

Growth Related Transportation Impact FAQs

Q1: How does the City address redevelopment related traffic impacts?

A: There are multiple ways in which the City accounts for development related traffic impacts to the City's road network.

Citywide Analysis & Transportation Impact Fees

At a high level, the City of Shoreline, like other jurisdictions, uses [regional travel demand modeling](#) to forecast future traffic on City streets. The traffic growth assumed in this model is based on planned population and employment growth as informed by the City's [land use designations](#) and [Comprehensive Plan](#) (the City's strategy for accommodating expected growth).

As part of the Comprehensive Plan, the City established a policy for *Adequacy of Streets* based on a [traffic level of service](#). This level of service establishes the maximum average allowable delay to vehicles during the PM peak hour. Specifically, the City's standard allows delays of up to 55 seconds (as an average of all trips on all legs of the intersections over the peak hour) at signalized intersections, and delays of up to 35 seconds (as an average of all trips on all legs of the intersections over the peak hour) at unsignalized intersections. There are a few exceptions to this, including the Aurora corridor and 15th Ave NE which allow even more delay.

Using the future conditions model (year 2030), the City identified locations where an anticipated level of service is expected to occur due to growth, and developed project plans and estimates for mitigating these level of service failures. These planned growth related projects, and associated costs, are the basis for [Transportation Impact Fees](#) in the City of Shoreline. Each development adding trips to the road network pays a fee per estimated trip. Trip estimates are based on standard engineering guidelines established by the Institute of Transportation Engineers. Once enough impact fees are collected, [growth projects](#) will be designed and built by the City. Some lane use categories are exempt from this fee (as established by Council action), however the City is still responsible for accounting for the increase in trips.

Project-Level Transportation Impact Analysis

In addition to redevelopments' impacts being accounted for through Transportation Impact Fees, larger scale projects are required to submit a Traffic Impact Analysis to identify localized impacts to the surrounding street network. Projects must demonstrate that their added vehicle trips do not trigger an intersection failure. If analysis shows that added trips do cause a level of service failure, the developer is required to mitigate their impacts to meet the level of service standard. The City works with the developer to identify appropriate mitigation – for example, widening to add a turn lane, or increasing the level of control at an intersection (i.e. all way stop control conversion to signalized intersection). The Traffic Impact Analysis also provides an opportunity to address other impacts that do not have specific thresholds set by code, such as local street, pedestrian and bicyclist impacts (as described in Questions 2 and 6). The City must carefully consider [nexus and proportionality](#) when determining any project improvements so as not to unduly penalize a particular project for a preexisting deficiency.

Q2: How does the City review and address development impacts to local streets

A: The City has the ability to hold funds from the developer to implement traffic calming devices as issues arise. The decision to require these funds is made by the City Traffic Engineer, based on a review of the surround street network and the Transportation Impact Analysis report provided by the

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developer. Traffic data is collected prior to the project to establish the baseline and can be collected again after project completion to gauge relative impact and inform mitigation strategies as needed.

Q3: How does the City account for trips generated outside of the City limits; redevelopment in neighboring cities for example?

A: At a high level, cross-jurisdictional traffic is accounted for in the regional travel demand modeling for future years (as discussed above). Again, these future year models account for each City's existing and planned land use and associated population and employment growth.

For specific projects, developer Traffic Impact Analysis efforts are required to gather new traffic counts, which would capture specific trips previously added to the system by other redevelopment (both inside and outside of the City). In addition, the Traffic Impact Analyses add in a "background traffic growth", to account for other miscellaneous growth that may occur in the few years between project analysis and project completion. In most cases, the background traffic rate used is conservatively estimated, and tends to be higher than the actual growth upon project completion.

Q4: I feel added delay to my commute is unacceptable, can the level of service standard for allowable delay be changed?

A: The City's traffic level of service standard is set by the Comprehensive Plan. Any changes to the standard must follow the process identified by [SMC 20.30.340](#), requiring Council action for any changes. Changes that would lower the maximum allowable delay would have the effect of significantly stunting any form of redevelopment, including recreation, retail and other services.

Q5: Won't projects that increase roadway delays also impact emergency response times?

A: Yes, the system-wide delay that is anticipated to increase Citywide does impact all services, including emergency services. Response times are also heavily influenced by the increase in call volume due to population and employment growth. The Fire District has established an [impact fee](#) that developers contribute to in order to offset this impact. Shoreline Fire reports out on performance measures in their [Annual Report](#).

Q6: How does the City address impacts to pedestrians and bicyclists?

A: Currently, the City's level of service standard does not have a clear measure for pedestrians and bicyclists. An update to the Transportation element of the Comprehensive Plan (the Transportation Master Plan) will be coming within the next couple of years and provides an opportunity to evaluate potential changes; for example, establishing a multimodal level of service to better address pedestrian and bicyclist safety, mobility and comfort. Stay tuned to the [Transportation Master Plan](#) webpage for potential updates to this policy.

Although current policies do not holistically measure bicycle and pedestrian infrastructure adequacy at this time, larger scale redevelopment projects typically bring significant pedestrian improvements to the immediately surrounding area, as projects are required to improve the sidewalks adjacent to the property. In this way, the developer is contributing significant investment to the public infrastructure.

In addition, the City and Shoreline residents have taken some interim steps to address this issue including adoption of a complete streets policy and voting to approve a sales tax to fund priority

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sidewalk projects. There are also a number of other improvement projects, including some directly addressing traffic safety issues, funded through the City's Capital Improvement Plan.

Last, during the Transportation Impact Analysis review, the City often works with the development team on potential safety improvements for bicyclists and pedestrians, in scale with their impact and to address a need (since we must keep in mind rules about [nexus and proportionality](#)).

Q7: How will the City manage on street parking and how will it enforce unlawful parking?

A: The first tool jurisdictions typically use to manage on street parking is signage. Many forms of restriction signage can be used in order to provide the best organization of curb or roadside space depending on adjacent land uses. For example, many streets next to schools have signed parking restrictions for school days only in order to mitigate heavy parking that would otherwise occur adjacent to single family homes. Loading zones can also be very helpful in managing short term parking needs.

The City has begun tracking parking inventory around light rail station areas and has developed some near term and long-term strategies to help proactively plan for an increase in use of on street parking. A 2019 report is available for reference at:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2019/staffreport102819-9a.pdf>

With regard to enforcement of on-street parking laws, the City has begun scoping a position that would be dedicated to this function and able to provide a timely response to issues as they arise. This role may be anticipated to be in place by light rail station openings in 2024. If you see a clear parking violation and/or a parking violation is impacting access to your home, call Shoreline Police at 206-296-3311.

Q8: Can the right-of-way in front of my home be designated for my use only? How will the City ensure that I can continue to easily park on the street near my home?

A: No, the right of way in front of your home is public property and can be used by anyone (in accordance with applicable laws and codes). Restricted Parking Zone permitting is a tool sometimes used for neighborhoods adjacent to significant trip generators like, schools, business campuses, mass transit, or arenas. These permits are not used to discriminate on a residential basis - between new or preexisting residents or between owners or renters for example. You can read more about Restricted Parking Zones and find other helpful information about on-street parking online at:

<http://www.shorelinewa.gov/government/departments/public-works/traffic-services/parking>