out innovative partnerships and financing mechanisms.**

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# Guiding Funding Policies

**Transportation policies related to funding include (T# refers to policy number in the TE):**

- Aggressively seek grant opportunities to secure regional and federal funding to help implement high-priority projects in the Shoreline TMP. **(T70)**
- Support efforts at the local, regional, state, and federal level to increase funding for the transportation system. **(T71)**
- Ensure City staff have the resources to identify and secure funding sources for transportation projects, including shared use mobility, bicycle and pedestrian projects. **(T72)**
- Update the citywide Transportation Impact Fee (TIF) program to fund multi-modal growth-related transportation improvements, and when necessary, use the State Environmental Policy Act to provide traffic mitigation for localized development project impacts. **(T73)**
- Adequately fund maintenance, preservation, and safety for the City's multimodal transportation system, especially those facilities used by the most vulnerable users, including those walking and rolling. **(T74)**

# Revenue Sources and Strategies

## Vehicle License Fees (VLF)

Each year, vehicle owners pay a fee to register or renew registration on their vehicle(s). Shoreline currently includes a $40 vehicle license fee (VLF) as part of this registration or renewal with revenue split between the Annual Road Surface Maintenance Program and the Sidewalk Rehabilitation Program. These local sources help fund critical road maintenance and sidewalk improvements.

## Real Estate Excise Tax (REET)

Real Estate Excise Tax (REET) in Shoreline is applied to the sale of real property, which includes both residential and commercial properties. A portion of REET revenue is dedicated to capital transportation projects, including road and sidewalk projects. This tax is a critical local funding source that fluctuates based on real estate activity.

## Transportation Impact Fees (TIF)

The City's Transportation Impact Fee (TIF) is a charge imposed on new developments to help fund transportation infrastructure improvements, ensuring that developments contribute to mitigating the impact of growth by supporting a well-connected multimodal network.

## Voter-approved Levies

Voter-approved levies have played a crucial role in funding transportation projects in Shoreline. In 2016, voters approved a Maintenance and Operations Levy for Streets and Parks designed to support essential road maintenance, safety improvements, and park upkeep. In 2018, voters passed another property tax levy, the Sidewalk Levy, for construction of new sidewalks, prioritizing safety, accessibility, and connectivity near schools and transit routes.

## Fuel Tax

The Washington State fuel tax (also known as the "gas tax") is a critical revenue source for transportation funding. The Washington State fuel tax is used to support the construction, maintenance and operation of the City's local roads. Revenue from the fuel tax has been declining (it has not been adjusted since 2015), and is not keeping pace with inflation or the rising costs of infrastructure construction, operation, and maintenance. With an increasing number of fuel-efficient vehicles, the revenue generated by the fuel tax has been insufficient to fully address the growing costs of transportation facilities. This trend poses challenges for funding traditional infrastructure and requires the City to seek alternative revenue sources.

## Grant Funding

A grant is a sum of money awarded by a government, organization, or foundation to fund specific projects or initiatives, typically to support public benefits. A significant portion of the City's funds for transportation improvements comes from grants. The City aggressively seeks grants, particularly from regional and federal programs, to fund priority transportation improvement projects.

## City General Fund Contribution

The City's General Fund plays a significant role in financing transportation. Major sources for this fund include utility taxes, gambling taxes, property taxes, and sales and use taxes. This fund is divided among many competing uses, including public safety, parks, and community services. While a portion of the General Fund is dedicated to supporting essential transportation services and infrastructure improvements, the competition for these funds limits the resources available for transportation investments and underscores the need for sustainable revenue streams to address growing transportation demands.

# Key Challenges

## Aging and Evolving Infrastructure

Shoreline's transportation system is both aging and evolving. The majority of the City's infrastructure was constructed during the 1950s and 1960s with single family residential, car-centric infrastructure and little to minimal design to support pedestrian, bicycle, and travel by transit. Roads built in the mid-20th century are now reaching or surpassing their intended lifespan, leading to challenges in funding preservation projects, managing deferred maintenance, and upgrades on lower-priority streets.

## Funding Shortfalls to Address Existing Infrastructure Needs

Shoreline faces funding gaps for long-term transportation needs, such as sidewalk rehabilitation, and maintenance and preservation of roadways. The ADA Transition Plan identifies over $180 million in sidewalk improvements needed to meet accessibility standards. While the City has taken steps to address this need, such as increasing the vehicle license fee, operations and maintenance remain significantly underfunded.

## Funding Shortfalls to Accommodate New Growth

The City is expecting significant new growth, with over 13,000 new households and 10,000 jobs expected by 2044. To meet the demands that come with growth, the City is challenged in balancing both maintenance of existing infrastructure and new improvements to accommodate growth.

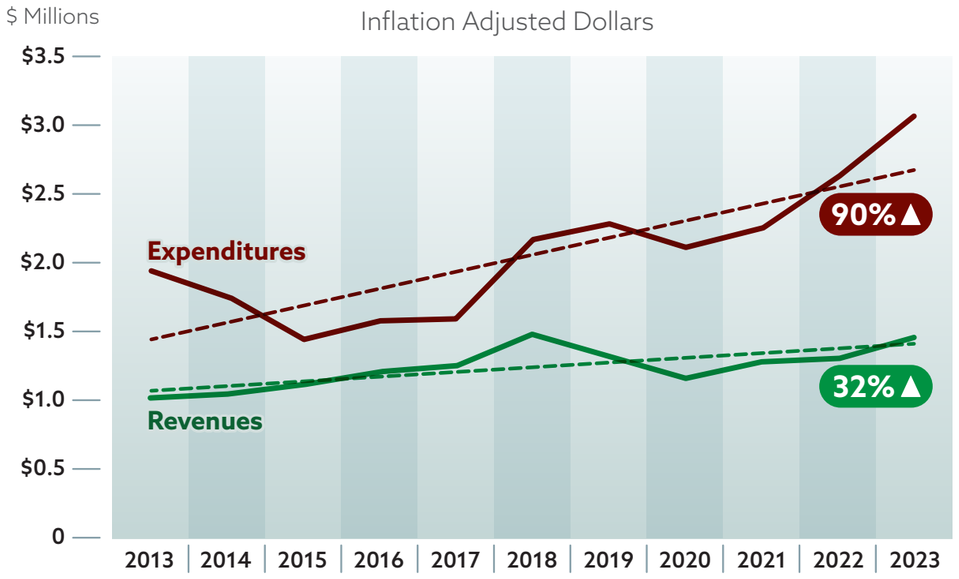
## Costs Outpacing Revenue Generation

The City's revenue sources are not keeping pace with the rising cost of building, maintaining, and operating City facilities and assets. Inflation and global supply chain issues have led to increased prices for materials, labor, and construction services. While the City has taken steps to address rising costs, such as increasing the vehicle license fee, capital improvement and operation and maintenance needs remain significantly underfunded.

**Shoreline's revenue growth has been outpaced by rising operating and maintenance costs. These funding shortfalls make it challenging for the City to preserve and expand transportation infrastructure and services.**

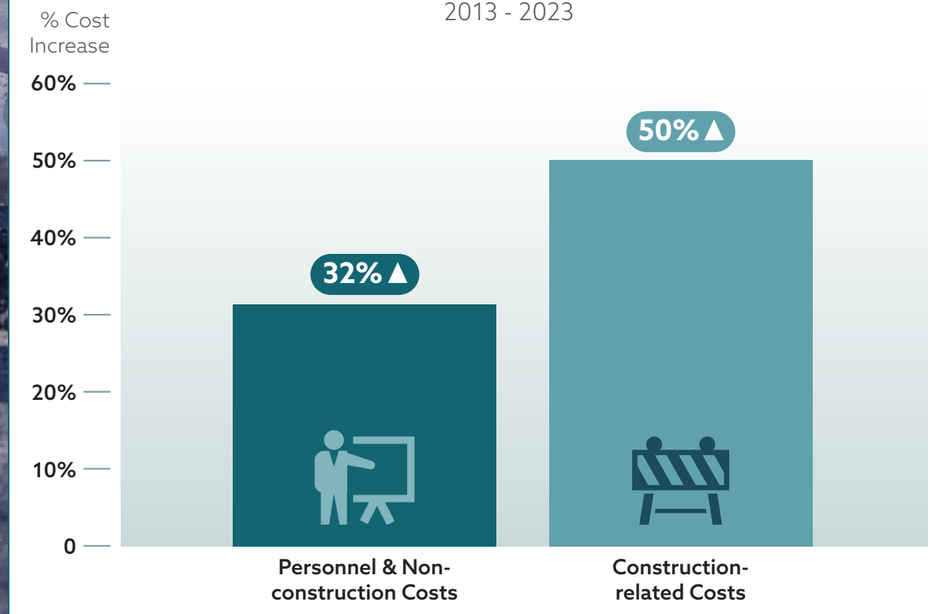
### Streets Operations & Maintenance Expenditures vs. Revenues

Inflation Adjusted Dollars




### Cumulative % Cost Increase Over 10 Years

2013 - 2023



# Next Steps

Over the long term, funding will be directed to maintaining a balance between vehicle infrastructure and growing investments in public transit, pedestrian, and bicycle facilities in line with the City's climate and equity goals. These investments are seen as essential to supporting Shoreline's broader vision of creating a livable, sustainable, and well-connected community. To ensure the longevity and effectiveness of Shoreline's transportation system, the City can explore several strategies to increase funding for both maintenance and new infrastructure projects. Some potential next steps include:

## Continue to Leverage State and Federal Grants

Shoreline should continue to pursue state and federal grants designed for transportation infrastructure projects. Expanding efforts to apply for competitive grants, such as those offered by the Washington State Department of Transportation (WSDOT) or the federal government, can help secure additional funding. As part of this effort, the City could prioritize projects with a higher likelihood of qualifying for these types of funding, such as those that enhance mobility and reduce congestion.

## Consider Expanding the Use of Transportation Impact Fees

Shoreline should continue to evaluate and update its transportation impact fees (TIFs) to ensure that new developments are contributing adequately to the transportation infrastructure needs that they create. The City could also look into implementing TIFs for specific improvements, like bicycle lanes or sidewalk expansion.

## Encourage Public-Private Partnerships

Exploring partnerships with local businesses or private investors could provide funding for transportation infrastructure projects. This model could be particularly useful for high-traffic corridors or projects that support economic development, such as enhancing access to commercial areas.

## Explore Opportunities to Increase Revenue

### Consider Expanding or Raising the Current Transportation Benefit District (TBD) Fees

TBD fees are dedicated specifically to transportation projects like road maintenance and pedestrian improvements. Increasing fees on new developments or across a broader range of property types could provide additional revenue for future transportation improvements.

### Consider Increasing Local Sales Taxes

The City could explore the option of increasing local sales taxes specifically earmarked for transportation infrastructure. A targeted sales tax increase could help fund road repair and improvement projects, especially in underserved or high-traffic areas that require urgent attention.

### Explore Voter-Approved Funding Initiatives

As seen in other cities, Shoreline could explore the possibility of a voter-approved transportation levy or bond measure that focuses on long-term road maintenance and critical infrastructure projects. Such funding initiatives could help address both immediate needs and future growth.

**By adopting a combination of these strategies, Shoreline can strengthen its transportation system, address current maintenance needs, and plan for future growth.**