

2010 Statewide Transportation Enhancements Program PSRC Regional Application Form

****Please read all of the text in this section before completing this application****

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2010 Statewide Transportation Enhancements Program is awarded competitively to projects, and not to the sponsoring agency itself. Sponsors of projects that are awarded funds from this competition will be required to submit a more detailed application in order to program the funds into the State and Regional Transportation Improvement Program. Please refer to the Schedule in the Call for Projects for more information.

Email submissions are preferred: Attach your completed application to an email and send it to tipapp@psrc.org. Please name the file "**2010 Enhancements-[agency]-[project title]**". If you are unable to email the application, please mail a copy of the electronic file on diskette or CD, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the PSRC's web site. Mailed materials should be sent to: Tracy Murray, Puget Sound Regional Council, 1011 Western Avenue Ste 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Tracy Murray. For questions or to confirm receipt of your application, contact [Tracy Murray](mailto:Tracy.Murray@psrc.org), 206-971-3277.

Deadline: Applications must be received by PSRC by **5:00 PM on Monday, July 12, 2010**. Applications should be no more than **15 pages**, plus maps and/or other required supporting documentation.

PROJECT IDENTIFICATION AND DESCRIPTION	
1	<p>PROJECT TITLE: Implementation of the City of Shoreline's Bicycle System Plan</p>
2	<p>TRANSPORTATION 2040 ID#</p> <p>To be eligible for funding, regionally significant projects must be explicitly identified in Transportation 2040, the region's long-range Metropolitan Transportation Plan (MTP). For the 2010 Statewide Transportation Enhancements Program, this would apply to regionally significant nonmotorized projects such as separated trails. To confirm whether your project is specifically listed in Transportation 2040, refer to http://www.psrc.org/assets/3763/Appendix_M.pdf. For assistance or questions regarding these issues, contact Kimberly Scrivner, 206-971-3281.</p>
3	<p>SPONSORING AGENCY: City of Shoreline</p> <p>Note: non-profit organizations may administer grants from the 2010 Statewide Transportation Enhancements Program <u>unless the project requires design, right of way acquisition, and/or construction</u>. In such cases, a public agency must serve as the project sponsor.</p> <p>Co-sponsor(s) if applicable:</p> <p><i>For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</i></p> <p>Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Please note: the requirement that public agencies have Certification Acceptance status has been waived for this program; however, all federal and state project requirements must still be met. Refer to the Washington State Department of Transportation Local Agency Guidelines Manual at http://www.wsdot.wa.gov/LocalPrograms/LAG/ for more information.</p>
4	<p>PROJECT CONTACT:</p> <p>Name: Kirk McKinley Email : kmckinley@shorelinewa.gov Phone: (206) 801-2481</p>

5	<p>PROJECT DESCRIPTION</p> <p>Describe the proposed work and explain the nature of the entire project, including the existing and proposed conditions and type of use. Explain why the project is needed and how the project meets the eligibility requirements of the selected Transportation Enhancements categories. Attach a detailed 8 ½" by 11" vicinity map. Photographs are welcome, but not required.</p> <p>This \$593,500 project request will implement major portions of the City of Shoreline's Bicycle System Plan that is part of the City's Transportation Master Plan update. Specifically, this project would add 38.7 miles of bike lanes, 26.7 miles of signed and stenciled bicycle routes and install 300 wayfinding signs oriented towards bicyclists and pedestrians. This project will make significant improvements to the City of Shoreline's bicycle system and will connect Shoreline to all bicycle facilities in neighboring jurisdictions creating regional connections east-west and north-south. Additionally, these projects will connect users to transit and other multi-modal facilities. Outside of Shoreline's Interurban Trail (completed in 2008), Shoreline has few bicycle facilities. This application does not include the implementation of the Interurban Trail to Burke-Gilman Connection which is being submitted in another enhancement application.</p>
6	<p>PROJECT LOCATION: City of Shoreline</p> <p>County(ies) in which project is located: King</p> <p>Answer the following questions if applicable:</p> <p>a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): N/A</p> <p>b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): N/A</p>
7	<p>PROJECT TYPE (Please select 1 or more of the following 12 eligible Transportation Enhancements categories):</p> <p><input checked="" type="checkbox"/> Provision of Facilities for Bicycles and Pedestrians</p> <p><input type="checkbox"/> Acquisition of Scenic Easements & Scenic or Historic Sites</p> <p><input type="checkbox"/> Scenic or Historic Highway Programs (including tourist & welcome center facilities)</p> <p><input type="checkbox"/> Landscaping and other Scenic Beautification</p> <p><input type="checkbox"/> Historic Preservation</p> <p><input type="checkbox"/> Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities</p> <p><input type="checkbox"/> Preservation of Abandoned Railway Corridors (including conversion and use for pedestrian or bicycle trails)</p> <p><input type="checkbox"/> Control and Removal of Outdoor Advertising</p> <p><input type="checkbox"/> Archaeological Planning and Research</p> <p><input type="checkbox"/> Mitigation of Water Pollution due to Highway Runoff or Reduce Vehicle-Caused Wildlife Mortality while Maintaining Habitat Connectivity</p> <p><input checked="" type="checkbox"/> Provision of Safety and Educational Activities for Pedestrians and Bicyclists</p> <p><input type="checkbox"/> Establishment of Transportation Museums</p>
PLAN CONSISTENCY	
<p>Cities, towns and counties seeking federal funds managed by PSRC may submit an application only if their comprehensive plan has been certified by PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, nonprofit organizations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with VISION 2040 and Transportation 2040, the central Puget Sound region's long-range Metropolitan Transportation Plan. For questions on consistency and certification, contact Rocky Piro, 206-464-6360.</p>	
8	<p>CONSISTENCY WITH VISION 2040 AND TRANSPORTATION 2040</p> <p>All applicants must answer the questions in this section. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC website at www.psrc.org/growth/planreview/statusreportppr/. For copies of VISION 2040 or Transportation 2040 documents, please contact the PSRC Information Center, 206-464-7532.</p>

Regionally significant projects that expand transportation system capacity must be identified in Transportation 2040. This includes nonmotorized trails and separated pathways. For assistance refer to www.psrc.org/transportation/t2040/ or contact [Kimberly Scrivner](mailto:Kimberly.Scrivner@psrc.org), 206-971-3281.

Indicate the current certification status of the local comprehensive plan in the community where the project is located. Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.

Certification Status: Certified Date of certification action (mm/dd/yy): 6/29/2006

Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes. (See http://www.psrc.org/assets/465/Centers_small.pdf for more information.)

The project is located outside the designated urban growth area.

The project is located within the designated urban growth area.

The project is located within an identified regional growth center or town/activity center. Refer to <http://www.psrc.org/growth/centers/> for more information. For identified local city/town locations, please describe.

- Regional Growth Center(s): .
- Regional Manufacturing/Industrial Center(s):
- Local Town/Activity Center(s): Shoreline Town Center, North City

Is the project specifically identified in a local comprehensive plan?

Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:
City of Shoreline Comprehensive Plan, Transportation Element Goal and Policies, Transportation Goals, Goal T V, Page 55.

No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

ADDITIONAL REGIONAL PROJECT EVALUATION
Part 1: Questions for All Projects

Instructions: Once all of the sections in Part 1 have been completed (questions 9 through 13), complete the appropriate questions in Part 2 (question 14 and one only of questions 15 through 18). Refer to the Regional Project Evaluation Criteria to assist you in answering these questions.

9 RELATIONSHIP TO CENTERS

Describe the relationship of the project to a regional growth center, town/activity center or connecting corridor.

In developing and prioritizing projects to be included in the City of Shoreline's Bicycle System Plan, adjacency and connectivity to existing facilities and area destinations was a main requirement. As the bicycle plan has been developed around the "spine" of the City of Shoreline's Interurban Trail, this project further supports travel to the regionally defined urban centers for Lynnwood and Seattle (through the regional trail system). On the local level, the plan supports access to our locally defined centers - Shoreline Town Center and North City.

10 COMMUNITY SUPPORT

Describe the public review process for the project. List all letters received or other types of support for the project; include any negative response to the project. Provide the dates, times and locations of all public presentations. If appropriate, describe how the project meets identified state, regional and/or local planning objectives.

The City's of Shoreline's Bicycle System Plan was developed as part of the City's overall Transportation Master Plan. While there was a Bicycle Plan component in the 2005 Transportation Master Plan (TMP), significant improvements to the City's transportation facilities since that time (namely the completion of Shoreline's Interurban Trail and major portions of the Aurora Corridor) put a renewed emphasis on designing a bicycle plan to reflect those updates. Work began on the update to the TMP in 2009. Updates and input as the TMP was developed occurred in many different settings. A Open House was held on July 8, 2009 to inform the public of the process, as well as obtain feedback on the development of the Bicycle Plan, Pedestrian Plan and the Transit Plan. Feedback was also solicited via a questionnaire. The City also convened a Bicycle and Pedestrian Advisory Committee (BPAC) to assist with the development of th Bicycle and Pedestrian Plan. Over the past 10 months, staff has been busy working on different elements of the TMP update. The BPAC comprised of 12 residents was formed to advise staff in the creation of the bicycle and pedestrian elements of the TMP. They met eight times (9/29/09, 10/27/09, 11/17/09, 12/15/09, 1/26/10, 2/23/10, 3/23/10, 4/27/10) to assist with:

- Developing a draft bicycle facilities plan;
- Recommending bicyclist and pedestrian signage;
- Creating policies to help guide the development of future projects and programs in the City;
- Developing project evaluation criteria for future bicycle and pedestrian projects.

The City Council reviewed the work completed so far for the TMP in March of 2010. Staff identified discussion topics for future Council meetings, including sidewalk maintenance and design, bicycle and pedestrian issues, transit and funding. Councilmembers provided staff with feedback regarding additional information and issues they would like addressed as part of the TMP. Staff returned to the City Council for an additional 5 conversations during May, June and July. All of these meetings were publicly advertised.

Additionally, the Shoreline Planning Commission has been updated at their meetings regarding the progress made in the development of these plans. These meetings agendas are published and the meetings are open to the public. Major updates were provided on March 3, 2009 and July 15, 2010. Response to the development of the Bicycle System Plan has been positive.

The development and implementation of a Bicycle System Plan meets many local planning objectives. The Shoreline Comprehensive Plan identifies many objectives that support bicycle facilities:

LU20: Public investment and priority services to specified neighborhood and community business areas to increase their overall economic health through methods such as: pedestrian and bicycle improvements.

Transportation Goals:

Goal T V: Develop a bicycle system that is connective and safe and ecourages bicycling as a viable alternative method of transporation.

Policy T1. Make safety the first priority of citywide transportation planning and traffic management. Place a higher priority on pedestrian, bicycle, and automobile safety over vehicle capacity improvements at intersections.

Bicycle System T37. Reinforce neighborhood character and abutting land uses when developing and designing the bicycle system.

Bicycle System T38. Work with the bicycle community to develop bicycle routes connecting schools, recreational and commuter destinations, including transit linkages. Aggressively pursue construction of the Interurban Trail as the spine of the City's bicycle system.

Bicycle System T39. Work with neighboring jurisdictions and other agencies to ensure that Shoreline's bicycle routes/corridors and designs are compatible and connect with one another.

Bicycle System T44. Reduce barriers to bicycle travel and reduce bicycle safety problems.

11 FINANCIAL PLAN

Please fill out Tables 11A - D below and corresponding questions 11E - F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables 11A -C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table 11D). The tables require sponsors to list the Transportation Enhancements funds being requested (Table 11A), as well as ALL other sources of secured (Table 11B) and unsecured funds (Table 11C) needed to complete the project.

Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source. Totals of federal and other funds listed in Tables 11A - C should equal the total project cost in Table 11D. Funding Commitment Letters must be provided for all financial partners.

Required Match: No local match is required; projects may be funded with 100% Enhancement funds.

11A: Enhancements Funds Requested

Phase (Planning, Preliminary Engineering, Right of Way, Construction, Other)	Estimated Obligation Date by Phase (mm/dd/yy)*	Enhancements Funds Requested
Preliminary Engineering	01/01/2011	\$73,500
Construction	03/31/2011	\$520,000
		\$
		\$
		\$
TOTAL:		\$593,000

*** Note: the required obligation deadline for these funds is no later than two years from selection approval, estimated to be January 2011.**

11B: Existing Secured Funding

Phase	Estimated Obligation date by Phase (mm/dd/yy)*	Source	Amount
Planning	01/01/2009	Local	\$125,000
			\$
			\$
			\$
			\$
TOTAL:			\$125,000

*For tables B and C "obligation" may be defined as expenditure or other commitment of funds; for more information regarding secured and unsecured funding sources please refer to <http://www.psrc.org/assets/469/SecuredUnsecured.pdf>.

11C: Needed future funding (unsecured) Do not include the grant funds requested in Table 11A

Phase	Estimated Obligation date by Phase (mm/dd/yy)*	Source	Amount
			\$
			\$
			\$
			\$

			\$
		TOTAL:	\$

11D: Total Project Cost

Total estimated cost of each phase		Scheduled completion date by phase (mm/dd/yy)	
Planning:	\$125,000	Planning:	10/31/2010
Preliminary Engineering/Design:	\$73,500	Preliminary Engineering/Design:	03/31/2011
Right of Way:	\$	Right of Way:	
Construction:	\$520,000	Construction:	09/30/2011
Other (Specify):	\$	Other (specify):	
Total Project Cost:	\$718,500	Estimated date of completion (i.e. open for use)	09/30/2011

11E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:

PE/Design and Construction. No ROW needed for the project

11F. If unable to completely fill out Table D (Total Project Cost), please explain why:

N/A

12 PROJECT READINESS

Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question #12.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question 12A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 12B, including the estimated schedule for completion.

12A. Check all that apply. If no ROW is required for the project, select "not needed" for sections b through g.

Not needed a. Final FHWA approval of environmental documents including:

(select one) - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

(select one) - Section 106 Concurrence.

(select one) - FHWA Environmental Classification Summary Checklist (or EA or EIS).

Not needed b. True Cost Estimate for Right of Way.

Not needed c. Right of Way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Not needed e. Right of way certification.

Not needed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.

Not needed - Certification Audit by WSDOT of Relocation Process, if applicable.

Already completed h. Engineer's Estimate.

Not needed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

	<p>12B. Additional information: include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.</p> <p>With the approval of this grant, the city would be able to implement this project immediately. There are no local funds available currently to move forward with this plan.</p>
13	<p>OTHER CONSIDERATIONS</p> <p>Please describe any additional aspects of your project not requested in the application that could be relevant to the final project recommendation and decision-making process. No points will be given to this section.</p>

PART 2: CATEGORY SPECIFIC QUESTIONS

14	<p>Select one of the following four categories that best fits your project and follow the corresponding instructions:</p> <p><input checked="" type="checkbox"/> Nonmotorized Projects: Complete question 15.</p> <p><input type="checkbox"/> Scenic Resources Projects: Complete question 16.</p> <p><input type="checkbox"/> Historic Resources Projects: Complete question 17.</p> <p><input type="checkbox"/> Environmental Projects: Complete question 18.</p>
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15	<p>NONMOTORIZED PROJECTS</p> <p><u>Instructions: Complete this section if you selected “Nonmotorized Projects” in question 14.</u></p> <p>Please explain how your project addresses the following:</p> <ul style="list-style-type: none"> • The project extends, completes or otherwise adds to an existing nonmotorized system or network. • The project connects or links to other multimodal facilities (such as transit stations). • The project addresses current nonmotorized needs in the community, e.g., - gaps in the system; safety issues, etc. • The level of public exposure or access to the project (for example, current and future land use in the vicinity of the facility). • Explain how the project relates to surface transportation. If the project has recreational aspects, demonstrate that the purpose is primarily for transportation rather than recreation. Explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required). <p>The City of Shoreline is a fully built out community, with almost all of the land within the City developed. Most of the development occurred prior to the City's incorporation in 1995 and almost no bicycle facilities were present prior to incorporation.</p> <p>Travel by bicycle is a population transportation option in Shoreline and throughout the Puget Sound Region. Residents bicycle to work, for exercise, to run errands and travel throughout the City and the region. The ability to bicycle safely and reach destinations are key to ensuring that bicycling is a convenient and appealing transportation option.</p> <p>In 2008, the City of Shoreline completed the construction of the Interurban Trail. Running north-south through the City, this 3.25 mile bicycle and pedestrian trail serves as the "spine" for the bicycle system plan for the City and connects to commercial areas, neighborhoods, transit and parks. Its adjacency to the Aurora Corridor makes it a convenient travel option. Two bridges provide safe crossings over N 155th Street and Aurora Avenue North at N 157th Street. All other street crossings are at grade. This regional trail connects to the Interurban Trail north into Snohomish County (further north to Everett) and bicycle facilities to the south in the City of Seattle. The Interurban Trail, along with the few existing bicycle lanes in the City and the overall grid pattern of the street system, provide the basis for development of an extensive bicycle system in Shoreline that connects residences, activity and urban centers, shopping, employment and transit.</p>
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The City of Shoreline's terrain lends itself fairly well to cyclists traveling north-south. However, the ridges and ravines pose greater challenges for east-west travel by bike. Cyclists in Shoreline must generally ride in traffic due to the lack of wide shoulders or exclusive bike lanes. The City provides on-street bike lanes at the following locations:

Fremont Avenue N between N 190th Street and N 195th Street (southbound only)

N/NE 155th Street between Midvale Avenue N and 5th Avenue NE

N 185th Street between Midvale Avenue N and 1st Avenue NE

15th Avenue NE between NE 150th Street and NE 175th Street

N 200th Street between Ashworth Avenue N and Meridian Avenue N, part of the Interurban Trail

Meridian Avenue N between N 200th Street and N 205th Street

The lanes on N/NE 155th Street end rather abruptly at 5th Avenue NE to accommodate on-street parking for Paramount Park users. I-5 serves as a transportation challenge to all transportation users. Cyclists can cross under I-5 using bicycle facilities on NE 155th Street and over I-5 on the NE 195th Street bicycle and pedestrian overpass (dismounting is suggested due to the narrow walkway). Cyclists can also cross I-5 at NE 185th Street and N 175th Street.

The City of Shoreline is generally flat for riders traveling northbound or southbound. Most grade changes in these directions are relatively gradual. However, the City's topography changes quite significantly from west to east. Beginning on the west side of the City at the shore of Puget Sound, riders must climb steep hills to reach the center of Shoreline. Continuing eastward, there are several hills and valleys of varying grades until a rider reaches the eastern City limits. While travel further eastward to the Burke-Gilman Trail is almost exclusively downhill, it is a climb for riders coming to Shoreline. Sensitive areas throughout the City can also influence the location and type of bicycle facilities.

Like the Interurban Trail, the Burke-Gilman Trail is another significant regional non-motorized facility. Located east of Shoreline in the City of Lake Forest Park, the Burke-Gilman Trail is more than eighteen miles long, running from the City of Seattle to the City of Bothell. The Burke-Gilman Trail connects to another regional trail, the Sammamish River Trail, which in turn connects to other regional trails, providing a large non-motorized network that extends throughout King County. Connectivity to this trail is addressed in our second Enhancement application.

From 2005-2009, crashes involving bicycles made up 1.4 percent of all reported collision types within the City of Shoreline. A total of 44 collisions between vehicles and bicyclists were reported at 40 unique locations. There were two locations with two incidents and one location with three incidents involving a bicyclist, all of which were intersections. Of the collisions involving bicycles reported, 32 were at intersections and the remaining 12 occurred at mid-block locations. Almost 80 percent of the accidents occurred along arterials. Aurora Avenue N had the highest number of accidents (7). Other corridors with a concentrated number of accidents included: Midvale Avenue N (5), N 185th Street (3) and 15th Avenue NE (5). Every accident involving a bicycle was within a half-mile radius to a school or park.

The City's Bicycle System Plan identifies the location and facility type for existing and future bicycle facilities in Shoreline. Shoreline recognizes the importance of bicycling as a mode that addresses both the City's transportation and recreational needs. At the city level, bicycle routes in the network connect neighborhoods to schools, city institutions, community

businesses and recreational and commuter destinations, including transit linkages. At a larger scale, these bike routes provide connections that link to the regional network. Major employment destinations along Shoreline's Bicycle system include: Shoreline Community College, Aurora Village, Washington State Department of Transportation-Northwest Region, Richmond Beach and North City.

The Bicycle System Plan was developed with the City's Bicycle and Pedestrian Advisory Committee. Routes and facility design were selected with the following criteria in mind:

Connecting neighborhoods to destinations, such as schools, parks, public buildings, commercial areas and transit.

Connecting to existing facilities, such as the Interurban Trail, within the City and in neighboring jurisdictions.

Connecting to planned facilities in neighboring jurisdictions.

Traffic volumes on the roadway.

Existing right-of-way and capacity to support bicycles.

Future planned capital projects.

The Bicycle System Plan identifies routes throughout the City for both east-west and north-south travel. Several types of facilities, including bicycle lanes, signage, bridges and separated paths are incorporated into the plan, depending upon a variety of factors at a given location. Signage may include in-pavement markings, such as sharrows or directional markings, signed "hot spots", or free standing signs. Almost all of the routes are proposed to adjoin or share existing vehicle travel lanes.

With two regional bicycle facilities in the City of Shoreline and neighboring Lake Forest Park, connections between the Interurban and Burke-Gilman Trails are important. Developed in partnership, the two cities developed northern and southern routes connecting these two trails. The connections are made up of a combination of bicycle facilities, including signage, bicycle lanes and separated trails. The southern connection has two alternatives, one of which travels through Hamlin Park in Shoreline. The Bicycle System Plan includes these routes.

This project request includes the following items represented on the attached map:

38.7 miles of bike lanes
26.7 miles of signed bike routes
300 signs installed

Specifically the implementation includes:

Signing/markings (sharrows) - major routes where traffic volumes are lower or existing pavement does not allow for bike lane width.

Installing wayfinding signs to guide bicyclists through the network as well as to point out and guide riders to key public facilities such as libraries, schools and government offices, and transit stations/park and rides.

Marking "hot spots" at intersections for triggering activation of signals for bicycles.

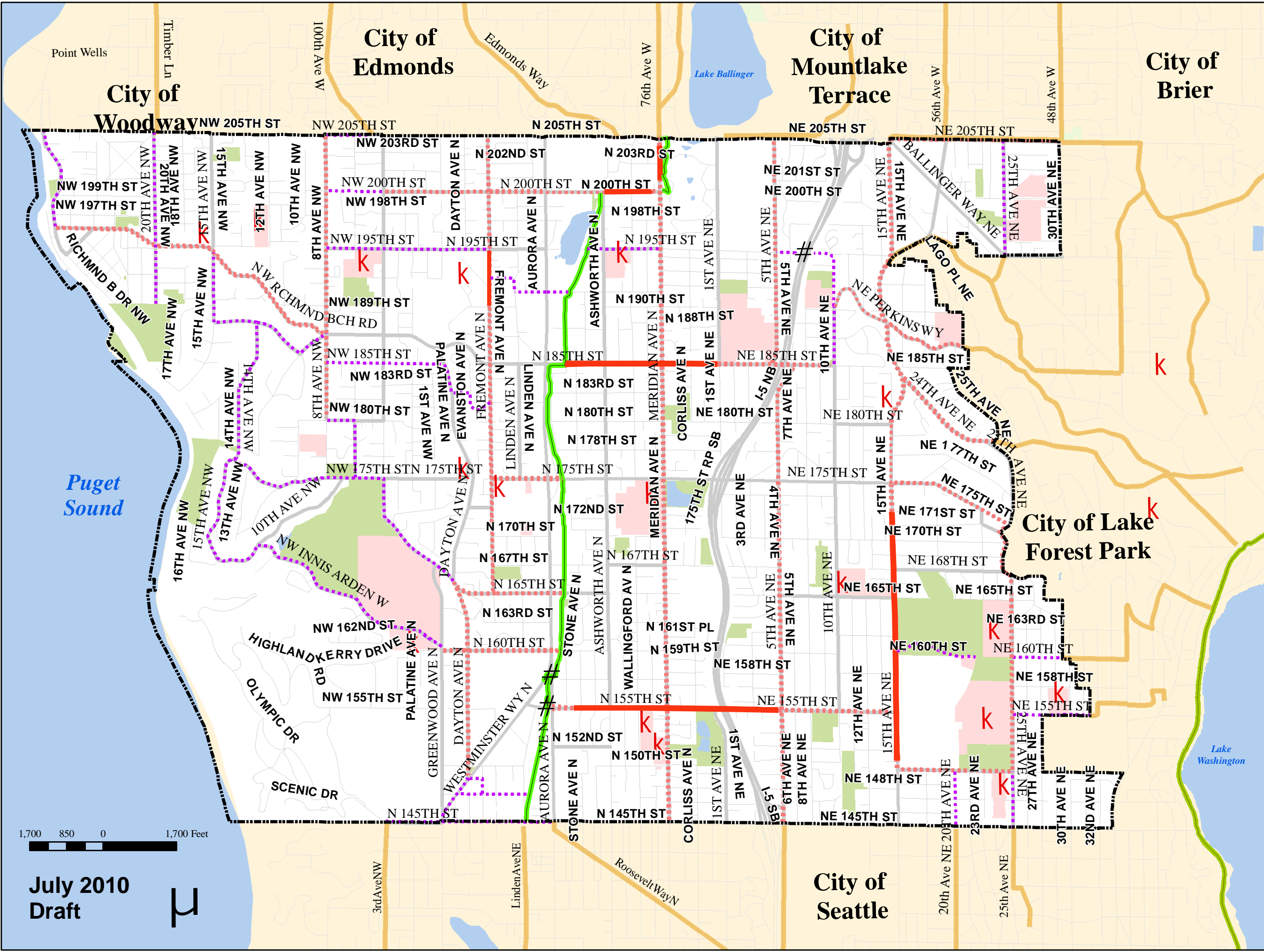
Striping bicycle lanes - this will require the removal of on street parking in some locations.

	<p>With the approval of this grant, the City of Shoreline would be able to implement this project immediately. There are no local funds currently available to move forward with this plan.</p>
16	<p>SCENIC RESOURCES PROJECTS</p> <p><u>Instructions: Complete this section if you selected “Scenic Resources Projects” in question 14.</u></p> <p>Please explain how your project addresses the following:</p> <ul style="list-style-type: none"> • The project promotes greater public appreciation or use of the transportation system. • The project contributes to the preservation of significant scenic resources. • The level of public exposure or access to the project. • Long-term preservation plans to maintain the scenic character of the property. • Whether or not there is perpetual ownership of the property. • Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded. • Explain how the project relates to surface transportation; explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required). <p>NA.</p>
17	<p>HISTORIC RESOURCES PROJECTS</p> <p><u>Instructions: Complete this section if you selected “Historic Resources Projects” in question 14.</u></p> <p>Please explain how your project addresses the following:</p> <p><u>For site-specific and/or capital projects:</u></p> <ul style="list-style-type: none"> • The historic significance of the facility. • The planned use of the facility. • Whether or not the project is part of a larger historic preservation plan. • The level of public exposure or access to the project. • Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded. • The long-term preservation and/or maintenance plans for the facility. • Explain how the project relates to surface transportation; describe the current or former transportation use of the facility. Explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required). <p>NA.</p> <p><u>For planning projects:</u></p> <ul style="list-style-type: none"> • The project’s relationship to the protection of historic or archaeological resources. • Whether or not the project is part of a larger historic preservation plan. • The long-term plan for ongoing management, updating and training. • The level of public exposure or access to the project. • Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded. • Explain how the project relates to surface transportation; explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required). <p>NA.</p>
18	<p>ENVIRONMENTAL PROJECTS</p> <p><u>Instructions: Complete this section if you selected “Environmental Projects” in question 14.</u></p> <p>Please explain how your project addresses the following:</p> <ul style="list-style-type: none"> • The relationship of the project to the transportation system. • The need for the project. • The long-term maintenance plans for the project. • Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.

2010 Statewide Transportation Enhancements Program Bicycle Implementation Plan

- Legend**
- # Existing Bicycle/Pedestrian Bridge
 - Signed Route, Planned (26.7 mi)
 - Lane, Planned (38.7 mi)
 - Lane, Existing (12.5 mi)
 - Separated Path, Existing
 - Existing or planned facility in neighboring jurisdiction

- Other Map Features**
- K School
 - City of Shoreline Park



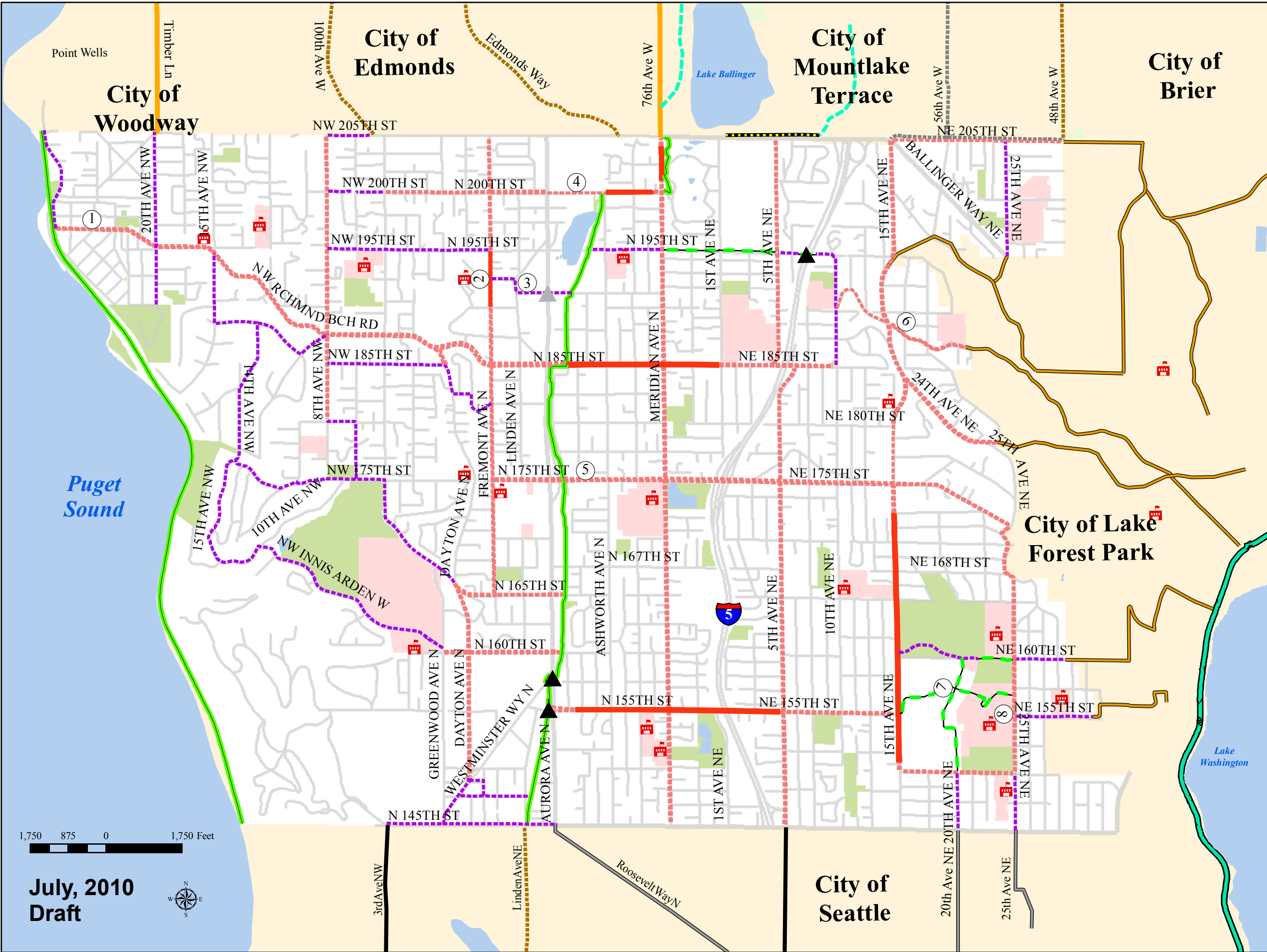
July 2010
Draft

Bicycle System Plan

- ▲ Existing Bicycle/Pedestrian Bridge
 - ▲ Planned Bicycle/Pedestrian Bridge
 - Separated Path, Existing
 - Separated Path, Planned
 - Lane, Existing
 - Lane, Planned
 - Signed Route, Planned
- Other City Bicycle Facility/Plan**
- Separated Path, Existing
 - Separated Path, Planned
 - Lane, Planned
 - Signed Route, Existing
 - Commonly Used Bike Route, Existing
 - Signed Route, Planned
 - Sharrow, Planned
 - Wide Shoulder, Planned
 - To Be Determined, Planned

Other Map Features

- 🏫 School
 - 🌳 City of Shoreline Park
- 1: Bicycle lanes will be considered in response to Point Wells development.
 - 2: Existing bicycle lane is southbound only.
 - 3: Bridge planned for Aurora Ave N Pedestrian Overcrossing
 - 4: Bicycle facility east of Aurora Ave N will be determined by available right-of-way
 - 5: Bicycle lanes will be examined in conjunction with corridor modifications to N 175th St.
 - 6: Bicycle lanes will be determined by available right-of-way
 - 7: Exact location through Fircrest to be determined.
 - 8: Planned bicycle lane is northbound only.



1,750 875 0 1,750 Feet

July, 2010
Draft

