Note that the information in this Bicycle Plan is current as of 2011 when the Transportation Master Plan was last updated.
Some of the information in this plan is currently out-dated.
The Transportation Master Plan will be updated in the next few years.

Bicycle Plan

Bicycle Plan

We Like to Bike

Travel by bicycle is a popular transportation option in the City of Shoreline. Residents bicycle to commute to work, school, for exercise and recreation, to run errands and to travel throughout the City and the region. The ability to bicycle safely and reach destinations is important to ensuring that bicycling is a convenient and appealing transportation option.

In 2008, the City of Shoreline completed the Interurban Trail. Running north-south through the City, this 3.25-mile bicycle and pedestrian trail serves as the "spine" of the Bicycle System Plan for the City and connects commercial areas, neighborhoods, transit and parks. Shoreline's trail is part of a regional trail that connects to the Interurban Trail in the City of Edmonds to the north and bicycle facilities to the south in the City of Seattle. The Interurban Trail system is extensive, reaching north to Everett and continuing in cities south of Seattle. In Shoreline, 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 that connects residences, activity centers, shopping, employment and transit.

Another regional trail, the Burke-Gilman Trail, runs along Lake Washington near Shoreline. The Burke-Gilman Trail is 18.8 miles long from the City of Seattle to the City of Bothell. It runs along the Lake Washington Ship Canal and western shore of Lake Washington to the Sammamish River. In Bothell, the Burke-Gilman Trail joins with the Sammamish River Trail, which in turn connects to an extensive network of trails in east King County.

In 2008, the City of Shoreline completed the Interurban Trail. Running north-south through the City, this 3.25-mile bicycle and pedestrian trail serves as the "spine" of the bicycle system plan for the City and connects commercial areas, neighborhoods, transit and parks. Shoreline's trail is part of a regional trail that connects to the Interurban Trail in the City of Edmonds to the north and bicycle facilities to the south in the City of Seattle.

Bicycle Issues in Shoreline

The City has several challenges and issues to address when creating a bicycle system. Bicycling in Shoreline is influenced by the City's existence as a fully built-out city in an urban environment together with the natural topography of the area.

Facility Design and Integration

Developed as a suburban community, Shoreline is an auto-dependent city. Four major state highways and an interstate freeway pass through or are immediately adjacent to the City.

Arterial and non-arterial streets are primarily laid out in a grid pattern, providing convenient access to all areas of the City. Most of the commercial and employment activity in the City is concentrated around Aurora Avenue N, a highly auto-oriented state route. Sidewalks are limited throughout most of the City, and bicycle facilities, such as lanes, signage and paths, are even less prevalent. Unlike some cities, bicyclists are permitted to use sidewalks in Shoreline.

As Shoreline continues to grow, increasing numbers of automobiles will be using the City's streets. The City will need to accommodate this growth to ensure a safe, efficient flow of vehicles throughout the community. However, the demand for bicycle facilities is already present and expected to increase as residents travel to all types of destinations via bicycle in order to save money, as a way to reduce their contributions toward climate change, reduce emissions for cleaner air and multiple other reasons. The redevelopment of existing roadways, implementation of traffic calming measures and development of new transit facilities within the City must all take into consideration the need and demand for bicycle amenities, such as bicycle lanes, shared travel lanes and signage, and parking, and integrate them appropriately and in accordance with the City's Bicycle System Plan.

One option for integration of bicycle facilities into existing roadways is rechannelization. Rechannelization can be used to change the width of travel lanes, modify how many lanes are present in the roadway or provide for different uses. A four-lane undivided road can be rechannelized into three lanes – one lane in each direction and a center turn lane for both directions of traffic. When the number of lanes is reduced, the remaining roadway can often be used to create bicycle lanes. This type of rechannelization provides improved access, mobility, quality of life and livability and can help the City meet other economic and community goals. In 2003, a project to rechannelize 15th Avenue NE from four to three lanes was completed between NE 150th Street and NE 172nd Street.

System Continuity

Shoreline is bounded by several cities, each with their own bicycle systems and amenities. While bicycle facilities in different jurisdictions may have similar elements, such as bicycle lane width, the unique needs of each city guide the development of their individual bicycle systems. As a result, there is often little continuity between systems when City

boundaries are crossed. This can result in confusion for riders, especially those unfamiliar with a route. Coordination between jurisdictions regarding signage, facility type and design can help create cohesive regional bicycle systems that are easily used by all riders.

Natural Environment and Topography

While the City of Shoreline has an established grid street system that lends itself well to a city-wide bicycle system, the natural environment of the City presents challenges to the creation of a bicycle system and its users.

Shoreline is generally flat for riders traveling north or south. 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 at the shore of Puget Sound, riders must climb steep hills to reach the center of Shoreline. Continuing east, there are several hills and valleys of varying grades until a rider reaches the eastern City limits. While travel further east to the Burke-Gilman Trail in neighboring Lake Forest Park is almost exclusively downhill, it is a climb for riders heading to Shoreline. Environmentally sensitive areas throughout the City can also influence the location and type of bicycle facilities.

Built Environment

In addition to the natural environment, the built environment of Shoreline also impacts the development of a bicycle system. I-5 runs north-south through the City. This presence is a physical barrier to east-west travel, with limited locations where riders can cross over or under the freeway. Several locations where riders can cross the freeway are highly congested with vehicles and no bicycle facilities exist, creating an uncomfortable riding environment.

Signage

Signs play an important role in helping bicyclists navigate a city's bicycle system. Shoreline currently has very little directional signage oriented toward bicycle riders, most of which is located on the Interurban Trail. Expansion of the City's bicycle system will need to be accompanied by associated signage that identifies routes for travel and wayfinding signage to help bicyclists reach their destinations.

Shoreline's Bicycle Plan

Bicycling has the potential to serve several roles for Shoreline residents including improved transportation choices, congestion reduction, lower transportation costs, improved physical health and reduced contributions to climate change through fewer greenhouse gas emissions. The City's Bicycle Plan outlines priorities, policies and goals for bicycle transportation throughout Shoreline. The plan also describes the existing bicycle system in Shoreline and identifies goals, policies and specific projects needed to create a complete bicycle system in Shoreline as well as implement the City's vision for bicycling. Through implementation of this plan, Shoreline will have a bicycle system that serves the commuting, recreational and circulation needs of the City's residents.

Existing Facilities and Ridership

Existing Bicycle Facilities in Public Right-of-Way

Shoreline is a fully built-out community with almost all of the land in the City developed. Although it is a fairly young city having incorporated in 1995, most of the development in Shoreline occurred while the area was a part of unincorporated King County. Almost no bicycle facilities were present prior to incorporation.

Shoreline's terrain lends itself fairly well to bicyclists traveling north-south. However, the ridges and ravines pose greater challenges for east-west bicycle travel, especially around North City, Richmond Beach, Innis Arden, Briarcrest and Shoreline Community College. Bicyclists in Shoreline must generally ride in traffic due to the lack of wide shoulders or exclusive bike lanes.

On-street bike lanes are located 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 175th Street between Fremont Avenue N and Aurora Avenue N
- N/NE 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, as part of the Interurban Trail
- Meridian Avenue N between N 200th Street and N 205th Street
- NE 205th Street between approximately 17th Avenue NE and 19th Avenue NE

I-5 serves as a transportation challenge to all transportation users. Bicyclists can cross under I-5 using bicycle facilities on NE 155th Street and over I-5 on the NE 195th Street pedestrian overpass (dismounting is suggested due to the narrow walkway). Bicyclists can also cross I-5 at NE 145th Street, NE 175th Street, NE 185th Street and NE 205th Street.

The spine of the City's bicycle system, the Interurban Trail, was completed in 2008. It is 3.25 miles long and runs from N 145th Street to N 205th Street, roughly parallel to Aurora Avenue N. The trail is located almost exclusively within the former Interurban streetcar line right-of-way, which is now the Seattle

City Light electrical power transmission corridor. This trail serves as a bicycle and pedestrian facility with a 12-foot wide asphalt path along the majority of its length. The segment between N 175th Street and N 185th Street, which passes through the Town Center, is constructed of scored concrete, giving a more urban feel to this section of the trail while discouraging excessive speeds. Two bridges on the trail provide elevated crossings over N 155th Street (at Aurora Ave N) and Aurora Avenue N (at N 157th Street). All other street crossings are at grade. The Interurban Trail connects with bicycle facilities to the south in the City of Seattle, as well as bicycle facilities to the north in the City of Edmonds. The Interurban Trail includes two distinct trailheads at its southern and northern ends (N 145th Street and N 205th Street), signaling entrance into Shoreline's section of the trail. From the trailhead at N 145th Street to its terminus in Everett, the Interurban Trail is approximately 22 miles long.

An additional off-street bicycle and pedestrian trail is located on N/NE 195th Street between Meridian Avenue N and 1st Avenue NE. Completed in 2010, this 12-foot wide asphalt trail is located in previously undeveloped right-of-way. **Figure H, Existing Bicycle Facilities**, illustrates existing bike facilities in Shoreline.

Like the Interurban Trail, the Burke-Gilman Trail is another significant regional nonmotorized facility. The Burke-Gilman Trail is more than 18 miles long, running from the City of Seattle through the City of Lake Forest Park (just east of Shoreline) 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 nonmotorized network that extends throughout King County.

Ridership in Shoreline

For the first time in October 2010, Shoreline participated in the Washington State Department of Transportation Bicycle and Pedestrian Documentation Project. Begun in 2008, this project is an annual count of bicycle and pedestrian activity at designated locations throughout the state. Shoreline identified six locations for the bicycle and pedestrian count. The following counts were recorded during the morning and evening counting periods:

LOCATION	MORNING COUNTS: 7-9 a.m.			EVENING COUNTS: 4-6 p.m.		
	Bicycle	Pedestrian	Total	Bicycle	Pedestrian	Total
15th Ave NE and NE 155th St	11	37	48	24	33	57
Dayton Ave N and N 160th St	12	78	90	8	68	76
Interurban Trail and N 155th St	45	40	85	48	102	150
Interurban Trail and N 175th St	20	67	97	60	121	181
Interurban Trail and N 200th St	18	83	101	12	31	43
NW Richmond Beach Rd and 8th Ave NW	11	94	105	15	61	76

Source: Washington State Bicycle and Pedestrian Documentation Project 2010, Cascade Bicycle Club

The counts are performed at the same time each year, in late September or early October. Weather and other conditions, such as construction, are noted at each location. By using the same dates and locations, as well as noting the weather conditions, the counts can be used to track trends in bicycle ridership and pedestrian activity while taking into consideration factors such as construction, road or trail closures and weather, which may influence whether people choose to walk and bicycle.

Shoreline participates in the Cascade Bicycle Club *Bike to Work Day* event in Puget Sound. *Bike to Work Day* is an annual event designed to encourage bicycling as a commuting option and to raise awareness of bicycling in the region. Beginning in 2006, the City has sponsored a commuter station each year, performed ridership counts and distributed refreshments to riders that visit the station. Other than the first year of sponsorship when the station was located at the Interurban Trail and N 175th Street, the station has been located along the Interurban Trail at N 155th Street and is open from 6 a.m. to 9 a.m. on the designated day, usually the third Friday in May. Ridership counts have generally increased annually, with the highest count of 200 riders occurring in 2011. Weather conditions seem to influence the number of riders participating in the event.

The Interurban Trail connects with bicycle facilities to the south in the City of Seattle, as well as bicycle facilities to the north in the City of Edmonds. The Interurban Trail includes two distinct trail heads at its southern and northern ends (N 145th Street and N 205th Street), signaling entrance into Shoreline's section of the trail. From the trailhead at N 145th Street to its terminus in Everett, the Interurban Trail is approximately 22 miles long.

Good Bicycle Connections and Challenges to Connectivity

Bicycle Travel Routes

Although Shoreline has very few bicycle facilities, bicyclists travel throughout the City using the existing street system. In addition to the Interurban Trail and the existing bicycle lanes, bicyclists ride on the City's arterial and non-arterial streets in the travel lanes. These roadways allow bicyclists to travel extensively throughout the City. Bicyclists may also use sidewalks and the Business Access-Transit (BAT) lanes on Aurora Avenue N. Upon completion of the Aurora Corridor Improvement Project, the BAT lanes on Aurora Avenue N will run through Shoreline.

Within Shoreline, the primary destinations for bicyclists are schools, Shoreline Community College, parks, the Interurban Trail, libraries, post offices, bus stops, the Shoreline Center and the City's commercial areas. Bicyclists also travel outside of Shoreline to destinations such as Edmonds, Lake Forest Park, the Burke-Gilman Trail and Seattle. Not many of these destinations are served by existing bicycle facilities outside of those adjacent to the Interurban Trail.

Connections to Transit Facilities

Transit routes cover much of Shoreline, including peak only and all-day routes. All Metro Transit, Community Transit and Sound Transit buses are equipped with bicycle racks. Bicycle racks are available at the Shoreline Park & Ride and the Aurora Village Transit Center. Bicycle lockers are also available at the Shoreline Park & Ride. It is expected that the future light rail extension into Shoreline will accommodate bicycles as the existing system does.

Challenges Relating to Bicycle Facilities Implementation

In addition to the challenges presented by Shoreline's physical geography, the built environment also presents barriers to travel by bicyclists. I-5 runs north-south through the City and in some locations prohibits east-west travel by blocking streets. The freeway interchanges at NE 145th Street, NE 175th Street and NE 205th Street have high automobile traffic volumes. There are no marked bicycle facilities at these interchanges and the intersections are very busy, especially during the AM and PM peak travel periods. NE 155th Street, NE 185th Street and NE 195th Street are the best crossings of I-5 for bicyclists, as there are dedicated bicycle facilities and/or low traffic volumes at these locations. Some bicyclists are not comfortable riding in travel lanes with automobiles. As a result, the options available to these bicyclists are limited.

As development occurs in Shoreline that requires improvements to the City's right-of-way, it is important to ensure accurate curb placement so that bicycle facilities can be installed in the future. This includes the placement of new curbs, as well as the relocation of existing curbs, as outlined in the City's Master Street Plan (Chapter 7).

New bicycle facilities and expansions or improvements to existing facilities can also be limited by the natural and built environment. Limited right-of-way, presence of structures and environmentally sensitive areas can influence, restrict or prohibit construction.

One of the primary challenges to implementing an effective and useful bicycle system is

connectivity with other jurisdictions. Continuity of bicycle facilities across city and county lines allows users to transition seamlessly, making them easier and more inviting to use. Cities and counties use a variety of signage and symbols to identify bicycle facilities and they are not always consistent from one to another. Signage installed in accordance with the Manual for Uniform Traffic Control Devices (such as "Stop" and "Yield" signs) generally does not pose this problem. However, non-standard signage can be quite varied. Facilities may differ as well. For example, a bicycle route may have striped lanes in one city and the continuation of that route may be delineated by signs only and no striped lanes in the neighboring city. This can be the result of different design standards or bicycle programs, available right-of-way, budget constraints or facility installation from one jurisdiction to another. Inconsistencies like this can be confusing or discouraging to bicyclists.

As with all capital projects, funds for bicycle projects are limited and construction of these facilities often compete with other City priorities. Transportation projects in Shoreline are funded by the Real Estate Excise Tax (REET), Transportation Benefit District (TBD) and the general fund, as well as local, state and federal grants. Grant funds are project-specific and cannot be spent on projects for which they are not earmarked, regardless of City priorities.

Bicycle Improvements

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.

Bicycle System Plan

The City's Bicycle System Plan identifies the location and facility type for existing and future bicycle facilities in Shoreline. **Figure I, Bicycle System Plan**, maps these facilities throughout the City and shows their connections to existing and planned facilities in neighboring cities. 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.

The Interurban Trail serves as the north-south spine for bicyclists, with connections to the cities of Edmonds to the north and Seattle to the south. Paralleling Aurora Avenue N, the Interurban Trail serves the commercial core of Shoreline and intersects with east-west bicycle lanes currently located on N/NE 155th Street (marked from Midvale Avenue N to 5th Avenue NE) and N/NE 185th Street (marked from Aurora Avenue N to 1st Avenue NE).

The Bicycle System Plan was developed with the assistance of 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

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 identified

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 identifies these routes.

The Bicycle System Plan identifies routes throughout the City for both east-west and north-south travel. Several types of facilities are identified, including bicycle lanes, sharrows, signage, bridges and separated paths. These facilities 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, or free standing signs. Almost all of the routes are located in the public right-of-way and adjoin or share existing vehicle travel lanes. Exceptions include the construction of new paths through the Fircrest Residential Rehabilitation Center property at NE 150th Street and 15th Avenue NE and Hamlin Park. It is likely that construction of the pedestrian bridge over Aurora Avenue N at N 192nd Street will require placement in part on private property or dedication of right-of-way in order to accommodate its location.

Implementation of this plan will occur in stages over several years. Lower-cost projects, such as sign installation, will be implemented throughout the system as an interim measure until permanent, planned improvements, such as bicycle lanes, separated paths or bridges, can be completed. Striping for bicycle lanes or installation of other pavement markings can occur in conjunction with the City's annual road resurfacing program where the planned overlays coincide with bicycle routes. Improvements to locations that are part of larger capital projects, such as N/NE 175th Street and NW Richmond Beach Road, will be installed as the capital improvements are constructed. Private development may also construct portions of the bicycle system as redevelopment occurs. A pedestrian bridge at N 192nd Street may be required as a condition of redevelopment of the Shoreline Park & Ride or other adjacent properties.

Figure J, Bicycle Projects Plan, identifies the type and location of all projects needed to fully implement the Bicycle System Plan. To determine the order in which projects are constructed, the City developed a ranking system and criteria to prioritize projects. A description of the prioritization process is included in Chapter 9.

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 identified northern and southern routes connecting these two trails.

Creating a Bicycle System in Shoreline

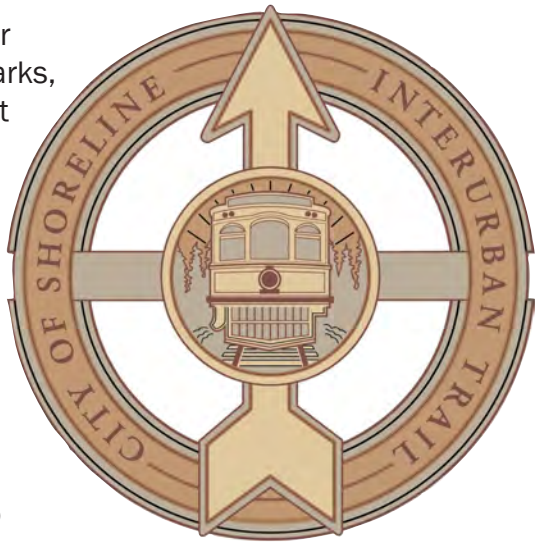
Developing and Implementing the System

The following policies were developed to guide the development and implementation of a bicycle system in Shoreline:

- **Goal T VIII:** Develop a bicycle system that is connective, safe and encourages bicycling as a viable alternative method of transportation.
- **Policy T14:** Implement the Bicycle System Plan. Develop a program to construct and maintain bicycle facilities that are safe, connect to destinations, access transit and are easily accessible. Use short-term improvements, such as signage and markings, to identify routes when large capital improvements will not be constructed for several years.

Implementation Strategies

14.1. Develop a wayfinding signage and mapping system for bicyclists that directs and guides users to public facilities, parks, schools, commercial areas, adjoining cities and major transit and transportation facilities, such as the Interurban Trail. This signage should identify facility locations at entrances to the City. Coordinate with neighboring jurisdictions to create a consistent signage system to lessen confusion for riders traveling to other cities.



14.2. Work with Lake Forest Park to develop regional bicycle linkages from the Interurban Trail to the Burke-Gilman Trail. Extend these regional facilities to Richmond Beach.

Discussion: This regional bicycle facility should be named to improve awareness and recognition.

14.3. Coordinate with neighboring cities to the north and south to provide connections to the Interurban Trail in Shoreline.

14.4. Through the City's Complete Streets policies, accommodate bicycles in future roadway or intersection improvement projects with facilities or technologies that make bicycling safer, faster and more convenient for riders.

14.5. Continue to require new commercial developments to provide bicycle facilities that encourage bicycling. Properties that redevelop adjacent to the Interurban Trail should be required to provide connections to the Interurban Trail if practical.

Discussion: Commercial developments should include covered, secure and convenient bicycle parking facilities for employees and visitors/customers, as well as showers and lockers for employees. The City should also encourage existing businesses to install bicycle parking facilities for the public and employees, and showers and lockers for employees who commute to work by bicycle.

14.6. Include bicycle facilities identified on the City's Bicycle System Plan as part of the City's six-year Capital Improvement Plan and Transportation Improvement Program. Develop plans for implementation of short- and long-term improvements to the bicycle system, including

integration with the City's annual overlay program.

14.7. Coordinate bicycle facility design and construction with adjacent jurisdictions where routes cross the City boundaries.

14.8. Replace storm grates with bicycle-friendly grates.

14.9. Place a high priority on sweeping streets that contain bicycle facilities or are designated as bicycle streets on the City's system plan.

14.10. Provide bicycle facilities maintenance, such as filling potholes and repairing cracks and large gaps in concrete panels.

14.11. Identify bicycle detour routes in construction areas. Educate residents about the importance of maintaining safe bicycle facilities and identifying what they can do to assist in the City's efforts (for example, do not blow leaves into bicycle lanes).

14.12. Continue efforts locally and regionally to educate drivers about bicycle laws and riding behaviors and to educate bicyclists on laws and behaviors.

❖ **Policy T15:** Develop standards for the creation of bicycle facilities.

Implementation Strategies

15.1. Develop a bicycle system that includes facilities that support and are appropriate for existing and new land uses.

15.2. Develop a system with appropriate bicycle facilities that takes into consideration topography, available right-of-way, traffic volumes and other factors.

15.3. Integrate highly visible and accessible signage, markings, lighting and amenities for bicycles.

Discussion: Bicycle facilities can include painted bicycle lanes, "hot spots" in pavement to activate traffic signals or push buttons for bicyclists. The hot spot marking system must ensure that the loops installed are sensitive to bicycles, in appropriate locations within lanes, and are maintained to remain visible to bicyclists.

❖ **Policy T16:** Develop a public outreach program to inform residents of the options for bicycling in the City and educate residents about bicycle safety and the health benefits of bicycling. This program should include coordination or partnering with outside agencies.

Implementation Strategies

16.1. Prepare maps for public distribution that include bicycle facilities, schools, parks, civic buildings and other destinations in the City. The City should develop educational

materials for residents that emphasize the importance of bicycle safety and explain the health benefits of bicycling.

Discussion: The maps should identify bicycle facilities and treatments throughout the City and inform residents of the methods available to report problems with bicycle facilities to the City. Educational materials should provide resources and information that can be easily accessed. Residents should be made aware of these maps and materials through the City's website, newsletters, wayfinding kiosks, *Bike to Work Day* and public access television channel. The City should have them available for distribution at City buildings and public and community events. The City should also work with the school district, bicycle advocacy groups, transit providers and bicycle shops to help distribute maps.

16.2. Work with the school district and public safety partners to integrate bicycle safety and maintenance as part of the educational curriculum.

16.3. Pursue grant funding from private foundations to implement outreach programs.

Discussion: Private foundations that emphasize health and safety can provide financial assistance to the City in its education efforts.

16.4. Inform the public about laws that enforce no vehicle parking in bicycle facilities for rider safety.

Figure H

Existing Bicycle Facilities

Legend

- Bicycle/Pedestrian Bridge

Bicycle Plan Routes:

- Designated Bike Lane
- Separated Path

Other Map Features:

- School
- School Property
- Park

1 = Existing bicycle lane is southbound only.

0 500 1,000 2,000 3,000 Feet

1 inch = 1,953 feet

CITY OF SHORELINE

N W E S

Figure I

Bicycle System Plan

Legend

- Bicycle/Pedestrian Bridge

Bicycle Plan Routes:

- Designated Bike Lane
- Separated Path
- Sharrow Lane
- Signed Bicycle Route
- To Be Determined

Other Cities' Bicycle Facilities/Plan

- Existing Facilities
- Planned Facilities

Other Map Features:

- School
- School Property
- Park

1 = Exact location through Fircrest to be determined.

2 = Bicycle Lane, Uphill; Signed Route, Downhill

0 500 1,000 2,000 3,000 Feet

1 inch = 1,953 feet

CITY OF SHORELINE

N W E S

Figure J

Bicycle Projects Plan

Legend

Bicycle/Pedestrian Bridge

Bicycle Plan Routes:

- Designated Bike Lane
- Separated Path
- Sharrow Lane
- Signed Bicycle Route
- To Be Determined

Other Map Features:

- School
- School Property
- Park

1 = Bicycle Lane, Uphill; Signed Route, Downhill

2 = Repair or replace existing bridge

3 = Exact location through Fircrest to be determined

The projects shown on this plan represent the proposed projects from the draft Bicycle System Plan minus the City's existing bicycle facilities.

0 500 1,000 2,000 3,000 Feet

1 inch = 1,953 feet

CITY OF SHORELINE

N W E S