



REVISED AGENDA V.2

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SHORELINE CITY COUNCIL SPECIAL MEETING

Monday, March 30, 2015
5:45 p.m.

Conference Room 104 · Shoreline City Hall
17500 Midvale Avenue North

TOPIC/GUESTS: Council Operations

SHORELINE CITY COUNCIL BUSINESS MEETING

Monday, March 30, 2015
7:00 p.m.

Council Chamber · Shoreline City Hall
17500 Midvale Avenue North

	<u>Page</u>	<u>Estimated Time</u>
1. CALL TO ORDER		7:00
2. FLAG SALUTE/ROLL CALL		
(a) Proclamation of Cesar Chavez Day	<u>2a-1</u>	
3. REPORT OF THE CITY MANAGER		
4. COUNCIL REPORTS		
5. PUBLIC COMMENT		
<i>Members of the public may address the City Council on agenda items or any other topic for three minutes or less, depending on the number of people wishing to speak. The total public comment period will be no more than 30 minutes. If more than 10 people are signed up to speak, each speaker will be allocated 2 minutes. Please be advised that each speaker's testimony is being recorded. When representing the official position of a State registered non-profit organization or agency or a City-recognized organization, a speaker will be given 5 minutes and it will be recorded as the official position of that organization. Each organization shall have only one, five-minute presentation. Speakers are asked to sign up prior to the start of the Public Comment period. Individuals wishing to speak to agenda items will be called to speak first, generally in the order in which they have signed. If time remains, the Presiding Officer will call individuals wishing to speak to topics not listed on the agenda generally in the order in which they have signed. If time is available, the Presiding Officer may call for additional unsigned speakers.</i>		
6. APPROVAL OF THE AGENDA		7:20
7. CONSENT CALENDAR		7:20
(a) Minutes of Business Meeting of February 9, 2015	<u>7a-1</u>	
8. STUDY ITEMS		
(a) Discussion of Ordinance No. 710 Granting a Non-Exclusive Franchise to Astound Broadband, LLC to Operate a Telecommunications Fiber Optic System Within City Rights-of-Way	<u>8a-1</u>	7:20
(b) Discussion of Incarceration Alternatives and District Court Update	<u>8b-1</u>	7:30

(c) Discussion of the Annual Traffic Report

8c-1

8:30

9. EXECUTIVE SESSION: Potential Litigation – RCW 42.30.110(1)(i)

9:00

The Council may hold Executive Sessions from which the public may be excluded for those purposes set forth in RCW 42.30.110 and RCW 42.30.140. Before convening an Executive Session the presiding officer shall announce the purpose of the Session and the anticipated time when the Session will be concluded. Should the Session require more time a public announcement shall be made that the Session is being extended.

10. ADJOURNMENT

9:30

The Council meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at 801-2231 in advance for more information. For TTY service, call 546-0457. For up-to-date information on future agendas, call 801-2236 or see the web page at www.shorelinewa.gov. Council meetings are shown on Comcast Cable Services Channel 21 and Verizon Cable Services Channel 37 on Tuesdays at 12 noon and 8 p.m., and Wednesday through Sunday at 6 a.m., 12 noon and 8 p.m. Online Council meetings can also be viewed on the City's Web site at <http://shorelinewa.gov>.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Proclamation Declaring Cesar Chavez Day in the City of Shoreline
DEPARTMENT:	CMO/CCK
PRESENTED BY:	Jessica Simulcik Smith, City Clerk

ISSUE STATEMENT:

On March 31 of each year the nation celebrates Cesar Chavez Day. A true champion for justice, Cesar Chavez advocated for and won many of the rights and benefits we now enjoy, and his spirit lives on in the hands and hearts of working women and men today.

Raised in the fields of Arizona and California, Cesar Chavez faced hardship and injustice from a young age. At the time, farm workers toiled in the shadows of society, vulnerable to abuse and exploitation. Families like Chavez's were impoverished; exposed to hazardous working conditions and dangerous pesticides; and often denied clean drinking water, toilets, and other basic necessities.

Cesar Chavez saw the need for change and made a courageous choice to work to improve the lives of his fellow farm workers. This proclamation calls upon all citizens to observe this day with appropriate service, community, and educational programs to honor Cesar Chavez's enduring legacy.

Shoreline/Lake Forest Arts Council Staff, and the Teaching Arts Instructor and students from the *"Telling Stories: A Family Celebration of Cesar Chavez"* Production, scheduled to take place on April 4, 2015 at 7:00 p.m. at Shorecrest Performing Arts Center, will be in attendance to accept the proclamation.

RECOMMENDATION

The Mayor should read the proclamation.

Approved By: City Manager **DT** City Attorney **MK**



PROCLAMATION

WHEREAS, Cesar Chavez was raised in the fields of Arizona and California, where he faced hardship and injustice from a young age; and

WHEREAS, families like Chavez's were exposed to hazardous working conditions and dangerous pesticides, and often denied clean drinking water, toilets, and other basic necessities; and

WHEREAS, Cesar Chavez saw the need for change and made a courageous choice to work to improve the lives of his fellow farm workers. Through boycotts and fasts, he led others on a path of nonviolence, and with quiet leadership and a powerful voice, founded the United Farm Workers (UFW) with Dolores Huerta, launching one of our Nation's most inspiring social movements; and

WHEREAS, a true champion for justice, Cesar Chavez advocated for and won many of the rights and benefits we now enjoy, and;

WHEREAS, we face the challenges of our day, let us do so with the hope and determination of Cesar Chavez, echoing the words that were his rallying cry and continue to inspire so many today, "Sí, se puede" – "Yes, we can."

NOW, THEREFORE, I, Shari Winstead, Mayor of the City of Shoreline, on behalf of the Shoreline City Council, hereby proclaim March 31, 2015 as

CESAR CHAVEZ DAY

in the City of Shoreline, and call upon all citizens to observe this day with appropriate service, community, and educational programs to honor Cesar Chavez's enduring legacy.

Shari Winstead, Mayor

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF BUSINESS MEETING

Monday, February 9, 2015
7:00 p.m.

Council Chambers - Shoreline City Hall
17500 Midvale Avenue North

PRESENT: Mayor Winstead, Deputy Mayor Eggen, Councilmembers McGlashan, Hall, McConnell, Salomon, and Roberts

ABSENT: None

1. CALL TO ORDER

At 7:00 p.m., the meeting was called to order by Mayor Winstead, who presided.

2. FLAG SALUTE/ROLL CALL

Mayor Winstead led the flag salute. Upon roll call by the City Clerk, all Councilmembers were present.

3. REPORT OF CITY MANAGER

Debbie Tarry, City Manager, provided reports and updates on various City meetings, projects and events.

4. COUNCIL REPORTS

Deputy Mayor Eggen stated he attended the SeaShore Transportation Forum Meeting. He shared that Kirk McKinley, Shoreline Transportation Manager, gave a 145th Traffic Analysis presentation, and stated that SeaShore members are proposing a larger scale review for east to west transportation options on the corridor. He reported attending a King County Youth Action Plan Meeting and discussing a levy proposal to help raise money for troubled youth.

Councilmember McConnell said she attended an event sponsored by the Shoreline Police Department supporting the implementation of the New Gun Confiscation Strategy in Washington (House Bill 1840), followed by the King County Domestic Violence Initiative Quarterly Meeting. She shared the Committee was pleased that the Shoreline Police Department volunteered to implement HB 1840.

Mayor Winstead reported on meeting with the Federal Legislative Delegation in Washington, D.C. regarding the need to renovate the 145th Street Corridor in preparation for the Light Rail Station.

5. PUBLIC COMMENT

Councilmember McGlashan moved to extend public comment for one hour, followed by the staff presentation, Council deliberations, and then continuation of public comment. The motion was seconded by Councilmember Hall, and passed 6-1, with Deputy Mayor Eggen voting no.

Brian Derdowski, Sensible Growth Alliance Public Interest Associates, expressed concern about the planned action rezone and recommended that Council adopt potential zoning so it allows existing zoning to remain in place, and combine the 185th and 145th Environment Impact Statements (EIS). He suggested adopting Sound Transit's EIS as a reference document, defining Phase 1 as the area in the immediate vicinity of the station, and reducing form based zoning to the immediate area around the Stations. He commented on public opposition, potential political impacts, and asked Council to work with the community.

Peter Watter, Shoreline resident, commented on the rezone change from the perspective of an older population and the millennial population, and talked about families fitting in the new rezone.

Dan Jacoby, Shoreline resident, requested Council to slow down the rezoning process, rezone a smaller area next to station, and then step back to see what happens. He advocates for not making Shoreline North Seattle, and offered his support for Councilmember Roberts' Option One recommendation.

Karen Easterly Behrens, Shoreline resident, read a quote from Mayor Winstead, and then commented on selling, financing and buying a single family home in the Station Subarea.

John Kropf, Shoreline resident, submitted maps to resolve transportation problems in Shoreline.

Paul Goracke, Shoreline resident, commented on his preference of raising a family in the area in detached buildings, and not wanting to live in a high density area. He asked why there is a rush to start Phase 1, and that Council consider the people that could be displaced.

Rosalyn Lehner, Shoreline resident, commented on buying a house five years ago and selecting Shoreline as a good place to raise her children. She asked Council to reconsider rezoning.

Angela Henry, Shoreline resident, commented on buying a house a year and a half ago, and stated she is not sure how she would get a new home or a new loan with the proposed rezone. She asked Council to vote no.

Janet Way, Shoreline Preservation Society, asked Council to slow down the process due to numerous problems with the project. She referenced a map and shared that Sound Transit recommended building 700 units of housing around the Station within the first 20 years. She asked Council to wait for the FEIS from Sound Transit before making a decision. She then commented on having a legal memo from Dennis D. Reynolds Law Office, and read information from the document regarding SEPA and Planned Action Ordinances.

Elaine Phelps, Shoreline resident, expressed concern that the appropriate processes have not been followed to inform the entire community of the rezone changes, commented that neighbors are scared and upset, and gave her perception of how the process looks to her.

Ted Hikel, Lynnwood resident, commented on his awareness of rezones and their effects. He asked who will pay for the costs of additional city services and required open space, and asked Council to do a full cost benefit analysis.

Ruth Williams, Thornton Creek Alliance, spoke on how Thornton Creek has been harmed from commercial development and freeways. She read an excerpt from the Vision Statement in Shoreline's Comprehensive Plan, talked about the new Station changing the area, and commented on the need to keep and protect open spaces.

Meghan Peterka, Shoreline resident, commented on purchasing their home in a community, and not as a land investment. She commented on displacing people in adult family homes and expressed that she wants her community to be welcoming.

Tom Jamieson, Shoreline resident, commented he is happy to see so many people in the Chamber as a result of a rallying community, and asked Council to allow all the people to be heard.

David Higgins, Shoreline resident, requested that the urban density Council promised to Sound Transit happen at a slower rate. He expressed support for adoption of the zoning alternative recommended by the Planning Commission, retention of nonconforming use in MUR-35 and MUR-45 zones, and mitigation for those being asked to leave Shoreline. He discourages minimum density requirements.

Ginny Scantlebury, Shoreline resident, asked how a decision can be made on the rezoning for the 185th Subarea Station before reviewing the FEIS from Sound Transit, and asked Council to consider Alternative I in the packet. She commented that too many residents still do not know what is going on.

Wendy DiPeso, Shoreline resident, asked that the rezones for the 185th Street and 145th Street Station Subareas be limited to properties immediately adjacent to the Station, to vet Councilmember Roberts' proposal with the community, and that no more rezoning take place until after Phase 1 is completely built out. She supports the Subarea Plan guiding development in the area and not a Planned Action, and waiting for Sound Transit's FEIS to be released so the public has an opportunity to review and comment on it.

Carol Ingraham, Shoreline resident, commented on the excellent schools in Shoreline. She is noticing high density proposals but not seeing information on how schools will accommodate the increased density. She asked Council to slowly phase in the Plan.

Jan Helde, Shoreline resident, commented that the rezone does not benefit homeowners and expressed concern about paying property tax for land without a lot of value. She asked if the Plan

could start with shorter buildings and a smaller footprint to see if the area can handle the added traffic.

Robin Lombard, Shoreline resident, asked Council to consider postponing rezone decisions until Sound Transit's FEIS is released.

Kathy Vaughn, Lynnwood resident, representing her mother-in-law who lives in the area, commented that they were unaware of the Station Subarea Planning until they received the Grizzly flyer. She shared that they and their neighbor have not received any mail from the City. She asked Council to make sure the community knows what is going on.

Jan Stewart, Shoreline resident, asked Council to slow down the process since people are just realizing the magnitude of the proposals. She commented that informational announcements focused on light rail and not the rezone, and that phased zoning has not been adequately studied or discussed in public meetings. She commented that the large scale rezones are not required by Sound Transit or the Growth Management Act, and asked Council to slow down and wait for Sound Transit's FEIS.

Julie Houff, Shoreline/Lake Forest Park resident, commented on recently becoming aware of the project and not seeing details on the maps. She perceives the process as a work in progress, and commented on Sound Transit's 700 unit recommendation for the area.

Christine Goetz, Shoreline resident, read a statement regarding data collected in her community regarding public awareness of the Light Rail Station Subarea Planning process, and asked if the planning supports Vision 2029.

Timothy Humphries, Shoreline resident, asked Council to wait to receive Sound Transit's FEIS before making a decision.

Dan Dale, Shoreline resident, asked Council to wait for Sound Transit's FEIS so that better decisions can be made. He commented on the Shoreline Stations being a neighborhood station to the Lynwood Link Extension that would evolve over time. He expressed support for concentrated development closest to the stations.

6. APPROVAL OF THE AGENDA

Councilmember Hall moved to amend the agenda to allow for additional Public Comment after item 8a. The motion was seconded by Councilmember McGlashan.

Councilmember Hall withdrew his motion.

Deputy Mayor Eggen moved to allow the seven remaining speakers signed up for Public Comment to address Council prior to Council deliberation of item 8a. The motion was seconded by Councilmember Salomon, and passed unanimously.

The agenda was approved by unanimous consent as amended.

PUBLIC COMMENT – CONTINUED

Merissa Reed, Shoreline resident, asked Council to slow down the process until Sound Transit's FEIS is released. She asked if there can be strictly commercial zoning on a connector corridor on 180th Street between North City and the Subarea, and if MUR-65 can be including in the 185th rezone. She expressed support for the setback approach on taller buildings and requested more parking.

Boni Biery, Shoreline resident, commented on an increase in water on property, taxpayer funding for a new infrastructure to address flooding while developers are exempt from paying property taxes. She referred Council to Agenda Item 7c.

Will Sigman, Shoreline resident, commented on phased zoning, traffic, parking issues, and said he is not entirely sure what the plan is now since there have been so many changes.

Les Nelson, Shoreline resident, shared that he is an expert on RCW 36.80 and fighting development next to single-family residential neighborhoods. He commented that the City's original EIS states that Shoreline was incorporated to be a bedroom community with views and trees, and that we are losing the goal of the original EIS.

Jeff Eisenbrey, Shoreline resident, commented that Council needs to wait for the FEIS or the City might close off opportunity to make legitimate challenges provided by SEPA. He read excerpts from 2009 Rutgers Law Record regarding limiting eminent domain, notification of neighbors, and relocation assistance. He commented that the process is going too fast and urged Council to slow down.

Cathy Kennedy, Shoreline resident, urged Council to slow down, and commented that her neighborhood is a nice place where neighbors gather together, and fears this Plan will adversely impact the neighborhood.

Cheryl Anderson, Shoreline resident, provided background on volunteering in the community, and shared that she recently found out about the proposed rezone through the Grizzly Flyer. She expressed concern about traffic and school impacts, and referenced the Ballinger Commons project and stated that they did not consider impacts. She asked the Council to slow down the process.

7. CONSENT CALENDAR

Upon motion by Councilmember Hall, seconded by Councilmember McConnell and unanimously carried, the following Consent Calendar items were approved:

- (a) Minutes of Workshop Dinner Meeting of January 12, 2015 and Minutes of Business Meeting of January 12, 2015**

**(b) Approval of expenses and payroll as of January 23, 2015 in the amount of
\$2,122,556.48**

***Payroll and Benefits:**

Payroll Period	Payment Date	EFT Numbers (EF)	Payroll Checks (PR)	Benefit Checks (AP)	Amount Paid
12/21/14-1/3/15	1/9/2015	59151-59330	13629-13647	58987-58992	\$431,321.28
					<u><u>\$431,321.28</u></u>

***Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
1/13/2015	58918	58918	\$45,000.00
1/13/2015	58918	58918	(\$45,000.00)
1/13/2015	58919	58919	\$45,000.00
1/13/2015	58920	*	
1/15/2015	58921	58928	\$376,852.97
1/15/2015	58929	58945	\$96,935.89
1/15/2015	58946	58970	\$20,080.86
1/15/2015	58971	58986	\$4,711.08
1/20/2015	58993	58994	\$59,345.47
1/23/2015	58995	59011	\$924,517.80
1/23/2015	59012	59031	\$50,053.83
1/23/2015	59032	59035	\$6,397.53
1/23/2015	59036	59068	\$107,339.77
			<u><u>\$1,691,235.20</u></u>

***Check #58920 will be submitted for approval by the Transportation Benefit District Board**

**(c) Adoption of Ord. No. 694 - Amendments to the Shoreline Municipal Code for
Property Tax Exemptions**

**(d) Adoption of Ord. No. 703 - Technical Corrections to the Shoreline Municipal
Code Table 3.01 for the 2015 Budget**

8. STUDY ITEMS

(a) Discussion of the 185th Station Subarea Plan and Planned Action Ordinance

Miranda Redinger, Senior Planner, provided history, background, and reviewed the 185th Station Subarea Plan Schedule and detailed the process. She explained Ordinance 702 Subarea Plan, 706 Development Regulations and Zoning Maps, and 707 Planned Action. She then outlined the big picture questions that Staff is seeking Council direction on.

Councilmembers asked what the benefits to waiting for the Sound Transit FEIS are, and if all the concerns brought forward by Council and the community have been addressed. Ms. Redinger responded that waiting for Sound Transit's FEIS does not change the impacts and what would need to be mitigated, but changes who pays for the mitigations. She explained if the City does not take on the mitigations as capital projects, then the cost would pass to the developers. She shared that the City has other negotiating powers outside of the FEIS, and noted there are other opportunities to work with Sound Transit exclusive of the FEIS. Ms. Markle added that Sound Transit and Shoreline have worked together on the environmental statements, and shared that all impacts and mitigations have been identified. Ms. Redinger pointed out that there are a number of implementation strategies that need to be worked on in the future which have been identified in the staff report.

Councilmembers discussed the Fee in Lieu Program proposal and agreed to have this discussion during Development Code Amendments discussion.

Councilmembers addressed the following Amendments to Proposed Ordinance No. 702 identified on the Station Area Planning Council Amendment Tracking Matrix:

- Amendment 4 – Councilmembers Roberts, Hall, and Deputy Mayor Eggen expressed support for completing the street grids within the City to support multi-modal transportation and access for all users, and asked about appropriate language. Councilmember McConnell asked about the cost to repurpose existing streets, and stated her funding priority preference is for 185th Street. Councilmember Salomon commented that it is not a priority. Ms. Markle shared that Transportation Staff is working on new language, and Ms. Redinger added in some cases the developer can create inter-block paths or they can be supported in capital projects.
- Amendment 5 – Councilmembers expressed support for the Planning Commission's recommendation of the installation of photovoltaic systems in all new government facilities, asked if it would apply to all government facilities, including schools, and if it should be included in the Climate Action Plan.
- Amendment 6 and 7 - Councilmembers commented on calling out history in the document that may lead to confusion, and stated they would like to strike the reference to R-48 and R-18 so a reference is not made to a document that no longer exist.

Ms. Redinger presented the zoning maps.

Councilmember Roberts spoke to his proposed maps and wanting to ensure that development is concentrated within a quarter mile or half mile radius of the station. He provided an example of Sacramento's Light Rail zoning overlay, and stated no development immediately adjacent to the station has happened in 20 years. He shared that the City of Portland had to scale back their rezone at their two stations on Interstate 84 due to lack of development. He recommended development in three phases which includes cleanup of North City, transition zoning on 15th Avenue, a MUR-35 Corridor on 10th Avenue, and transition zoning on 185th around the Shoreline Center. He asked Council to support his Option I recommendation.

Ms. Markle reviewed Councilmember Roberts' Option II proposal which connects Town Center and North City to the Station on 185th with MUR-45 zoning to support Transit Oriented Development and the creation of place.

Councilmember McGlashan pointed out that a huge area across from the station, from 180th to 185th, has been excluded from the Plan, and expressed concern with having an area within a quarter mile of the station not be included in Phase I of the rezone. Councilmember Hall agreed with Councilmember McGlashan and discussed it being contrary to adopted policy. He noted the absence of a corridor that links to Town Center, and commented that the maps presented by Councilmember Roberts depart too dramatically from the Planning Commission recommendations which include a lot of work performed by the public and staff. He stated support for a proposal closer to the Planning Commission's recommendation.

Councilmember Salomon offered support for Option I with minor modifications to support business development concentrated around the Station. He recommended a smaller Phase I, implementation of Phase II by early 2020s, and elimination of Phase III in the Staff recommendation. He commented that the area across from the Station at 180th would open up around the time of the Station opening.

Councilmember McConnell discussed addressing the concerns of community, and reducing the size of the area in Phase I. She recommended evaluating the results over ten years, and revisiting Phase II at that time.

Deputy Mayor Eggen offered general support for Councilmember Roberts proposal, expressed concern about extending zoning to 185th, and agrees that the little area south of the station and east of the freeway can be cut in half to mirror the Planning Commission's recommendation. He supports phasing in ten year intervals, and believes it is premature to consider zoning a second phase in 2021.

Councilmember McGlashan stated he will not support Option I due to the absence of a connection to Town Center, and the exclusion of the property directly across the street from the Station. He added he does not support eliminating Phase 3, and offered his support for the Planning Commission's recommendation.

Ms. Markle shared that Sound Transit will not mitigate all of 185th to Town Center, so part of the redevelopment plan is to have frontage improvements paid by redevelopments to address the corridor.

Mayor Winstead stated she is not in favor of Councilmember Roberts' options, and does not support leaving out the area closest to the station. She addressed the importance of connectivity to Town Center, and offered support for the Planning Commission's recommendations. She commented on her preference for phasing, starting with Phase 1, and then evaluating what happens.

Councilmember Hall discussed why there is a need for rezoning in Shoreline. He shared that from 2000 to 2010 there was no population growth in Shoreline and that people were aging and household sizes were shrinking. He recalled school closures due to declines in enrollments, and

explained that younger generations have been statistically moving out. He talked about Vision 2029's purpose to create a place where people of all ages could live. He explained that rezoning will provide an opportunity for more people of all ages and incomes to live in this area, closer to where they work, in a variety of housing stock, with the ability to take Light Rail. He cautioned against micromanaging the market, and expressed concern that if the area around the Station is not rezoned that it is in opposition to Vision 2029. He added that the process will take time, and addressed the environmental, economic, and quality of life benefits rezoning will have on the community.

Councilmember Roberts commented on seeing a plan that the Community can also support, and proposes a smaller rezone area in Phase 1. He offered support for the Planning Commission's recommendation in the southeast quadrant from the freeway to 10th as a base map to work from.

Councilmember Hall moved to extend the meeting to 11:00 p.m. The motion was seconded by Deputy Mayor Eggen, and passed unanimously.

Councilmember Salomon agreed with Councilmember Roberts' Option I recommendation with the addition of the triangle area from 185th to 180th being MUR-85, and removing the area east of Cromwell Park from the rezone.

At 10:09 p.m., Mayor Winstead called for a recess. At 10:19 p.m., Mayor Winstead reconvened the meeting.

Councilmembers discussed how the rezone maps will be reviewed and addressed at the February 23, 2015 Council Meeting. There was a consensus to begin the discussion with the Planning Commission's recommendation.

Councilmembers discussed Development Code Regulations. Councilmembers McGlashan, McConnell, Salomon, and Deputy Mayor Eggen expressed support for allowing single family residential in all three MUR zones, and do not support minimum density requirement for new construction in MUR zones. Councilmember Hall commented that he does not support allowing single family residential in all MUR zones. Councilmember Salomon commented that he does not support allowing an entire new single family house in MUR-45 and 85, but approves allowing larger additions to existing homes that can be addressed through non-conforming use code. He expressed support for minimum density in MUR-45 and 85. He discussed balancing the needs of the Light Rail Station with community needs. He talked about the need to prepare for the anticipated one million people moving to the Puget Sound Region, supporting transit oriented development, and providing housing around the Light Rail Station.

Councilmember Roberts recalled the Town Center discussion of not allowing single family detached residents at Town Center, and expressed that the goal is to encourage a certain type of development within the Station Area. He commented that the questions are different when considering MUR-35, MUR-45 and MUR-85.

Ms. Tarry recapped the discussion and commented that she is not hearing a Council recommendation to make changes to Amendment 23 on the Station Area Planning Council

Amendment Matrix regarding the addition of minimum densities, and shared that the Planning Commission's recommendation will remain in Ordinance 706. Councilmember Roberts added he would like frontage improvements required for new single family developing to R-6 standards. Councilmember Hall recommended allowing single detached homes in MUR-35 with no minimum density, requiring a minimum of 18 units in MUR-45, and not allowing single detached homes in MUR-85. Mayor Winstead agreed with Councilmember Hall. Ms. Redinger stated that she will prepare information for Council on nonconformance code or the use of a sunset cause.

Councilmember Salomon commented on being flexible with the nonconforming use regulations, making the conditional use permit less expensive, and providing the ability for a buyer to secure a mortgage in an up-zoned neighborhood. Councilmember Hall and Mayor Winstead concurred and support making it easier and cheaper for people to stay in their home as long as they want. They recommended allowing residents to have the ability to modify their home without a conditional use permit. Deputy Mayor Eggen supports allowing single family homes to be built in the up-zoned areas, and become a conforming use to serve the interest of the citizens living there now. Councilmember Salomon commented on data that projects a 5%-10% increase in property values in Shoreline in 15 years, and shared that it is a significant benefit to owners in this area.

Mayor Winstead recommended changing MUR-85 to MUR-65 or 70 for the 185th Station Area to be consistent with maximum height regulations at Town Center. She then asked for clarification that an 85 foot building would only be seven stories, which was confirmed by Ms. Markle. Ms. Redinger recalled the origin of the recommendation of MUR-85, and explained that it will allow for additional height to a seven story building accommodating green roof gazebos, a floor for heating, ventilation and air conditioning equipment, or parking. Mr. Eernisse discussed the space needed to accommodate a six story office building, and explained that it would probably need to be about 85 feet.

Councilmember Hall moved to extend the meeting to 12:00 a.m. The motion was seconded by Councilmember Salomon, and passed 6-1 with Councilmember Roberts voting no.

At 11:00 p.m., Mayor Winstead called for a recess. At 11:05 p.m., Mayor Winstead reconvened the meeting.

Councilmembers continued reviewing the Station Area Planning Council Amendment Tracking Matrix and proposed Amendments to Ordinance 706. There was consensus to move forward with the following Amendments: 2, 5, 9, 10, 15, 17, 18, and 20. Councilmembers discussed Amendment 4, and there was consensus not to delete the reference to the fee in lieu program in the Comprehensive Plan. Councilmembers agreed to withdraw Amendments 8 and 25. There was no consensus for Amendments 6, 7, 11, 12, 13, 14, 16, 19, 22, 24, 26, 27, 28, 31 and 32. Councilmembers agreed to propose individual amendments at the February 23 Council meeting to move forward any amendments that did not receive consensus.

9. ADJOURNMENT

At 11:57 p.m., Mayor Winstead declared the meeting adjourned.

Jessica Simulcik Smith, City Clerk

DRAFT

CITY COUNCIL AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Discussion of Ordinance No. 710 Granting a Non-Exclusive Franchise to Astound Broadband, LLC, dba Wave, to Operate a Telecommunications Fiber Optic System Within City Rights-of-Way

DEPARTMENT: City Manager's Office

PRESENTED BY: Alex Herzog, Management Analyst

ACTION: ___ Ordinance ___ Resolution ___ Motion ___
 X Discussion ___ Public Hearing

PROBLEM/ISSUE STATEMENT:

The City has received an application for a new right-of-way franchise from Astound Broadband, LLC, doing business as Wave for a telecommunication (fiber optic) system in Shoreline. Astound will provide telecommunications, internet access, and private line services to potential customers, including mobile backhaul services to existing cell phone towers. Astound may also make available dark fiber or other facilities for governmental institutions. Astound does not presently intend to provide cable television service and understands that a separate franchise may be required to provide cable services. Astound's service area will initially include the general area west of Interstate 5 between N 205th Street and N 145th Street. Astound intends to deploy fiber optic strands attached to already-existing utility poles wherever possible, unless underground construction is required. This installation will extend their existing network outside Shoreline into the City with fiber installations.

Proposed Ordinance No. 710 would grant this non-exclusive right-of-way franchise to Astound (Attachment A). The proposed franchise has a ten year term.

RESOURCE/FINANCIAL IMPACT:

The fiscal impact in adopting proposed Ordinance No. 710 is unknown, as Astound has yet to market its telecommunication services to retail customers in Shoreline. Under state law, the City is precluded from imposing franchise fees, other than costs of administration, upon telecommunication companies and service providers, as defined in RCW 35.99.010, for use of the right-of-way. Given that Astound warrants that their operations are those of a telecommunication company and service provider as defined in these statutes, the City is not able to collect franchise fees based on gross revenue generated in Shoreline by Astound until they collect gross revenues from retail

customers. The City may assess full administrative costs for processing the franchise application and right-of-way permits for new system improvements.

RECOMMENDATION

Staff recommends that Council discuss this item and determine if there is any additional information needed that staff may bring back for further discussion. The Council is scheduled to consider adoption of Ordinance No. 710 approving a franchise agreement for telecommunication services with Astound Broadband, LLC, on April 13, 2015.

Approved By: City Manager **DT** City Attorney **J-AT**

BACKGROUND

RCW 35A.47.040 authorizes code cities to permit and regulate non-exclusive franchises for use of public streets for a variety of public and private utilities, including conduits and wires for the transmission and distribution of signals and other methods of communication. An ordinance granting a franchise must receive a majority vote of the full council membership.

As well, fiber optic telecommunications firms which use the City's rights-of-way for telecommunications systems are required to have a non-exclusive franchise with the City. Shoreline Municipal Code (SMC) section 12.25.030 states that "it shall be unlawful to construct, install, maintain or operate any facility in, on, above, or below the public right-of-way without a valid franchise agreement obtained pursuant to the provision of this chapter."

Shoreline has regulations relating to franchises – SMC 12.15 and SMC 12.25. SMC 12.25 *Right-of-Way Franchises* establishes the requirement for a franchise or other right-of-way agreement for use of the City's rights-of-way and application procedures. Astound has complied with the application requirements of this chapter including a \$5,000 fee deposit. Grounds for revocation of a franchise are set forth in SMC 12.25.100, and these are incorporated by reference in the Proposed Ordinance 710.

SMC 12.15 *Use of Right-of-Way* provides regulations for permitting use of rights-of-way, including utilities, and will be applied if a franchise is not successfully negotiated. This chapter also includes expedited blanket and minor use permit processes for work in the right-of-way by franchisees in good standing, e.g. those in compliance with a long term franchise agreement.

Though Astound plans to deploy fiber optic strands attached to already-existing utility poles wherever possible, undergrounding may be required in some areas. Undergrounding of electric and communication facilities is regulated by SMC 13.20 *Electric and Communication Facilities*, and will be applicable to this franchisee.

DISCUSSION

Astound initially plans to provide telecommunications, internet access, and private line services to potential customers, including mobile backhaul services to existing cell phone towers. Astound may also make available dark fiber or other facilities for governmental institutions. Astound does not presently intend to provide cable service.

Astound is a new entrant as a fiber telecommunications system operator in Shoreline. It is not a publicly owned company. Astound's parent company is Wave Holdco, LLC, which owns a number of other fiberoptics companies.

Neither Astound nor its parent companies have filed for relief under any provision of the bankruptcy laws of the United States, have had an involuntary petition against them pursuant to the Bankruptcy Code, been the subject of any state law insolvency proceeding such as a transfer for the benefit of creditors, have had a franchise agreement revoked, have been found guilty by any federal, state, or municipal court or administrative agency in the United States, of a) violation of a security, or antitrust law; or b) felony or any other crime involving moral turpitude. A report of independent auditors of the company's financial statements found no issues.

Astound has sufficiently met the requirements of the City's code in pursuit of a franchise agreement, including acquiring and submitting a performance bond in the amount of \$30,000 and submitting a deposit of \$5,000 for the costs associated with the City's evaluation of the application for franchise.

A new franchisee for optic fiber internet services in Shoreline promotes economic development by allowing utilization of unused capacity of an existing right-of-way by a new business. As well, adoption of this franchise makes telecommunication services more competitive for commercial properties in the City as the system is expanded.

The substantive portions of the proposed franchise are outlined below:

- Section 3: The term for this franchise is ten (10) years
- Section 5. Installation of facilities is required to comply with SMC 12.25, Use of Right-of-Way, including sufficient financial guarantees for performance of work. Although new fiber installation will primarily make use of existing utility poles, any undergrounding work must comply with undergrounding requirements of SMC 13.20 when relocation is required by that chapter. As-built plans for new installations must be provided and installed facilities may not be abandoned without city consent. A bond will be required in the amount of \$30,000 prior to any new installations.
- Section 6. Grounds of violation of the franchise set forth in SMC 12.25.100 are incorporated by reference. Procedures for compliance under emergencies are detailed.
- Section 7. Standard insurance provisions are included in this section, including \$2,000,000 of CGL and \$1,000,000 of auto and pollution coverage.
- Section 9. Includes a City approval process for transfer of franchise rights.
- Section 10. Assesses administrative expenses for franchise administration under a representation by Astound that it is exempt from franchise fees beyond those expenses under state law. Affirms that Astound is subject to the 6% utility tax imposed by SMC 3.32 for telecommunication services provided to customers within Shoreline.
- Section 12. Astound must employ ordinary care in installing, maintaining, repairing and operating their system in the right-of-way, and provides indemnification and defense to the City for claims arising from the performance of the franchise by Astound.

RESOURCE/FINANCIAL IMPACT

The fiscal impact of adopting proposed Ordinance No. 710 is unknown, as Astound has yet to market its telecommunication services to retail customers in Shoreline. Under state law, the City is precluded from imposing franchise fees, other than costs of administration, upon telecommunication companies and service providers, as defined in RCW 35.99.010, for use of the right-of-way. Given that Astound warrants that their operations are those of a telecommunication company and service provider as defined in these statutes, the City is not able to collect franchise fees based on gross revenue generated in Shoreline by Astound until they collect gross revenues from retail customers. It may assess full administrative costs for processing the franchise application and right-of-way permits for new system improvements.

RECOMMENDATION

Staff recommends that Council discuss this item and determine if there is additional information needed that staff may bring back for further discussion. The Council is scheduled to consider adoption of Ordinance No. 710 approving a franchise agreement for telecommunication services with Astound Broadband, LLC, on April 13, 2015.

ATTACHMENTS:

Attachment A: Proposed Ordinance No. 710, Franchise Agreement for Telecommunication Services with Astound Broadband, LLC, dba Wave

ORDINANCE NO. 710

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, GRANTING A NON-EXCLUSIVE FRANCHISE TO ASTOUND BROADBAND, LLC, LEGALLY AUTHORIZED TO CONDUCT BUSINESS IN THE STATE OF WASHINGTON, FOR THE PURPOSE OF CONSTRUCTING, OPERATING, AND MAINTAINING A TELECOMMUNICATIONS SYSTEM IN THE PUBLIC RIGHTS-OF-WAY IN THE CITY; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE

WHEREAS, ASTOUND BROADBAND, LLC, herein after referred as “ASTOUND,” is a telecommunications company that, among other things, provides voice, and data services to customers, including those in the Puget Sound Region; and

WHEREAS, ASTOUND’s desired route through the City of Shoreline, hereinafter referred to as “City,” requires the use of the City rights-of-way for the installation, operation, and maintenance of a telecommunications system; and

WHEREAS, the City Council has determined that the use of portions of the City's rights-of-way for installation of telecommunications system benefits local businesses, the citizens of Shoreline, and the region as a result of such services; and

WHEREAS, the franchises for use of public rights-of-way allow for the construction of amenities necessary to serve the future needs of the citizens of Shoreline and the coordination, planning, and management of the City's rights-of-way is necessary to ensure that the burden of costs relating to use of the public rights-of-way are fairly allocated; and

WHEREAS, RCW 35A.11.020 grants the City broad authority to regulate the use of the public right-of-way and RCW 35A.47.040 grants the City broad authority to grant nonexclusive franchise agreements; now therefore;

THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. Non-exclusive Franchise Granted.

- A.** The City hereby grants to ASTOUND, subject to the conditions prescribed in this ordinance ("Franchise Agreement"), the franchise rights and authority to construct, install, replace, repair, monitor, maintain, use and operate the equipment and facilities necessary for a telecommunications system in, under, on, across over, and through, all City-owned rights-of-way, hereinafter referred to as the "Franchise Area." Facilities includes all wires, lines, cables, conduit, equipment, switches, and supporting structures located in the City’s right-of-way, utilized by ASTOUND in the operation of activities authorized by this Franchise Agreement.

- B.** The foregoing franchise rights and authority (“Franchise”) shall not be deemed to be exclusive to ASTOUND and shall in no way prohibit or limit the City's ability to grant other franchises, permits, or rights along, over, or under the areas to which this Franchise has been granted to ASTOUND; provided, that such other franchises do not unreasonably interfere with ASTOUND’s exercise of franchise rights granted herein as determined by the City. This Franchise shall in no way interfere with existing utilities or in any way limit, prohibit, or prevent, the City from using the Franchise Area or affect the City's jurisdiction over such area in any way consistent with applicable law.
- C.** This Franchise Agreement authorizes ASTOUND to occupy and use the Franchise Area. Nothing contained herein shall be construed to grant or convey any right, title, or interest in the Franchise Area to ASTOUND.

Section 2. Authority. The Public Works Director or his or her designee is hereby granted the authority to administer and enforce the terms and provisions of this Franchise Agreement and may develop such lawful and reasonable rules, policies, and procedures as he or she deems necessary to carry out the provisions contained herein.

Section 3. Franchise Term. The franchise rights granted herein shall remain in full force and effect for a period of ten (10) years from the effective date of this Ordinance. However, this Franchise Agreement shall not take effect and ASTOUND shall have no rights under this Franchise Agreement unless a written acceptance with the City is received pursuant to Section 4 of this agreement.

Section 4. Acceptance of Terms and Conditions. The full acceptance of this Franchise Agreement and all the terms and conditions shall be filed with the City Clerk within 30 days of the effective date of this Ordinance in the form attached hereto as Exhibit A. Failure on the part of ASTOUND to file said consent within 30 days of the effective date of this Ordinance shall result in this Ordinance having no further force or effect and all rights granted under this Franchise Agreement shall terminate.

Section 5. Construction Provisions and Standards. The following provisions shall be considered mandatory and failure to abide by any conditions described herein shall be deemed as noncompliance with the terms of this Franchise Agreement and may result in some or all of the penalties specified in Section 6.

- A. Permit Required.** No construction, maintenance, or repairs (except for emergency repairs) shall be undertaken in the Franchise Area without first obtaining appropriate right of way use permits required under SMC 12.15 from the City of Shoreline and compliance with the permit. In case of an emergency, ASTOUND shall, within 24 hours of the emergency work performed, obtain a permit from the City of Shoreline Public Works Department.

- B. Construction Standards.** Any construction, installation, maintenance, and restoration activities performed by or for ASTOUND within the Franchise Area shall be constructed and located so as to produce the least amount of interference with the free passage of pedestrian and vehicular traffic. All construction, installation, maintenance, and restoration activities shall be conducted such that they conform to City's Engineering Development Manual and with Title 12 of the Shoreline Municipal Code.
- C. Underground Installation Required.** All telecommunications cables and junction boxes or other vaulted system components shall be installed underground, unless otherwise exempted from this requirement, in writing, by the Public Works Director; provided that ASTOUND may utilize existing aerial telecommunication facilities under lease or license from another franchisee. Should ASTOUND utilize existing aerial telecommunication facilities, ASTOUND agrees to cooperate in relocating to underground facilities when required by SMC 13.20 *Electric and Communication* for a City capital improvement project or joint trench opportunity.
- D. Relocation.**
1. Whenever the City causes a public improvement to be constructed within the Franchise Area, and such public improvement requires the relocation of ASTOUND's facilities, the City shall provide ASTOUND with written notice requesting such relocation along with plans for the public improvement that are sufficiently complete to allow for the initial evaluation, coordination and the development of a relocation plan. The City and ASTOUND shall meet at a time and location determined by the City to discuss the project requirements including critical timelines, schedules, construction standards, utility conflicts, as-built requirements, and other pertinent relocation plan details.
 2. To ensure timely execution of relocation requirements, ASTOUND shall, upon written request from the City, provide at ASTOUND's expense, base maps, current as-built information, detailed relocation plan (including detailed schedule of relocation activities, identification of critical path, identification of facilities, and relocation procedures), and other design, technical or operational requirements within the timeframe specified by the City.
 3. ASTOUND may, after receipt of written notice requesting a relocation of its facilities, submit to the City written alternatives to such relocation within a reasonable time specified by the City. Such alternatives shall include the use and operation of temporary facilities in adjacent rights of way. The City shall evaluate such alternatives and advise ASTOUND in writing if one or more of the alternatives are suitable to accommodate the work, which would otherwise necessitate relocation of the facilities. If requested by the City, ASTOUND shall submit additional information to assist the City in making such evaluation. The City shall give each alternative proposed by ASTOUND full and fair consideration. In the event the City ultimately determines that there is no other

reasonable alternative, ASTOUND shall relocate its facilities as otherwise specified in Section 5.E.

4. Upon final approval of the relocation plan by the City, ASTOUND shall at its own expense, unless otherwise prohibited by statute, and at the timeframe specified by the City, temporarily or permanently remove, relocate, place underground, change or alter the position of any facilities or structures within the right-of-way whenever the City has determined that such removal, relocation, undergrounding, change or alteration is reasonably necessary for the construction, repair, maintenance, installation, or operation of any public improvement in or upon the rights-of-way, or for public safety.
 5. If during the construction, repair, or maintenance of the City's public improvement project an unexpected conflict occurs with ASTOUND's facilities, ASTOUND shall upon notification from the City, respond within 36 hours to resolve the conflict.
 6. ASTOUND shall reimburse the City for the direct costs incurred by the City in planning, designing, constructing, installing, repairing or altering any City infrastructure, structure, or facility as the result of the actual or proposed presence in the Public Right-of-Way of ASTOUND's Facilities. Such costs and expenses shall include, but not be limited to, the direct costs of City personnel and contractors utilized to oversee or engage in any work in the Public Right-of-Way as the result of the presence of ASTOUND's Facilities in the Public Right-of-Way, and any time spent reviewing construction plans in order to either accomplish the relocation of ASTOUND's Facilities or the routing or rerouting of any public utilities or Public Rights-of-Way so as not to interfere with ASTOUND's Facilities. Upon request as a condition of payment by ASTOUND, all billing will be itemized so as to specifically identify the direct costs for each project for which the City claims reimbursement.
- E. Removal or Abandonment.** Upon the removal from service of any ASTOUND structures, facilities and amenities within the Franchise Area, ASTOUND shall comply with all applicable standards and requirements prescribed by the City of Shoreline Public Works Department for the removal or abandonment of said structures and facilities. No facility constructed or owned by ASTOUND may be abandoned in place without the express written consent of the City.
- F. Bond.** Before undertaking any of the work, installation, improvements, construction, repair, relocation, or maintenance authorized by this Franchise Agreement, ASTOUND shall upon the request of the City, furnish a bond executed by ASTOUND and a corporate surety authorized to operate a surety business in the State of Washington, in such sum as may be set and approved by the City as sufficient to ensure performance of ASTOUND's obligations under this Franchise Agreement,

provided, however, that such sum shall not exceed 100% of the project construction cost of the proposed telecommunications system work by ASTOUND in the City rights-of-way. At ASTOUND's sole option, ASTOUND may provide alternate security in the form of an assignment of funds or a letter of credit, in the same amount as the bond. All forms of security shall be in the form reasonably acceptable to the City. The bond shall be conditioned so that ASTOUND shall observe all the covenants, terms, and conditions and shall faithfully perform all of the obligations of this Franchise Agreement, and to repair or replace any defective ASTOUND work or materials discovered in the City's roads, streets, or property.

- G. "One-Call" Location & Liability.** ASTOUND shall subscribe to and maintain membership in the regional "One-Call" utility location service and shall promptly locate all of its lines upon request. The City shall not be liable for any damages to ASTOUND's system components or for interruptions in service to ASTOUND customers which are a direct result of work performed for any City project for which ASTOUND has failed to properly locate its lines and facilities within the prescribed time limits and guidelines established by One-Call. The City shall also not be liable for any damages to the ASTOUND system components or for interruptions in service to ASTOUND customers resulting from work performed under a permit issued by the City.
- H. As-Built Plans Required.** ASTOUND shall maintain accurate engineering plans and details of all installed system facilities , within the City limits, and upon request by the City, shall provide such information in both paper form and electronic form using the most current Autocad version (or other mutually-agreeable format) prior to close-out of any permit issued by the City and any work undertaken by ASTOUND pursuant to this Franchise Agreement. The City shall reasonably determine the acceptability of any as-built submittals provided under this Section.
- I. Recovery of Costs.** ASTOUND shall be subject to all applicable permit fees associated with activities undertaken through the authority granted in this Franchise Agreement or under ordinances of the City.
- J. Vacation.** If, at any time, the City shall vacate any City road, right-of-way or other City property which is subject to rights granted by this Franchise Agreement and said vacation shall be for the purpose of acquiring the fee or other property interest in said road, right-of-way or other City property for the use of the City, in either its proprietary or governmental capacity, then the City may, at its option and by giving 60 days written notice to ASTOUND, terminate this Franchise Agreement with respect to such City road, right-of-way or other City property so vacated, and the City shall not be liable for any damages or loss to ASTOUND by reason of such termination other than those provided for in RCW 35.99.

Section 6. Franchise Compliance.

A. Franchise Violations. The failure by ASTOUND to fully comply with any of the provisions of this Franchise Agreement or conditions of breach listed in SMC 12.25.100 may result in a written notice from the City which describes the violations of the Franchise Agreement and requests remedial action pursuant to SMC 12.25.100.

B. Emergency Actions.

1. If any of ASTOUND's actions, or any failure by ASTOUND to act to correct a situation caused by ASTOUND, is deemed by the City to create a threat to life or property, financial harm, or cause a delay of the construction, repair or maintenance of the public improvement, the City may order ASTOUND to immediately correct said threat, financial harm, or delay or, at the City's discretion, the City may undertake measures to correct said threat, financial harm or delay itself; provided that, except in emergency situations, as determined solely by the City, the City shall notify ASTOUND and give ASTOUND an opportunity to correct the situation within a reasonable time as specified by the City, said threat, financial harm or delay before undertaking such corrective measures. ASTOUND shall be liable for all reasonable costs, expenses, and damages attributed to the correction of such an emergency situation as undertaken by the City to the extent that such situation was caused by ASTOUND and shall further be liable for all reasonable costs, expenses, and damages resulting to the City from such situation and any reimbursement of such costs to the City shall be made within 30 days of written notice of the completion of such action or determination of damages by the City. The failure by ASTOUND to take appropriate action to correct a situation caused by ASTOUND and identified by the City as a threat to public or private safety or property, financial harm, or delay of the construction, repair or maintenance of the public improvement shall be considered a violation of the terms of this Franchise Agreement.
2. If during construction or maintenance of ASTOUND's facilities any damage occurs to an underground facility and the damage results in the release of natural gas or other hazardous substance or potentially endangers life, health, or property, ASTOUND or its contractor shall immediately call 911 or other local emergency response number.

C. Other Remedies. Nothing contained in this Franchise Agreement shall limit the City's available remedies in the event of ASTOUND's failure to comply with the provisions of this Franchise Agreement, to include but not limited to, the City's right to a lawsuit for damages.

D. Removal of System. In the event that this Franchise Agreement is terminated as a result of violations of the terms of this Franchise Agreement, ASTOUND shall at its sole expense, promptly remove all system components and facilities, provided that the City, at its sole option, may allow ASTOUND to abandon its facilities in place.

Section 7. Insurance.

- A.** ASTOUND shall maintain liability insurance written on a per occurrence basis during the full term of this Franchise Agreement for personal injuries and property damages. The policy or policies shall afford insurance covering all operations, vehicles, and employees with the following limits and provisions:
 - 1.** Comprehensive general liability insurance with limits of not less than \$2,000,000 each occurrence combined single limit for bodily injury and property damage, including contractual liability; personal injury; explosion hazard, collapse hazard, and underground property damage hazard; products; and completed operations.
 - 2.** Business automobile liability insurance with limits not less than \$1,000,000 each occurrence combined single limit for bodily injury and property damage, including owned, non-owned, and hired auto coverage, as applicable.
 - 3.** Contractors' pollution liability insurance, on an occurrence form, with limits not less than \$1,000,000 each occurrence combined single limit for bodily injury and property damage.
- B.** Such insurance shall specifically name as additional insured, the City, its officers, and employees, shall apply as primary insurance, shall stipulate that no insurance affected by the City will be called on to contribute to a loss covered thereunder. The policy shall not be canceled during the life of the permit or Franchise Agreement without giving 30 days written notice to the City. Notice of any cancellation of such insurance shall be provided by Astound at least 30 days prior to the effective date of cancellation by US mail to the City. ASTOUND may utilize primary and umbrella liability insurance policies to satisfy insurance policy limits required herein.
- C.** If the City determines that circumstances warrant an increase in insurance coverage and liability limits to adequately cover the risks of the City, the City may require a commercially reasonable amount of additional insurance to be acquired. The City shall provide written notice should the City exercise its right to require additional insurance.

Section 8. Other Permits & Approvals. Nothing in this Agreement shall relieve ASTOUND from any obligation to obtain approvals or necessary permits from applicable federal, state, and City authorities for all activities in the Franchise Area.

Section 9. Transfer of Ownership.

- A.** The rights, privileges, benefits, title, or interest provided by this Franchise Agreement shall not be sold, transferred, assigned, or otherwise encumbered, without the prior written consent of the City, with such consent not being unreasonably withheld, unreasonably conditioned or unreasonably delayed. No such consent shall be

required, however, for a transfer in trust, by other hypothecation, or by assignment of any rights, title, or interest in ASTOUND's telecommunications system in order to secure indebtedness. Approval shall not be required for mortgaging purposes provided that the collateral pledged for any mortgage shall not include the assets of this franchise. Approval shall not be required for any transfer from ASTOUND to another person or entity controlling, controlled by, or under common control with ASTOUND or if ASTOUND adopts a new company name without a change in control. ASTOUND may license fibers to other users operating a telephone business or service providers without the consent of the City provided that ASTOUND remains solely responsible for the terms and conditions outlined in this Franchise Agreement and provides the City with written notice of licenses or leases for such purposes. The licensing or lease of fibers for other uses shall require a separate assignment, franchise or right of way agreement approved by the City.

- B.** In any transfer of this Franchise which requires the approval of the City, ASTOUND shall show that the recipient of such transfer has the technical ability, financial capability, and any other legal or general qualifications as reasonably determined by the City to be necessary to ensure that the obligations and terms required under this Franchise Agreement can be met to the satisfaction of the City. The qualifications of any transferee shall be determined by hearing before the City Council and the approval to such transfer shall be granted by resolution of the City Council. Any actual and reasonable administrative costs associated with a transfer of this Franchise which requires the approval of the City, shall be reimbursed to the City within 30 days of such transfer.

Section 10. Administrative Fees and Utility Tax

- A.** Pursuant to RCW 35.21.860, the City is precluded from imposing franchise fees for any "telephone business" as defined in RCW 82.16.010 or "service provider" as defined in RCW 35.99.010, except that fees may be collected for administrative expenses related to such franchise and a utility tax may be assessed. ASTOUND does hereby warrant that its operations as authorized under this Franchise Agreement are those of a telephone business as defined in RCW 82.16.010 or of a service provider as defined in 35.99.010.
- B.** ASTOUND shall be subject to an administrative fee for reimbursement of the actual costs associated with the preparation, processing, and approval of this Franchise Agreement, not to exceed \$5,000. These costs shall include but not be limited to wages, benefits, overhead expenses, equipment, and supplies associated with such tasks as plan review, site visits, meetings, negotiations, and other functions critical to proper management and oversight of City's right-of-way. Administrative fees exclude normal permit fees for permits issued under Chapter 12.15 of the Shoreline Municipal Code. The franchise application deposit shall be applied to final payment of the one-time administrative fee within 30 days after franchise approval.

- C.** In the event ASTOUND submits a request for work beyond the scope of this Franchise Agreement, or submits a complex project that requires significant comprehensive plan review, or inspection, ASTOUND shall reimburse City for amendments and reasonable expenses associated with the project. ASTOUND shall pay such costs within 30 days of receipt of bill from the City.
- D.** Failure by ASTOUND to make full payment of bills within the time specified shall be considered sufficient grounds for the termination of all rights and privileges existing under this ordinance utilizing the procedures specified in Section 6 of this ordinance.
- E.** If ASTOUND provides services to customers within the City, ASTOUND shall become subject to the City's utility tax set forth in Chapter 3.32 of the Shoreline Municipal Code.

Section 11. Notices. Any notice to be served upon the City or ASTOUND shall be delivered to the following addresses respectively:

City of Shoreline
 City Clerk's Office
 17500 Midvale Avenue N
 Shoreline, WA 98133-4905
 Phone: (206) 801 – 2700

James A. Penney
 Executive Vice President Business and Legal Affairs
 Astound Broadband, LLC
 401 Kirkland Parkplace, Suite 500
 Kirkland, WA 98033
 Email: jpenney@wavebroadband.com
 Phone: (425) 896-1891

Section 12. Indemnification.

- A.** ASTOUND shall use reasonable and appropriate precautions to avoid damage to persons or property in the construction, installation, repair, operation, and maintenance of its structures and facilities within the Franchise Area. ASTOUND shall indemnify, defend and hold the City, its agents, officers or employees harmless from all third-party claims, actions or damages or expense of any nature, including reasonable attorney's and expert witness fees, which may accrue to or be suffered by any person or persons, corporation or property to the extent caused in part or in whole by any negligent or intentional act or omission of ASTOUND, its officers, agents, servants or employees, contractors, or subcontractors in the performance of the rights, benefits, and privileges granted to ASTOUND by this Franchise. In the event any claim or demand is presented to or filed with the City which gives rise to ASTOUND's obligation pursuant to this Section, the City shall within a reasonable time notify ASTOUND thereof and ASTOUND shall have a right, at its election, to

settle or compromise such claim or demand. In the event any claim or action is commenced in which the City is named a party, and which suit or action is based on a third-party claim or demand which gives rise to ASTOUND's obligation pursuant to this Section, the City shall promptly notify ASTOUND thereof, and ASTOUND shall, at its sole cost and expense, defend such suit or action by attorneys of its own election. In defense of such suit or action, ASTOUND may, at its election and at its sole cost and expense, settle or compromise such suit or action. This Section shall not be construed to require ASTOUND to:

1. protect and save the City harmless from any claims, actions, or damages;
 2. settle or compromise any claim, demand, suit, or action;
 3. appear in or defend any suit or action; or,
 4. pay any judgment or reimburse the City's costs and expenses (including reasonable attorney's fees), to the extent such claim arises out of the sole negligence or intentional acts of the City, its employees, agents or independent contractors.
- B.** The City shall have the right at all times to participate through its own attorney in any suit or action which arises out of any right, privilege, and authority granted by or exercised pursuant to this Franchise when the City determines that such participation is required to protect the interests of the City or the public. Such participation by the City shall be at the City's sole cost and expense.
- C.** Should a court of competent jurisdiction determine that this franchise is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of ASTOUND and the City, its officers, employees and agents, ASTOUND's liability hereunder shall be only to the extent of ASTOUND's negligence.
- D.** With respect to the performance of this Franchise and as to claims against the City, its officers, agents and employees, ASTOUND expressly waives its immunity under Title 51 of the Revised Code of Washington, the Industrial Insurance Act, for injuries to its officers, agents and employees and agrees that the obligation to indemnify, defend and hold harmless provided for in this paragraph extends to any claim brought by or on behalf of ASTOUND's officers, agents or employees. This waiver has been mutually negotiated by the parties.

Section 13. Severability. If any section, sentence, clause or phrase of this ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, either party may deem the entire ordinance to be affected and thereby nullified. However, in the event that a determination is made that a section, sentence, clause, or phrase in this ordinance is invalid or unconstitutional, the parties may agree to treat the portion declared invalid or unconstitutional as severable and maintain in force the remaining provisions of this ordinance; provided that, if the City elects, without agreement by ASTOUND, to enforce the remaining provisions of the ordinance, ASTOUND shall have the option to terminate the Franchise Agreement.

Section 14. Reservation of Rights. The parties agree that this agreement is intended to satisfy the requirements of all applicable laws, administrative guidelines, rules, orders, and ordinances. Accordingly, any provision of this agreement or any local ordinance which may conflict with or violate the law shall be invalid and unenforceable, whether occurring before or after the execution of this agreement, it being the intention of the parties to preserve their respective rights and remedies under the law, and that the execution of this agreement does not constitute a waiver of any rights or obligations by either party under the law.

Section 15. Police Powers. Nothing contained herein shall be deemed to affect the City's authority to exercise its police powers. ASTOUND shall not by this Franchise Agreement obtain any vested rights to use any portion of the City right-of-way except for the locations approved by the City and then only subject to the terms and conditions of this Franchise Agreement. This Franchise Agreement and the permits issued thereunder shall be governed by applicable City ordinances in effect at the time of application for such permits.

Section 16. Future Rules, Regulations, and Specifications. ASTOUND acknowledges that the City may develop rules, regulations, and specifications, including a general ordinance or other regulations governing telecommunications operations in the City. Such regulations, upon written notice to ASTOUND, shall thereafter govern ASTOUND's activities hereunder; provided, however, that in no event shall regulations:

- A. materially interfere with or adversely affect ASTOUND's rights pursuant to and in accordance with this Franchise Agreement; or
- B. be applied in a discriminatory manner as it pertains to ASTOUND and other similar user of such facilities.

Section 17. Cost of Publication. The cost of the publication of this Ordinance shall be borne by ASTOUND.

Section 18. Effective Date. This ordinance or a summary thereof shall be published in the official newspaper of the City, and shall take effect and be in full force and effect five (5) days after passage and publication as provided by law.

PASSED BY THE CITY COUNCIL ON THE 13th DAY OF APRIL, 2015.

Mayor Shari Winstead

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik Smith
City Clerk

Margaret King
City Attorney

Attachment A

_____, 2015

[Astound Contact Name
Astound Address block]

RE: City of Shoreline Franchise Acceptance Agreement

Dear _____:

Attached is a certified copy of City of Shoreline Ordinance No. 710, which was passed by the City Council on _____, 2015. Ordinance No. 710 grants Astound Broadband, LLC, doing business as Wave, Inc. a franchise for ten years to construct, maintain, operate, replace and repair an underground fiber optic telecommunications system in, along, under, through and below public rights-of-way of the City of Shoreline. I am forwarding this ordinance to you for acceptance by Astound.

As per Section 4 of Ordinance No. 604, "The full acceptance of this Franchise Agreement and all the terms and conditions shall be filed with the City Clerk within 30 days of the effective date of this Ordinance...", a copy of which has been filed with the City Clerk." This letter serves as the stated Acceptance Agreement, and must be signed in duplicate by Astound.

Please obtain the appropriate authorized signature at the bottom of this letter to acknowledge receipt of the ordinance and acceptance by Astound of the terms and conditions of this franchise. Please keep one copy of the Acceptance Agreement and return the other to me.

Please feel free to contact me if you have any questions about this process. I may be reached at (206) 801-2231.

Sincerely yours,

Jessica Simulcik-Smith
City Clerk

Attachment: Certified copy of Ordinance No. 710

Signature: _____

Printed Name: _____

Title: _____

Astound Broadband, LLC.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussion of Jail Services and Incarceration Alternatives and King County District Court Update
DEPARTMENT:	City Manager's Office
PRESENTED BY:	Alex Herzog, Management Analyst
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

Recently, a few questions have been raised about the City's jail services and alternatives to incarceration for individuals charged with misdemeanor or gross misdemeanor offenses by the City's prosecuting attorney. This discussion item explores each of those along with various 'judiciary tools' that may be utilized as the situation warrants.

There are a number of sentencing alternatives to incarceration, including electronic home monitoring and work release. Further, there are a number of judiciary tools available to defendants should a defendant meet certain conditions. For example, defendants may take advantage of King County's Regional Mental Health Court (RMHC) and Regional Veterans Court (RVC) if eligible.

This item also includes an update on Court operations and new initiatives by King County District Court Presiding Judge Donna Tucker.

RESOURCE/FINANCIAL IMPACT:

Though this discussion item has no resource/financial impact, there are various costs associated with criminal justice which may be affected by a number of factors. For example, arrest rates may affect the number of cases filed by the City's prosecutor and ultimately the frequency and number of jail sentences per year. An increase or decrease in each can greatly affect the City's, defendants' and Court's costs.

Regarding jail costs, the Adopted 2014 Budget included \$1,323,578 for jail costs and \$13,325 for vehicle costs (for the rental, repair and maintenance charges for the jail transport van), totaling \$1,336,903. The 2014 actual costs for jail services were \$2,302,076. Costs for 2014 increased significantly due to the City's transition from the Snohomish County Jail to King County Jail, and ultimately to the City's current primary booking and jail facility, the South Correctional Entity (SCORE) jail. Looking ahead to 2015, costs will most likely be less than those incurred in 2014 due to the City's transition to SCORE jail in September 2014. From October through December 2014, jail

costs averaged \$156,062 per month. If this monthly average continues for 2015, total costs for jail services would be \$1,872,744. The Adopted 2015 budget included \$1,600,000 for jail services. Staff will continue to monitor these costs going forward.

RECOMMENDATION

No formal action is required at this time. Staff recommends that Council discuss the various sentence alternatives and determine if there is additional information needed that staff may bring back for further discussion.

Approved By: City Manager ***DT*** City Attorney ***MK***

BACKGROUND

Councilmember Roberts and Councilmember Salomon have requested that this topic be introduced as a discussion item to further understand all available judiciary tools and alternatives to jail sentences.

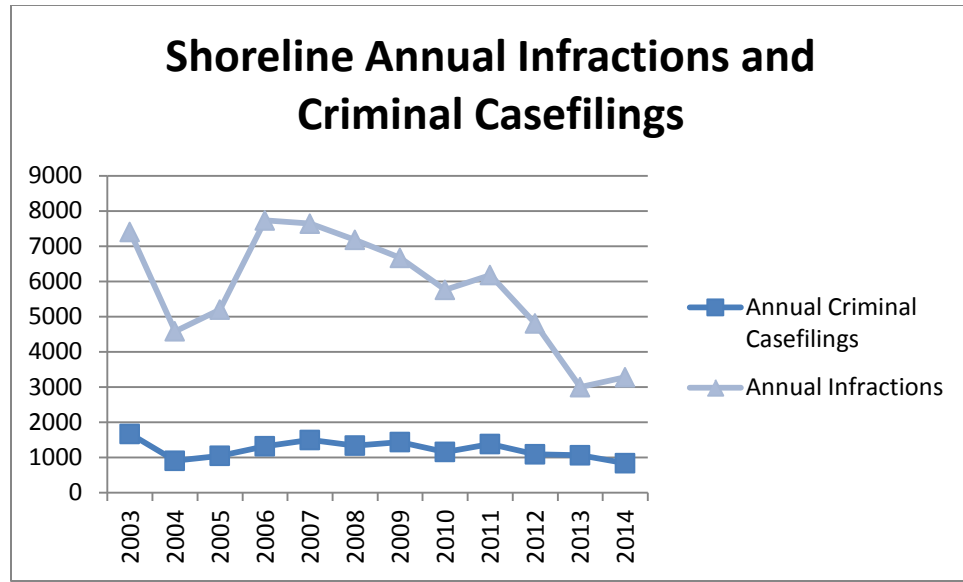
As with most cities in the country, Shoreline does not handle felonious crimes. The county judicial system (King County Superior Court) handles felony crimes, while the City is responsible for providing municipal court services for adjudicating all misdemeanor crime. The City does this by contracting with the King County District Court system, including the division in Shoreline where the City's cases are heard. District Court deals with everything from parking tickets and traffic infractions to misdemeanors and gross misdemeanors, which is the highest level of crime the City is responsible for.

Unless otherwise noted in state statutes, gross misdemeanors carry a sentence of imprisonment in the county jail for a maximum term fixed by the court of up to 364 days, or by a fine in an amount fixed by the court with a maximum of \$5,000, or some combination thereof (RCW 9.92.020). The statute of limitations for gross misdemeanors, or the time period within which a legal proceeding must be commenced, is two years.

Misdemeanors carry a sentence of imprisonment in the county jail for no more than 90 days, or by a maximum fine of no more than \$1,000, or some combination thereof (RCW 9.92.021). The statute of limitations for misdemeanors, or the time period within which a legal proceeding must be commenced, is one year. If the City fails to bring a case within the statute of limitations, it loses its right to prosecute that crime forever.

Shoreline Case Filings

The City's overall number of case filings, which includes both criminal and civil infraction cases, has been trending downward for the last few years, beginning in 2007. There is no singular answer as to why this might happen. Crime rates are often affected by a wide variety of factors including demographics, administrative and investigative emphases of law enforcement, education levels and family conditions.



Jail Sentencing

Misdemeanant and Gross Misdemeanant sentences may be handed down for a wide variety of criminal offenses. And, in some cases, a jail sentence may be given if an offender has violated the terms of an initial non-jail sentence. Jail sentences are statutorily required upon conviction for some crimes. For instance, jail sentences are required for those convicted of Driving While License Suspended in the first degree and Driving Under the Influence (commonly referred to as DWLS 1 and 'DUI, respectively).

SCORE Jail

As Council is aware, since September 1, 2014, the City's primary booking and jail facility has been the South Correctional Entity (SCORE) Jail and statistics on jail days associated with the City are difficult to determine. A number of factors affect how jail days are billed to a City. A number of protocols have been established to appropriately account for the multitude of ways in which jail days are credited to the City. For example, defendants may be booked on multiple charges (sometimes resulting from other jurisdictions), sentences may be suspended, a judge may deem jail days served during pre-disposition as sufficient punishment for an offense, an inmate may be released from jail only to return later--sometimes months later--to serve a jail sentence, or alternatives to jail sentences may be imposed (such as electronic home monitoring).

From September 1, when the City began using SCORE jail, to December 31, 2014, a total of 313 defendants were booked into SCORE. A total of 4,382 jail days were served. The total actual costs incurred for services at SCORE during 2014 were \$403,597.

King County Jail

After transitioning out of the Snohomish County Jail in the spring of 2014, the City began using the King County Jail as its primary booking and jail facility. In 2014, a total of 585 defendants were booked into the King County Jail. A total of 9,349 jail days were served. The total actual costs incurred for services at the King County Jail during 2014

were \$1,754,586. King County Jail costs for services, bookings, and jail days are significantly higher than those of the Snohomish County jail and SCORE.

The City still has a contract with King County Jail and uses it when needed. For instance, King County Jail is utilized when a defendant is booked or jailed on charges from multiple jurisdictions or on felony and City charges.

DISCUSSION

The criminal justice system is a clear example of the basic organizational separation of powers that defines American governments. Each branch has an important and limited role. Because of this, much of the criminal justice process is not within the City's administrative locus of control. Further, a number of factors may affect a defendant's path through the criminal justice system.

After a defendant is charged with a particular crime, much of the ensuing judicial process, including the sentence and manner in which the defendant's case is routed through the court system, is ultimately determined by a judge and, in some cases, court staff. For example, fines and fees associated with a particular offense are ultimately decided by a judge whose decision may take into account the facts of the case, the defendant's prior criminal record and the prosecution's recommendations. Generally, the prosecution's recommendations aim to find a balance between punishment for the offense and community safety. Alternatively, there are different judicial paths for which a defendant may be eligible, such as Mental Health Court. Though uncommon, a person may be arrested on various charges, and then released, with no charges ever being filed. Occasionally, this is because the charges have been rejected by the prosecution. If charges are filed, there are a number of paths which a defendant may take toward resolving the case.

Generally speaking, there are a number of alternatives to jail in the judicial process for misdemeanor crimes, and the City supports use of these alternatives when appropriate. Work release, electronic home monitoring, and Regional Veteran's Court and Regional Mental Health Court (both functions of the King County District Court system) and other alternatives are all used depending on a particular case and offense. Some of these judiciary tools and sentencing alternatives may have specific rules, processes or circumstances in which the City may have various impacts. For instance, the RVC has a number of eligibility criteria (discussed further below) on which the City has no impact, including veteran discharge status, and the defendant's potential mental health and chemical dependency issues.

Alternative Judiciary Tools

King County Regional Mental Health Court (RMHC)

The RMHC consists of a team of professionals who have specialized training and experience with mental health issues and therapeutic courts. They meet regularly to ensure that the RMHC functions at the highest possible level.

To have their case heard by the RMHC, defendants must meet certain eligibility requirements, including:

- The criminal act occurred in King County
- The defendant must have a major mental illness
- The defendant is amenable to treatment
- The defendant is agreeable to Mental Health Court conditions, supervision and monitoring

For reference, the King County Mental Illness Court is not the same as the RMHC. The RMHC handles criminal cases, whereas the Mental Illness Court is a function of the Superior Court system and handles civil commitments.

King County Regional Veterans Court (RVC)

Created by legislation adopted by the King County Council in 2011, the RVC opened as a component of King County District Court's Regional Mental Health Court.

By focusing exclusively on veterans and their unique circumstances, the new Veterans Treatment Court will be equipped to help veterans suffering from substance abuse and mental health issues, including Post Traumatic Stress Disorder (PTSD). The "signature injuries" of the Iraq and Afghanistan wars, PTSD and Traumatic Brain Injury (TBI) can make it more difficult to reintegrate into civilian life and potentially trigger behaviors that draw veterans into the criminal justice system.

The RVC focuses on treatment and rehabilitation rather than incarceration for low-level, non-violent offenders. The Court will connect eligible veterans to treatment and counseling services available through the federal Department of Veterans Affairs (VA). The VA coordinates with local governments and criminal justice agencies to identify justice-involved veterans and connect them with services as part of its Veterans Justice Outreach Initiative.

Eligibility requirements for the RVC include:

- Criminal charges originating in King County
- Individual currently meets diagnostic criteria for Post-Traumatic Stress Disorder or a severe and persistent mental illness
- Individual is eligible for VA healthcare services
- Individual demonstrates a willingness and ability to engage in treatment and probation and abide by court conditions

Screening for RMHC and RVC

For a case to reach the RMHC or RVC it must be referred by the City Prosecutor. If the defendant's case is pending in a King County Municipal Court, the Prosecutor currently assigned to the case must make the referral. If the defendant is charged with a misdemeanor and the case is being prosecuted by the King County Prosecutor's Office, anyone, including defense counsel, can refer the case to RMHC.

Once a case is referred, the RMHC paralegal will notify court staff, the City Prosecutor and City Defense Counsel. If the defendant is out of custody, the defense counsel must coordinate the RMHC Court Clinician to conduct the eligibility screening. If the defendant is in custody, the Court Clinician will conduct the screening at the jail. Defendants may meet with the Court Clinician and the RMHC or RVC team one or more times and to screen for program eligibility. If the defendant is eligible for RMHC and amenable to program requirements, the Court Clinician will draft a plan specific to the defendant's needs. Participation in the RMHC or RVC is voluntary and defendants may decline this path even if they qualify.

If a case is assigned to either RMHC or RVC, the City's prosecution is no longer involved in the case as it becomes a County case. As such, the County incurs costs associated with the case from that point forward, including costs associated with prosecuting, defending, adjudicating, jailing and providing other sentences.

In 2013, a total of 16 defendants were referred, or provided the opportunity, to participate in either RMHC or RVC, nine of which 'opted in' or accepted the opportunity. In 2014, 20 were referred, and 7 opted in.

Drug Court/Community Court

Some jurisdictions offer 'drug court' or courts that serve chronic offenders and offenders who commit low-level crimes, fail to comply with sanctions and/or fail to appear for Court. Also, this sort of court offering usually results in sentences other than jail as offenders could be more effectively rehabilitated through alternative strategies. King County District Court does not offer this service and thus, it is not available to Shoreline defendants.

Sentencing Alternatives

Community Center for Alternative Programs

Community Center for Alternative Programs (CCAP) holds offenders accountable to a weekly itinerary directed at involving the offender in a continuum of structured programs. The goal of CCAP is to assist offenders in changing those behaviors that have contributed to their being charged with a crime. CCAP provides on-site services as well as referrals to community-based services. Random drug tests are conducted to monitor for illegal drug use and consumption of alcohol. Offenders participating in CCAP receive an individual needs assessment and are scheduled for a variety of programs.

King County's CCAP is primarily geared toward felons, and currently, the program is at capacity.

Community Work Program

King County's Community Work Program (CWP) allows judges in the County's District Court system to sentence offenders to work crews to perform supervised manual labor for various public service agencies. The program is designed to provide a diversion from jail for low-level, low-risk offenders and a visible restitution to the community and is most

often utilized for probation violations, suspended driving cases, and other minor offenses. A sentence to CWP does not include booking an offender into jail.

Offenders are sentenced directly to the CWP and may work off their fines, regain their driver's license (depending on the crime) or complete the terms of their sentence. CWP projects typically include various types of landscaping, habitat restoration and invasive species removal. CWP crews function year round and offer services Monday through Saturday.

CWP is an available sentencing alternative to all cities that contract with King County for District Court services. The program is funded jointly by the County's general fund and through payments from jurisdictions and organizations in receipt of services by laborers in the CWP of \$640 per day service.

In 2014, a total of 80 offenders were sentenced to this program from the Shoreline District Court. King County's court management system does not allow further data on these cases and thus, it is difficult to determine if these cases stemmed from City of Kenmore, City of Shoreline or King County cases. King County Department of Adult and Juvenile Detention staff estimates that the majority of the 80 offenders sentenced by the Shoreline District Court to CWP were City of Shoreline cases.

Consumer Awareness Class

Consumer Awareness Class may be an appropriate sentence for theft crimes such as shoplifting, theft, theft of services, and similar offenses. In general, if the property stolen during a theft crime was worth less than \$750, it is considered a misdemeanor theft charge. Courts may require a defendant to perform a consumer awareness program when the defendant enters a stay of proceedings on a theft case. The course helps students examine their value system and make a commitment to learn from their mistakes. Class goals are based on the belief that a student will choose legal behaviors and admit to accountability if provided with options, made aware of their role in the community and are provided with strategies to help them make the attitude, belief and values shift to more legal, productive behaviors. The class costs \$65 (typically incurred by the offender) and is four hours long, usually on a weekend. This class has not historically been recommended by the Prosecutor for Shoreline defendants.

DUI Victims Impact Panel

In many DUI and other alcohol-related offenses (as well as those not including operation of a motor vehicle), a DUI Victim Impact Panel may be included in sentencing. The Seattle King County DUI Victims Panel helps offenders to take responsibility for their actions. The Panel gives offenders the opportunity to hear the stories of real victims of drunk driving, giving them a unique first-person perspective on DUI and alcohol-related offenses. It is hoped that upon hearing from the Panel, offenders will never again drink and drive. Attending a Panel class costs \$60 (typically incurred by the offender) and is 90 minutes long. A sentence to the DUI Impact Victims Panel is ordered in all alcohol-related driving cases and a majority of Minor in Possession cases.

Electronic Home Monitoring (EHM)

An EHM sentence is most often given to those charged with or convicted of alcohol- or drug- related offenses, and is mandatory for some crimes. As opposed to a sentence after conviction, EHM may also be offered as a pre-trial alternative. For example, the prosecutor may recommend to the judge that the offender be released on personal recognizance on the condition that the offender submits himself to EHM. A personal recognizance release is a written promise signed by the defendant promising that they will show up for future court appearances and not engage in illegal activity while on release.

Commonly, if the offender is in violation of the terms or conditions of the EHM sentence, the court will issue a summons and ask the offender to explain why a violation occurred. Depending on the severity of the violation, the judge may issue a warning, may sentence the offender to more time on EHM, or if serious enough, the judge may terminate the EHM sentence and take the offender into custody. Alternatively, EHM may also be a pre-trial alternative.

The City contracts with Stay Home Monitoring, Inc. for EHM services. Stay Home Monitoring conducts spot-checks on clients outside their residence at least once every other week. This is the most effective way to confirm client compliance with meetings such as Alcoholics Anonymous, where verification can be difficult. Stay Home Monitoring also verifies any appointments, such as doctors or probation and may even verify treatment schedules with the treatment provider. Generally, those on EHM are allowed to go to work during their sentence after the employer confirms work hours and location.

In 2013, 12 offenders' sentences included EHM, for a combined total of 654 days. In 2014, these numbers increased to 31 offenders' sentences including EHM, for a combined total of 1,274 days.

There are a number of varieties of EHM:

Standard Electronic Home Detention

A 'base unit' is connected to the phone line in the residence and an ankle bracelet to the offender's ankle. The EHM base unit obtains a continual coded signal that is transmitted from an ankle bracelet device. The base unit can ascertain if the ankle bracelet is removed by the wearer or has in some way been tampered with, altered, or damaged. The monitoring unit also detects when the wearer enters or exits the home residence.

The telephone line is used to obtain the information transmitted by the ankle bracelet, as well as to receive the information from the monitoring unit. This information is, in turn, sent to the EHM provider via the phone line, as well. The EHM provider is charged with the task of distributing status reports to the appropriate court or probation official monitoring the wearer's case.

Electronic Home Detention with Alcohol Monitoring

Generally, this variety is the same as the Standard Electronic Home Detention with the addition of Alcohol Monitoring. Alcohol monitoring equipment that requires the offender to randomly provide a breath sample to test for the presence of alcohol will be added. Alternatively, a transdermal alcohol detection device that continuously samples and tests perspiration for the presence of alcohol may be installed.

Alcohol Monitoring only

Alcohol monitoring equipment that requires the offender to randomly provide a breath sample to test for the presence of alcohol, or a transdermal alcohol detection device that continuously samples and tests perspiration for the presence of alcohol may be installed.

GPS Tracking

A GPS tracking unit is attached to the offender's ankle. Stay Home Monitoring coordinates with the court to monitor any areas to which the offender is excluded from going or areas required to remain.

Restitution

Restitution is a type of remedy available in many civil cases and in some criminal cases in which the convicted defendant pays the plaintiff for damage caused. Restitution is commonly awarded for two main purposes: 1) to "make the victim whole" and restore them to their financial status before the offense occurred; and 2) to prevent the unjust enrichment of the defendant (i.e., prevent them from keeping unlawful gains).

As an example, a defendant has stolen property belonging to the plaintiff. However, suppose that the defendant has already sold the stolen property, and it can no longer be located. In this case, the court cannot order the defendant to return the property, since it has already been sold. Thus, the court may order the defendant to pay restitution in order to "make the plaintiff whole", or to restore them to their economic position before the theft occurred.

Typically, when a financial loss to the victim can be proven, the City's Prosecutor requests that restitution is paid.

Treatment Programs for Alcohol/Drugs/Domestic Violence/Mental Health

There are a number of treatment providers for a range of offenses and conditions. Sentences will generally only include State-certified providers for mental health services, batterers, and chemical-dependency treatment providers.

Work Education Release

Work Education Release (WER) is an alcohol and drug free residential alternative where offenders go to work or treatment during the day and return to jail at night. Conversely, offenders who typically work at night are required to spend the day at the facility. Random drug testing is used to monitor for use of illegal drugs and consumption

of alcohol. Offenders are required to pay room and board on a sliding scale based on their hourly rate of gross pay. They also pay restitution, child support or court costs as required by the Court. Offenders are involved in a case management process that directs them to structured programs and/or treatment.

Currently, only King County offers this service, and the program is at capacity due to physical space limitations. In 2014, 38 City of Shoreline offenders were sentenced to 1,555 days of WER at the King County Jail. The City's primary jail, SCORE, does not offer this service. The City however has confirmed with the Shoreline District Court Judges that if a Shoreline defendant is sentenced to WER, Shoreline will utilize the King County Jail for this service, space dependent. As Council may recall, while SCORE is the City's primary jail services provider, the City does still have a jail contract with King County for back-up jail services and for instances such as this.

King County Jail Population Management

In addition to information on available judiciary tools and alternatives to jail sentences, Councilmember Roberts also requested further information on King County's jail population and efforts the County is pursuing to manage costs and its jail population. King County's actions with regards to its jail population and management thereof, generally speaking, will not affect the City's operations or processes, as the City's primary booking and jail facility is SCORE. The City will continue to pursue all available options in finding a balance between public safety, criminal justice costs and appropriate treatment and punishment for defendants.

Over the last few years, the King County Department of Adult and Juvenile Detention has had challenges funding its jails system. In fact, the jail system is the single largest net cost of King County government. The underlying challenge being that the revenue tools available to counties are inadequate to keep up with inflation and population growth. The County has estimated a \$54 million shortfall in preparing the 2015/2016 Proposed Budget. And, after declining for several years, the jail population rose in 2014, compounding financial issues. To address these issues the County has convened a Jail Population Management Workgroup which has recently developed a Jail Population Management Plan.

The Workgroup has identified several potential ideas for reducing the jail population outside of the Plan, including:

- Shortening the time between plea or verdict and sentencing, which often would move individuals out of the County system sooner.
- Shortening the time between first appearance and arraignment, recognizing that many individuals are released on personal recognizance or bond once they are arraigned.
- Reducing the wait times for inmates being held in County jails who are awaiting mental health competency restoration because of the shortage of beds at Western State Hospital

- Setting up a system so more individuals booked for Failure to Appear see a judge within a day.

The County will continue to work to implement various efficiencies. If the County is unable to create efficiencies, an additional last-resort option currently under study is to book, assess, but not house lower-level pre-trial detainees who are booked for investigation of certain felonies or on a first Failure to Appear for certain types of misdemeanor warrants. The impact of this change is thought by the County to be minimal as the result would mean releasing some individuals in a few hours when they would have been released in a few days. If this policy were implemented, all individuals would be booked, fingerprinted, checked for warrants, and screened as usual. And, law enforcement agencies would be able to override the release of any person deemed a higher public safety risk than their booking charges might indicate. Executive staff will continue to refine details of the “book, but not house” concept for implementation after June 1, 2015 if the County is unable to develop and implement other efficiencies and options.

The County currently has the resources needed to maintain operations without having to implement the Plan until June 1, 2015.

Cost Benefits of Incarceration Alternatives

Generally, there is a cost benefit to sentences other than jail. However, explicitly quantifying such is difficult because of the myriad of sentences, possible adjudication paths, prosecutorial recommendations and judge decisions. For example, jail costs alone may be affected by a number of factors. The City absorbs the daily jail housing cost and any additional costs associated with necessary medical treatment and transporting the offender to and from medical appointments. Similarly, the level of monitoring for offenders sentenced to electronic home monitoring can have an impact on the daily rate; those sentenced to Electronic Home Detention with Alcohol Monitoring pay a higher daily rate than those sentenced to Standard Electronic Home Detention. Typically, the City does not incur costs for electronic home monitoring, but may if the offender cannot afford to pay for the equipment associated with the sentence terms.

Additionally, the costs above are not inclusive of any fines or court fees leveled upon the offender.

Sentence	Base Cost to City Per Day	Approximate Base Cost to Offender Per Day/Event
Community Work Program	\$0	\$0
Consumer Awareness Class	\$0	\$65
DUI Victims Impact Panel	\$0	\$60
Electronic Home Monitoring	\$0	\$14 (2014 rate)
Work Release (King County Jail)	\$102.41	based on hourly rate of gross pay
Jail (SCORE)	\$97 (Guaranteed bed rate)	\$0
Jail (King County)	\$146.65	\$0

City Usage of Alternative Judiciary Tools and Sentencing Alternatives

As noted, there are a number of judiciary tools and alternatives to jail sentences. Alternative sentencing is by and large beneficial to both the City and defendants. Costs for alternatives to jail sentences are lower for the City and may find balance between punishment and treatment. Many sentences associated with a particular offense are ultimately decided by a judge whose decision may take into account the facts of the case, the defendant's prior criminal record and the prosecution's recommendations. Further, given the organizational limitations inherent in the justice system (i.e. separation of powers), the City has only a number of ways in which it may have an impact on the outcome of a particular charge.

King County District Court Update

In the King County District court system, the City has two judges that adjudicate its cases. The court system also elects a Presiding Judge as voted by the judge's peers. The Presiding Judge oversees the court system. Judge Tucker, Presiding Judge, will provide an update on the King County District court system and the court's upgrade to its case management system currently underway.

During the past 12 months the King County District Court has several new initiatives that will support the work of the Court and the residents of the City of Shoreline:

The King County Council approved funding for a new integrated Case Management System for the King County District Court. The RFP has been issued and it is planned that a new system to be purchased and implemented within the next 24 months. In addition to providing new efficiencies in processing cases, this new system will allow for electronic filing of documents from the participants with Court cases including the prosecutors and public defenders for the City of Shoreline.

The Court's IT department has completed an online E-Mitigation program for conducting mitigation hearings for traffic infractions and it is expected to be fully implemented in April 2015. The program is being piloted over the next couple months. This program allows individuals receiving a traffic ticket to request a deferred finding or a reduction in the fine amount over the internet. It is expected to significantly reduce the time needed by court clerks and Judicial Officers to complete the same work as currently required by mitigation hearings by mail.

Neighborhood disputes brought before the court in petitions to seek an anti-harassment order have been referred, when appropriate, to community mediation with the Dispute Resolution Center of King County. The King County District Court supports this community mediation center and recognizes the valuable community resource to help reduce the often repeated calls to law enforcement and/or requests from the court to stop harassing behaviors. The Dispute Resolution Center at our suggestion is in the process of expanding this services and reaching out to local law enforcement to educate about this valuable resource.

FINANCIAL IMPACT

Though this discussion item has no resource/financial impact, there are various costs associated with criminal justice which may be affected by a number of factors. For example, arrest rates may affect the number of cases filed by the City's prosecutor and ultimately the frequency and number of jail sentences per year. An increase or decrease in each can greatly affect the City's, defendants' and Court's costs.

Regarding jail costs, the Adopted 2014 Budget included \$1,323,578 for jail costs and \$13,325 for vehicle costs (for the rental, repair and maintenance charges for the jail transport van), totaling \$1,336,903. The 2014 actual costs for jail services were \$2,302,076. Costs for 2014 increased significantly due to the City's transition from the Snohomish County Jail to King County Jail, and ultimately to the City's current primary booking and jail facility, the South Correctional Entity (SCORE) jail. Looking ahead to 2015, costs will most likely be less than those incurred in 2014 due to the City's transition to SCORE jail in September 2014. From October through December 2014, jail costs averaged \$156,062 per month. If this monthly average continues for 2015, total costs for jail services would be \$1,872,744. The Adopted 2015 budget included \$1,600,000 for jail services. Staff will continue to monitor these costs going forward.

RECOMMENDATION

No formal action is required at this time. Staff recommends that Council discuss the various sentence alternatives and determine if there is additional information needed that staff may bring back for further discussion.

ATTACHMENTS

Attachment A: Letter from King County Executive Dow Constantine regarding Jail Population Management Plan



King County

Dow Constantine

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January 14, 2015

The Honorable Susan Craighead,
Presiding Judge
King County Superior Court

The Honorable Donna Tucker
Presiding Judge
King County District Court

The Honorable Dan Satterberg
King County Prosecuting Attorney

The Honorable John Urquhart
King County Sheriff

William Hayes
Director
King County Department of
Adult and Juvenile Detention

David Chapman
Director
King County Department of Public Defense

Dear King County Officials:

This letter is to provide an update on the Jail Population Management Plan, which representatives of your agencies have been discussing with Executive Office staff for the past few months.

As you know, the underlying challenge is that the revenue tools available to counties are inadequate to keep up with inflation and population growth. We have collectively made great strides in creating efficiencies that improve service and reduce cost growth. Our County also has a long history of developing alternatives to incarceration for those for whom such options are appropriate, to reduce recidivism and increase long-term public safety. Unfortunately, the ongoing nature of the revenue problem means that our past successes are not sufficient to meet our current and future financial challenges.

Our jail system remains the single largest net cost of King County government. When revenue-supported services are removed, the Department of Adult and Juvenile Detention (DAJD) comprises about 23% of our General Fund costs, nearly twice the share of the next largest agency, the Sheriff's Office. After declining for several years, the jail population rose in 2014.

We confronted a General Fund financial shortfall of about \$54 million as we prepared the 2015/2016 Proposed Budget. Each of your branches and agencies had to make difficult program

and staffing cuts, even after we captured efficiencies in processes, central rates, and health care costs. One part of the budget adopted by the County Council was an effort to maintain the jail population at approximately 2014 budgeted levels, thereby avoiding over \$5 million in additional costs for jail and jail health services.

The criminal justice system is arguably the hardest system in government to change because it is designed to be adversarial – prosecution versus defense, with multiple independently elected leaders. We share the same commitments to justice and public safety, and need to continue to work together to improve the system. I'm proud of the work we have done collectively to focus incarceration on higher-risk, violent offenders. We've done more than most counties in the nation, but there still are actions we can take to make the system more efficient.

The jail population management work group has identified several potential ideas for reducing the jail population outside the Jail Population Management Plan. Our priority should be to implement these and other options, which improve the efficiency of the overall criminal justice system. They include:

1. Shortening the time between plea or verdict and sentencing, which often would move individuals out of the County system sooner.
2. Shortening the time between first appearance and arraignment, recognizing that many individuals are released on personal recognizance or bond once they are arraigned.
3. Reducing the wait times for inmates being held in our jails who are awaiting mental health competency restoration because of the shortage of beds at Western State Hospital.
4. Setting up a system so more individuals booked for Failure to Appear see a judge within a day.

I recognize that these ideas require process changes by one or more branches or agencies in the criminal justice system, and that any such changes will take time. We are fortunate that with a biennial budget we have the flexibility to phase in system efficiencies over a longer period of time.

If the criminal justice system is unable to create these efficiencies, an additional last-resort option that we have been studying would be to book, assess, but not house lower-level pre-trial detainees who are booked for investigation of certain felonies or on a first Failure to Appear for certain types of misdemeanor warrants. The impact of this change on public safety would be minimal, as it would mean releasing some individuals in a few hours when they would have been released in a few days. All individuals would be booked, fingerprinted, checked for warrants, and screened. Law enforcement agencies would be able to override the release of any person deemed a higher public safety risk than their booking charges might indicate.

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I share your commitment to public safety and appreciate the feedback that Mayors and Police Chiefs have provided over the past weeks. I'm also encouraged by the ideas that were produced by the work group that I brought together last year and want to give you more time to develop efficiencies within the criminal justice system.

We currently have the resources needed to maintain operations without having to implement the Jail Population Management Plan until June 1, 2015. This will give us time to do two things:

1. Continue to work on higher priority options that can reduce jail population, including the four ideas identified above, which could safely and adequately make the justice system more efficient.
2. Continue to work with the Legislature to add more flexibility to the revenue sources available to counties, though such revenue would not obviate the need to continuously improve operations and seek greater efficiencies.

I encourage all of you to help with these efforts.

Executive staff will continue to refine details of the "book but not house" concept for implementation after June 1 if we are unable to develop and implement other options.

We can phase in justice system efficiencies over a longer period of time because of our biennial budget. We also have some one-time contingency funds set aside by the County Council in the 2015/2016 budget that can provide a short-term bridge if we cannot fully achieve the desired stabilization of jail population.

In closing, I need to remind everyone that the current financial structure of King County's General Fund cannot sustain our current level of services over time. Limitations on revenues mean that we face a \$30-\$40 million gap every biennium. With three-quarters of our General Fund budget being spent on law, safety, and justice functions, and most of the remainder on mandatory programs, future spending cuts necessarily will fall heavily on criminal justice agencies. This means it is essential that we find ways to effectively manage the most expensive component of the justice system while preserving public safety.

I look forward to our continued work on these issues.

Sincerely,

A handwritten signature in black ink, appearing to read "Dow Constantine". The signature is fluid and cursive, with a long horizontal stroke at the end.

Dow Constantine
King County Executive

King County Officials

January 14, 2015

Page 4

cc: King County Councilmembers
King County Police Chiefs
Dwight Dively, Director, King County Office of Performance, Strategy and Budget
Gail Stone, Law and Justice Policy Advisor, King County Executive's Office

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	2014 Annual Traffic Report		
DEPARTMENT:	Public Works/Police		
PRESENTED BY:	Mark Konoske, Operation Captain, Shoreline Police Kendra Dedinsky, City Traffic Engineer		
ACTION:	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input checked="" type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

PROBLEM/ISSUE STATEMENT:

Staff will present the 2014 Annual Traffic Report (Attachment A) at tonight's meeting. The purpose of this report and presentation is to:

1. Share with Council the data and methodology that the Public Works and Police Departments use to identify and develop action plans to address collision trends and High Collision Locations within the City,
2. Discuss identified recommendations to address High Collision Locations through engineering improvements utilizing existing Traffic Safety and Traffic Signal Rehabilitation resources, targeted Police enforcement, and education,
3. Identify potential future capital projects to address high collision intersections or street segments. The Council is asked to consider these projects for potential incorporation into the annual Transportation Improvement Plan (TIP) and the Capital Improvement Program (CIP) process. Inclusion of the projects within the TIP would establish priorities for the pursuit of grant funding in future years,
4. Update the Council on implementation of past improvements and efforts to lower the collision rates of High Collision Locations, and
5. Provide an overview of other key traffic data including volumes, speeds and transit information.

RESOURCE/FINANCIAL IMPACT:

There are no additional financial or resource impacts at this time. The Public Works and Police Departments will continue to use existing staff for engineering and enforcement needs. Based on the data in this report, projects identified as a priority would be considered as part of the Annual TIP and the 2016-2021 CIP process. Projects would be presented for Council consideration on an individual basis as part of those TIP and CIP processes. Enforcement emphasis and small projects would be implemented using existing resources. The 2015 budget includes \$132,500 for the Traffic Safety Improvement Program for these types of projects.

RECOMMENDATION

No action is required. This item is intended to be an informational briefing.

Approved By: City Manager ***DT*** City Attorney ***MK***

BACKGROUND

The purpose of the Annual Traffic Report is to provide Council with information and analysis of the data collected by the City's Traffic Services Section and specifically identify opportunities to increase and improve the safety of our transportation system.

The results and recommendations contained in the Annual Traffic Report are utilized in the development of the annual Transportation Improvement Plan (TIP) and Capital Improvement Plan (CIP) which will come before the Council in the upcoming months. This data is also used in identifying and developing opportunities for grant funding.

DISCUSSION

The 2014 Annual Traffic Report is attached to this staff report as Attachment A. The report contains data including information on collisions, traffic speeds, and traffic flow. Analysis of this data is then utilized to develop strategies and recommendations to reduce collisions and improve safety with a focus on the "3 Es" - Education, Enforcement and Engineering. The Traffic Services Section and Police Department work closely in developing the recommendations, with the Police focusing on enforcement and education opportunities and Traffic Services focusing on education and engineering solutions.

There are several key changes between previous years and this year's report that are noted below:

- An executive summary has been added that summarizes the key results and findings of the data.
- Pedestrian and bicycle collision data has been separated out and is highlighted in the report
- This year's analysis of High Collision Locations and associated recommendations are prioritized by total number of collisions. Previous reports have prioritized based on collision rate. However, focusing on locations with the highest numbers provides the best opportunity for mitigating the most collisions. Collision rate is still provided for context.
- A transit summary has been included that highlights significant improvements to the transit system and ridership usage within Shoreline.
- Recommendations for improvements have been identified for the top ten segments and intersections locations and those locations with three (3) or more pedestrian collisions. There are also recommendations for addressing some of the other contributing factors through education and enforcement
- A summary of previous recommendations implemented in 2014. It may take one to two years before the impact of the improvements is measurable or able to be fully evaluated.

Recommendations included within the 2014 annual report are implemented through the following programs:

- Enforcement by the Police Department is through current budget allocations
- The CIP includes an annual program for Traffic Safety Improvements that can be used for implementing engineering solutions. This program contains \$132,500 for 2015.
- Larger projects are funded separately through the CIP. These often include grant funding.
- The Traffic Services Operating budget supports education and minor operational adjustments to the system. As an example, the educational and community outreached component of the Neighborhood Traffic Safety Program (NTSP) is funded through Traffic Operations.

RESOURCE/FINANCIAL IMPACT:

There are no additional financial or resource impacts at this time. The Public Works and Police Departments will continue to use existing staff for engineering and enforcement needs. Based on the data in this report, projects identified as a priority would be considered as part of the Annual TIP and the 2016-2021 CIP process. Projects would be presented for Council consideration on an individual basis as part of those TIP and CIP processes. Enforcement emphasis and small projects would be implemented using existing resources. The 2015 budget includes \$132,500 for the Traffic Safety Improvement Program for these types of projects.

RECOMMENDATION

No action is required. This item is intended to be an informational briefing.

ATTACHMENTS

Attachment A – 2014 Annual Traffic Report



City of Shoreline
Annual Traffic Report
2014

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Introduction

This report provides an annual review and analysis of data collected by the City of Shoreline Traffic Services section. It summarizes collision, speed, and traffic volume data and highlights noteworthy trends. The data in this report guides the department in prioritizing Traffic Safety and Signal Rehabilitation resources, applying for grants to help finance capital improvement projects, and identifying target enforcement areas for the Shoreline Police Department.

This report strives to provide clear and usable traffic safety and operational information for reference by staff, Council and the citizens of Shoreline.

To request additional information, please contact the Public Works Department, Traffic Services section or visit the Traffic Services webpage at <http://shorelinewa.gov/government/departments/public-works/traffic-services>.

Executive Summary

Pedestrian and bicycle, injury, and total collisions within the City of Shoreline are up this year in comparison to 2013 data. This highlights the need for continued engineering, education, and enforcement efforts to improve roadway safety.

The number of total and injury collisions related to distracted and inattentive driving has risen sharply over the past 3 years. In addition, injury collisions related to speed are also on the rise. Over the last year, Shoreline Police have effectively targeted speeding locations identified by Traffic Services and in comparison to 2013, targeted streets show a marked improvement. Traffic Services and Shoreline Police will continue to work together in an effort to reduce injury collisions related to speed. Additional enforcement is also recommended for cell phone use while driving in order to bring the number of injury collisions down.

Pedestrian and bicycle collisions hit an all-time high in 2014 which may be in part due to shifting modes of transportation. Transit ridership has increased significantly over the past year which would account for more walking trips. Still, this increase is notable and warrants additional analysis so this year's report includes a list of recommendations for locations with three (3) or more pedestrian and/or bicycle collisions over a five year period.

This year's analysis of High Collision Locations and associated recommendations are prioritized by total number of collisions. Previous reports were prioritized based on collision rate, however focusing on locations with the highest numbers provides the best opportunity for mitigating the most collisions. Collision rate is still provided for context.

Traffic volumes are down from 2013, possibly due to shifting modes of transportation, however when compared to the five year average, Average Weekday Daily Traffic is up slightly by .47%.

Data Sources

This report summarizes collision data trends based on data from 2008 through 2014, with emphasis on data collected from 2012 through 2014. Only collisions that occurred on City streets and are investigated by police officers are included in this report. Excluded are collisions on private property, locations outside of City Right of Way, such as on State Routes (i.e. N 145th Street), Limited Access locations (i.e. I-5 interchanges), phone reports, non-police investigated incidents, collisions under the threshold of \$700, and other non-collision vehicle incident reports.

Collision data is obtained from Shoreline Police Department reports and is merged with data from the Washington State Department of Transportation (WSDOT). Data from WSDOT includes collisions investigated by other agencies such as Washington State Patrol. No citizen reports are included as WSDOT no longer provides this data to local jurisdictions as of January 1, 2009. The data contained in this report is based on reportable collisions only, as defined in the following section.

Traffic volume and speed data presented in this report was collected and analyzed by Shoreline Traffic Services staff.

Transit data was provided by King County Metro.

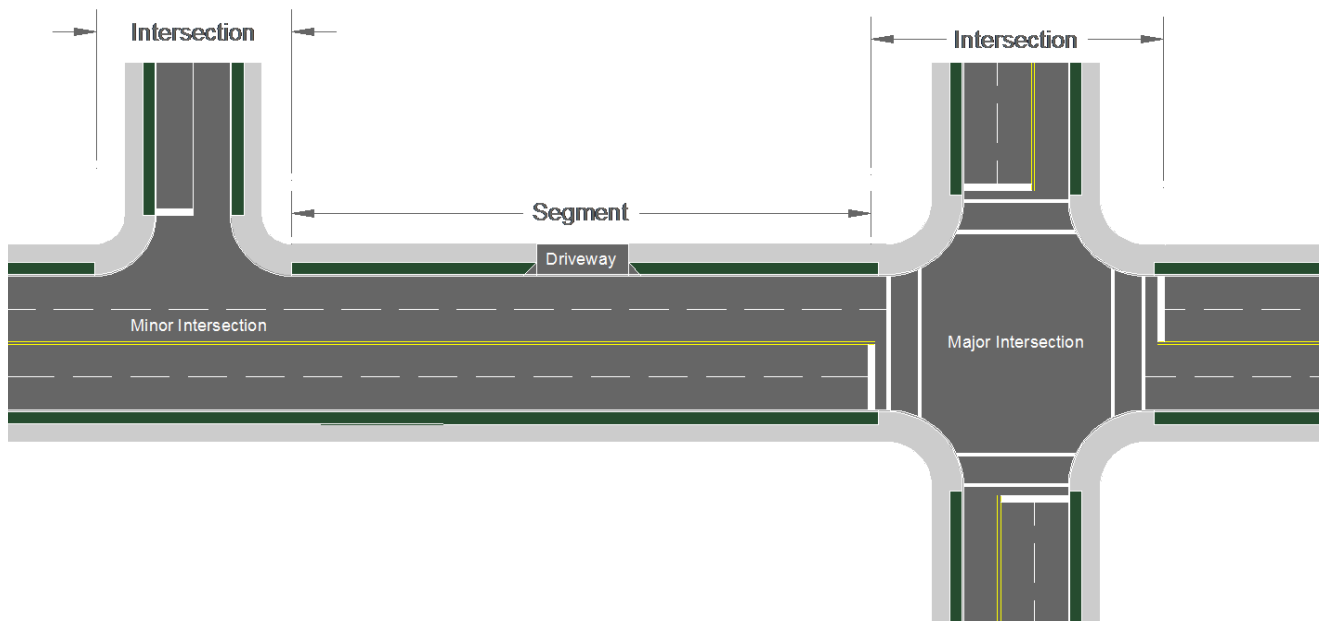
Definitions

Reportable Collision	A collision which involves death, injury, or property damage in excess of \$700.00 to the property of any one person.
All Collisions	The total number of reportable motor vehicle collisions including fatal, injury or property damage.
Fatal Collision	Motor vehicle collision that results in fatal injuries to one or more persons.
Injury Collision	Motor vehicle collision that results in injuries, other than fatal, to one or more persons. This includes possible injury, minor injury, evident injury, and serious injury collisions.
Property Damage Only Collision (PDO)	Motor vehicle collision in which there is no injury to any person, but only damage to a motor vehicle, or to other property, including injury to domestic animals.
Did Not Grant Right of Way	A contributing circumstance type indicating that the driver failed to properly yield Right of Way; for example, a driver hitting a pedestrian in a crosswalk when the walk signal is on for the pedestrian movement.
Transit Signal Priority	A strategy to improve transit travel times which involves coordinated efforts

between transit vehicle detection systems, traffic signal control systems, and communication technologies.

High Collision Location	Locations with the highest number of reported collisions.
Collision Rate	For intersections, the number of collisions at an intersection divided by the average annual volume of vehicles entering the intersection. The resulting unit is collisions per million entering vehicles. For segments, the number of collisions along the segment divided by the length of the segment and the average annual volume of vehicles along the segment. The resulting unit is collisions per million vehicle miles.
85 th Percentile Speed	The speed at which 85% of traffic is traveling at; a common traffic engineering standard for measuring and evaluating traffic speeds.

For High Collision Location analysis, intersections and segments are categorized as shown below.

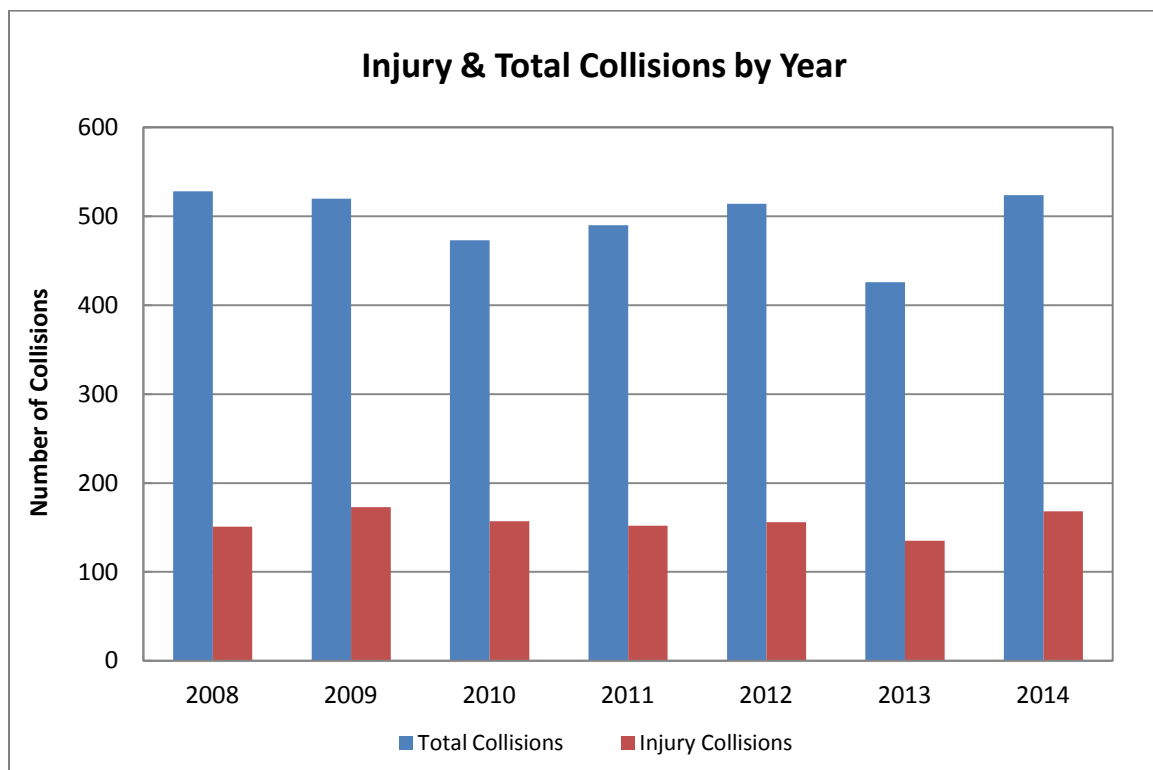


Collision Summary

There were 524 collisions reported on City of Shoreline streets in 2014. Below is a summary of collisions from 2008 through 2014.

2008-2014 Total Collisions							
	2008	2009	2010	2011	2012	2013	2014
Injury	151	172	155	151	155	134	167
Property Damage	340	321	292	306	318	265	322
Fatal	0	1	2	1	1	1	1
Unknown	37	26	24	32	40	26	34
Total	528	520	473	490	514	426	524

Although the number of collisions continues to trend slightly downward, the number of collisions in 2014 is up from 2013. Injury collisions have continued to stay at an approximately level condition since 2008, however there has been an increase in comparison to 2013 data.



Societal Costs

Traffic collisions have considerable impact not only on the people directly involved in the collision but also on the community as a whole. Below is the National Safety Council's most recent (year 2011) analysis of motor vehicle collision costs in the United States. The information provided includes estimates for the average economic cost per death, per injury, and per property damage collision. The economic cost estimates are a measure of the productivity lost and expenses incurred because of the collision; they do not reflect what society is willing to pay to prevent a statistical fatality or injury.

Motor vehicle collision per each death, injury and property damage:

- Death \$1,420,000
- Disabling Injury \$78,700
- Incapacitating Injury \$70,500
- Non-Incapacitating evident Injury \$22,700
- Possible Injury. \$12,800
- Property Damage Collision (including non-disabling injuries) \$9,100

Source: National Safety Council® Research & Statistics <http://www.nsc.org>
update December, 2011.

Below is a summary of societal costs for collisions in Shoreline from 2012 through 2014.

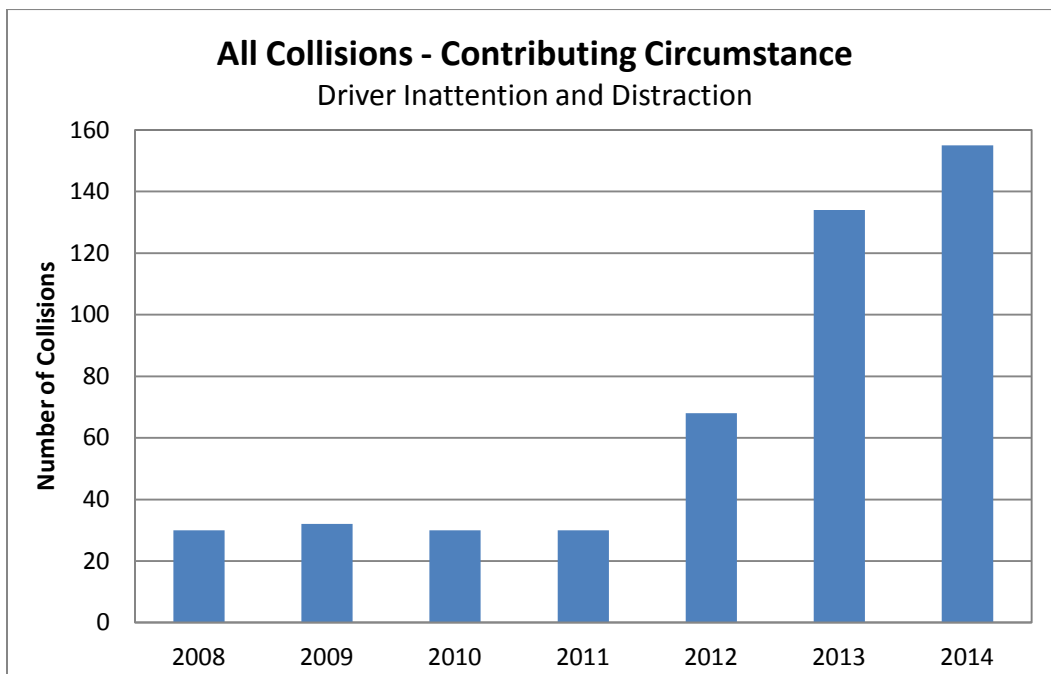
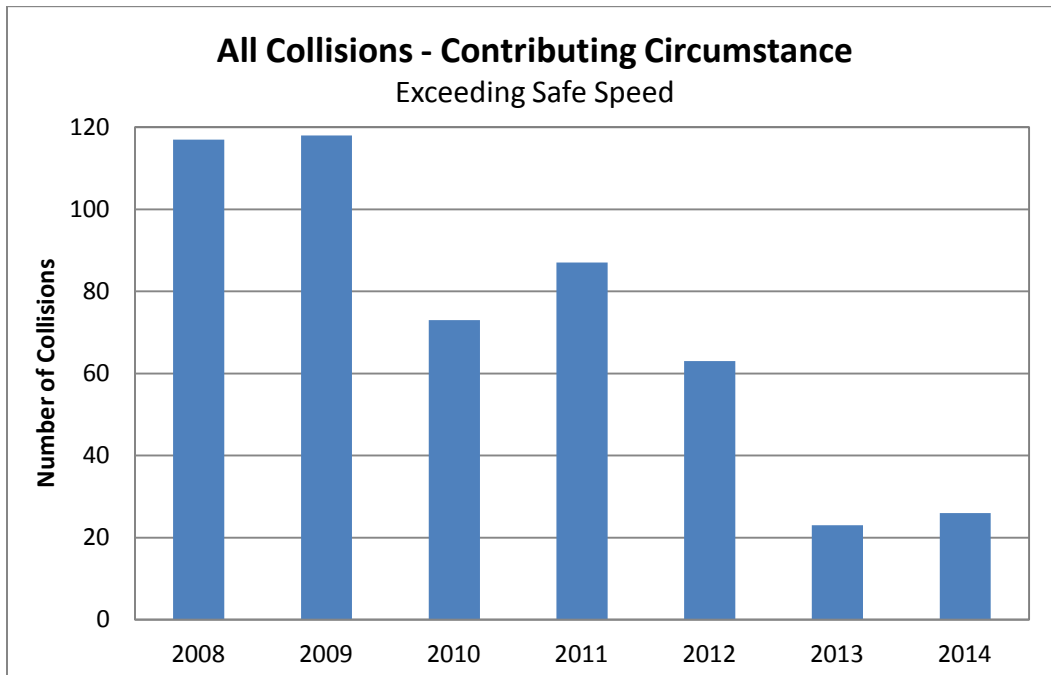
2012-2014 Collision Societal Costs				
Type of Collision	2012	2013	2014	3-Year Total
Injury	\$7,157,125	\$6,187,450	\$7,711,225	\$21,055,800
Property Damage	\$2,893,800	\$2,411,500	\$2,930,200	\$8,235,500
Fatal	\$1,420,000	\$1,420,000	\$1,420,000	\$4,260,000
Total	\$11,470,925	\$10,018,950	\$12,061,425	\$33,551,300

Contributing Circumstances

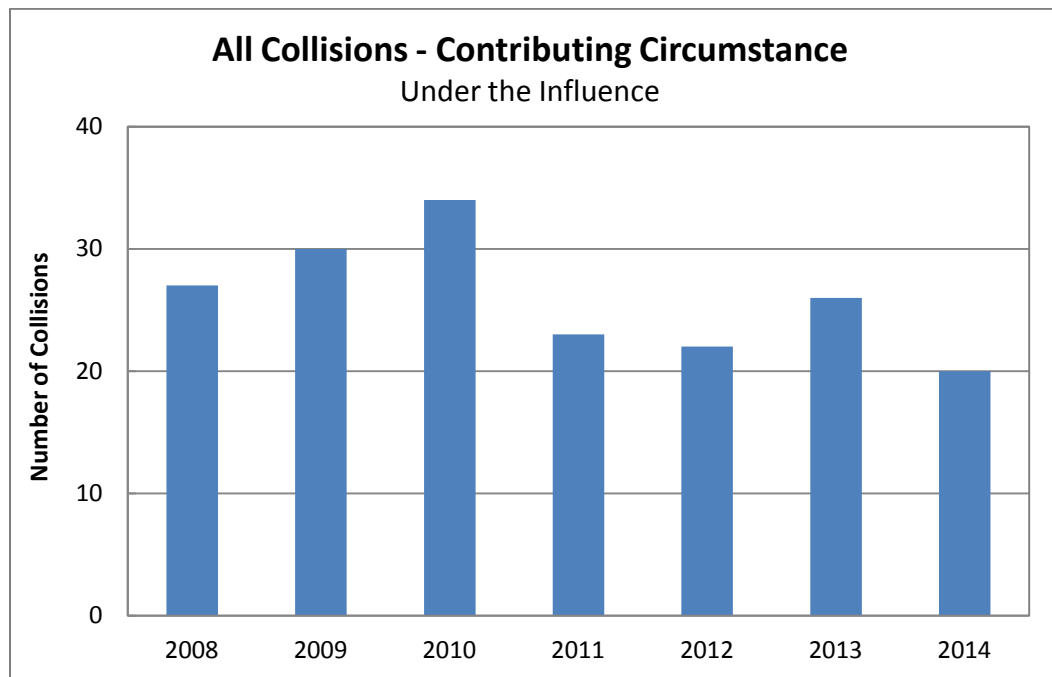
The top three contributing circumstances for collisions continue to be "Did Not Grant Right of Way", "Exceeding Safe Speed", and "Driver Distraction and Inattention". Data from 2014 alone shows a similar distribution to the table below.

Contributing Circumstance	2008 - 2014
Did Not Grant Right of Way	24%
Exceeding Safe Speed	15%
Driver Distraction & Inattention	14%

Two significant trends can be seen in the following graphs. Since 2008, there has been a dramatic decrease in the number of collisions with “Exceeding Safe Speed” listed as a contributing circumstance. In sharp contrast, the number of collisions attributed to “Driver Distraction and Inattention” has risen inversely.

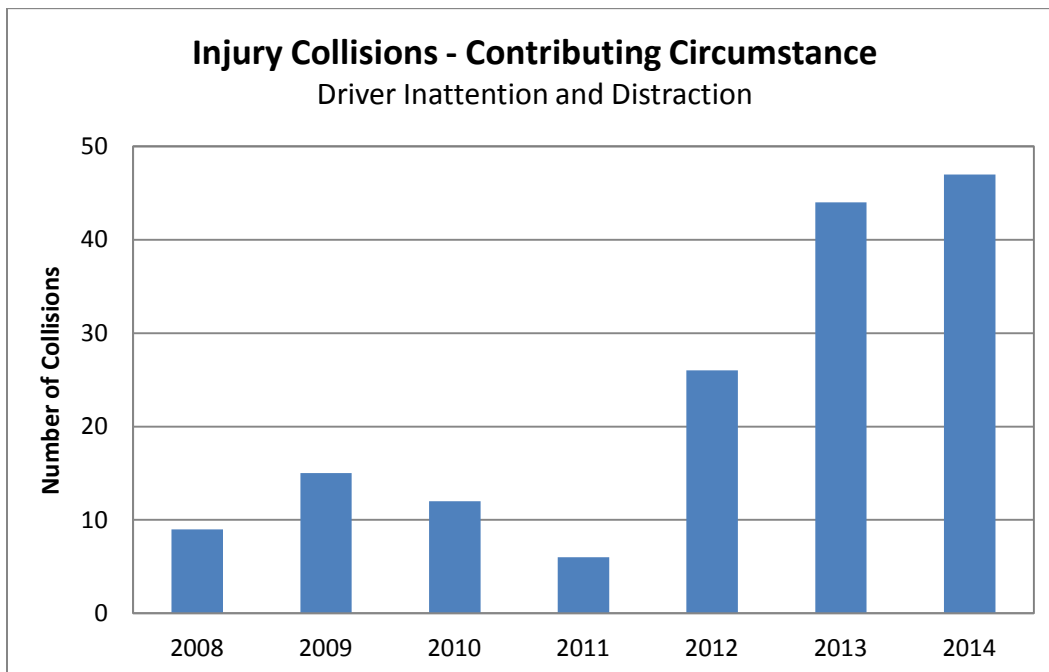
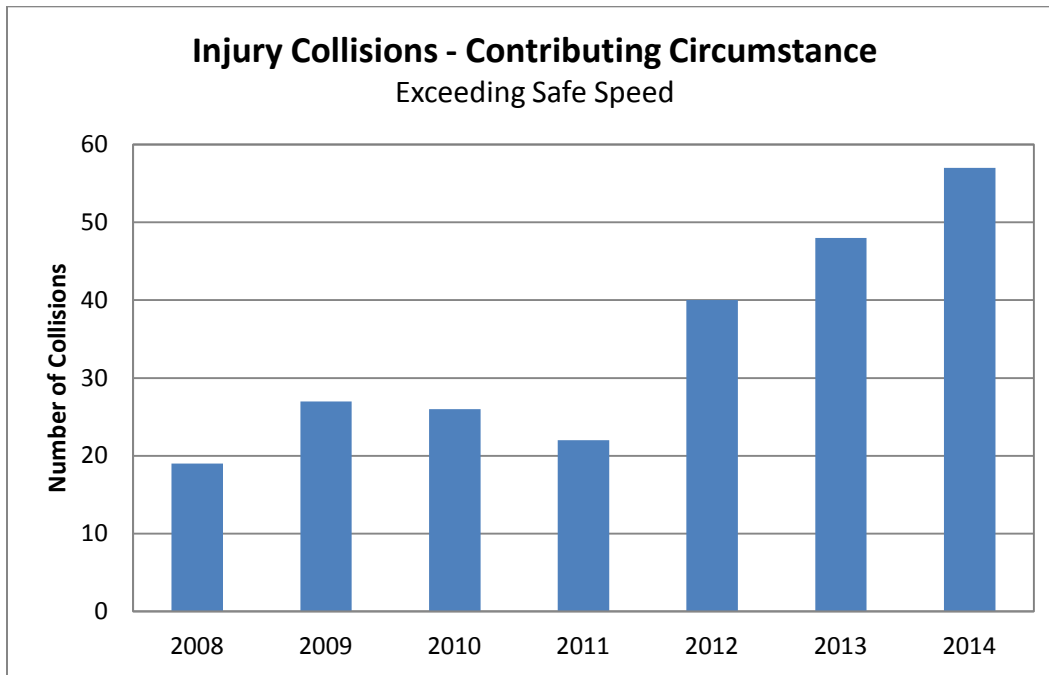


Impaired driving represents approximately 5% of all collisions, similar to the statewide trend. Collisions in Shoreline related to impaired driving are at an all time low in 2014.



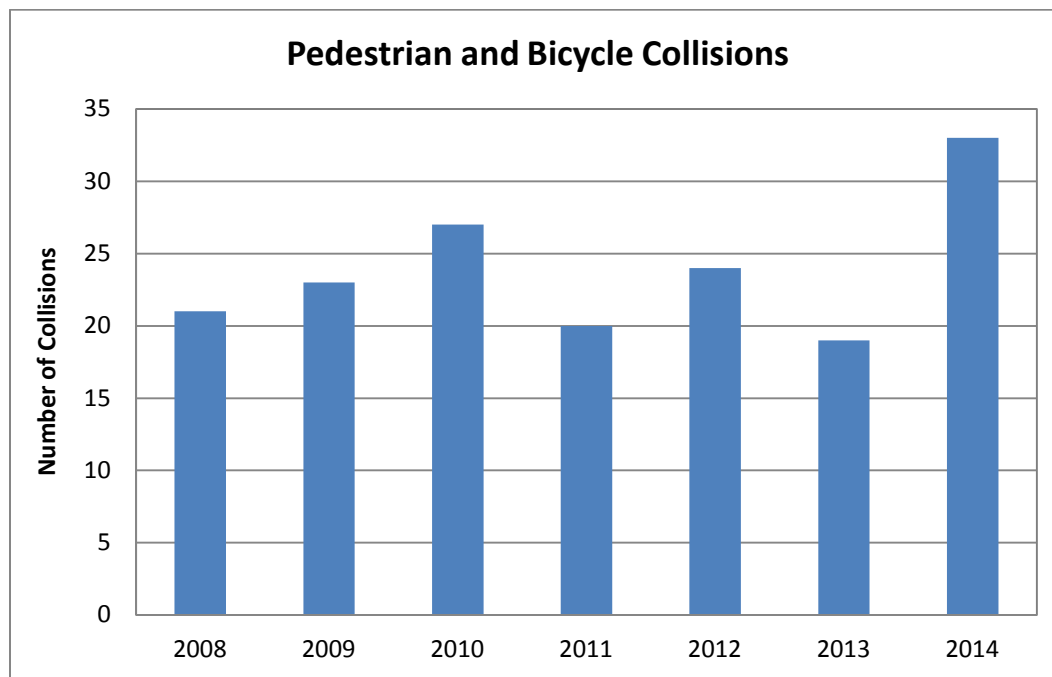
Injury Collisions

The total number of speed related collisions is decreasing, however it is important to note that the number of injury collisions related to speed are on the rise. Similarly the number of injury collisions attributed to distracted and inattentive driving are also on the rise. See the following graphs for injury collision data related to speed and inattention.



Pedestrian and Bicycle Collisions

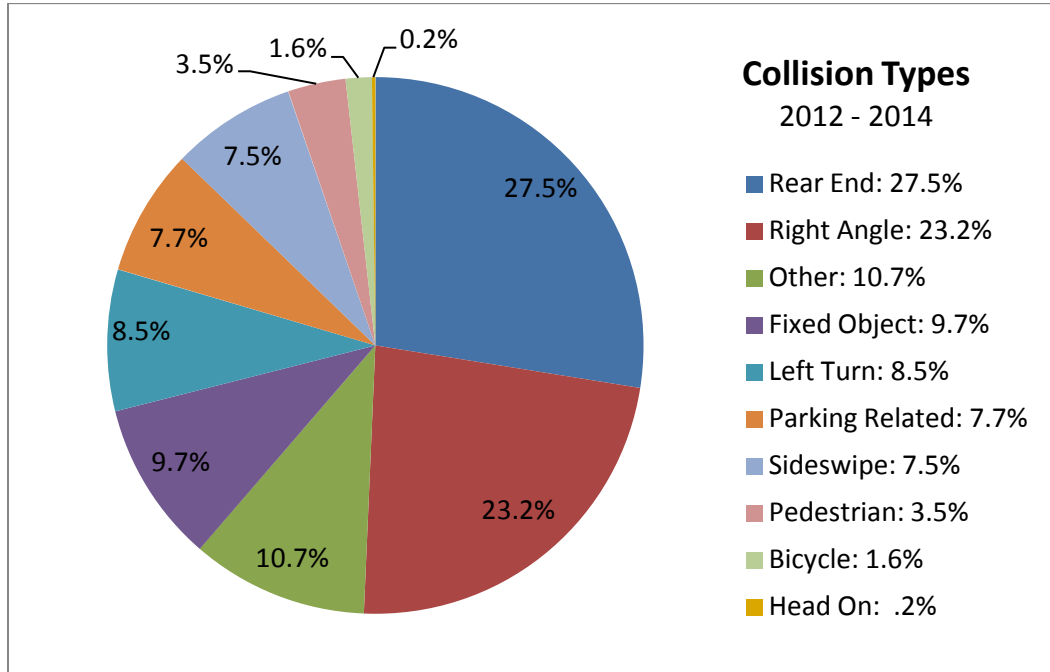
Since 2008, the rate of pedestrian and bicycle collisions has stayed relatively level. However in 2014, there has been a significant increase overall and in comparison to 2013 numbers. This may be, in part, due to more people walking and biking. Transit ridership is also on the rise which would account for increased pedestrian activity. For information regarding pedestrian and bicycle collision locations, see the High Collision Locations section. The primary contributing circumstance listed for pedestrian and bicycle collisions is “Did Not Grant Right of Way”.



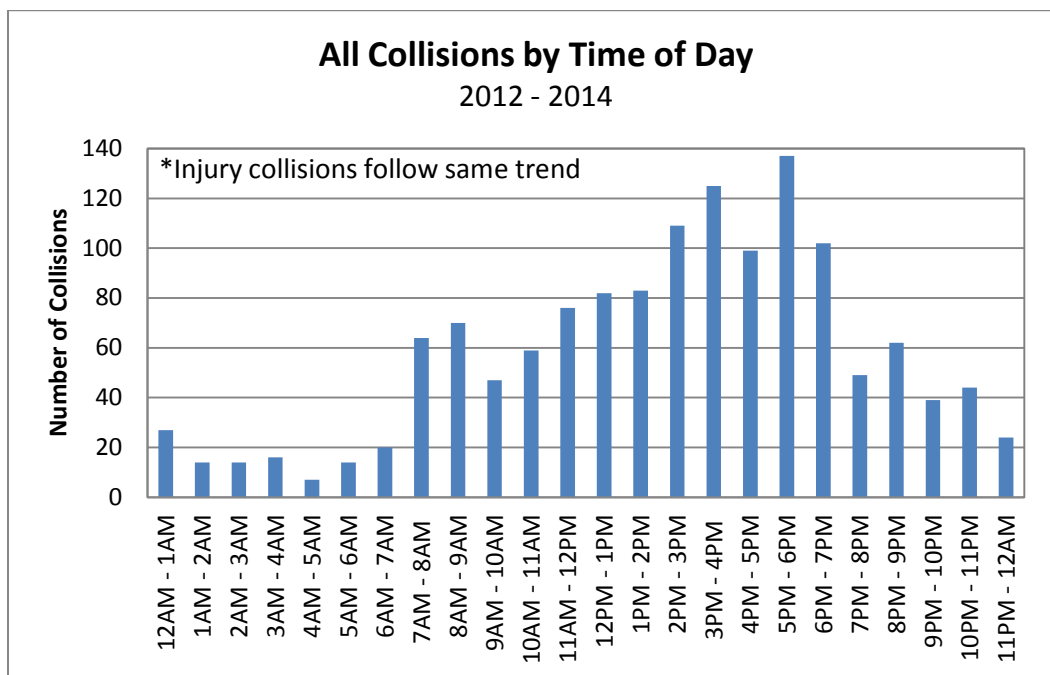
Year	Pedestrian Collisions	Bicycle Collisions
2008	17	4
2009	18	5
2010	18	9
2011	14	6
2012	16	8
2013	12	7
2014	24	9

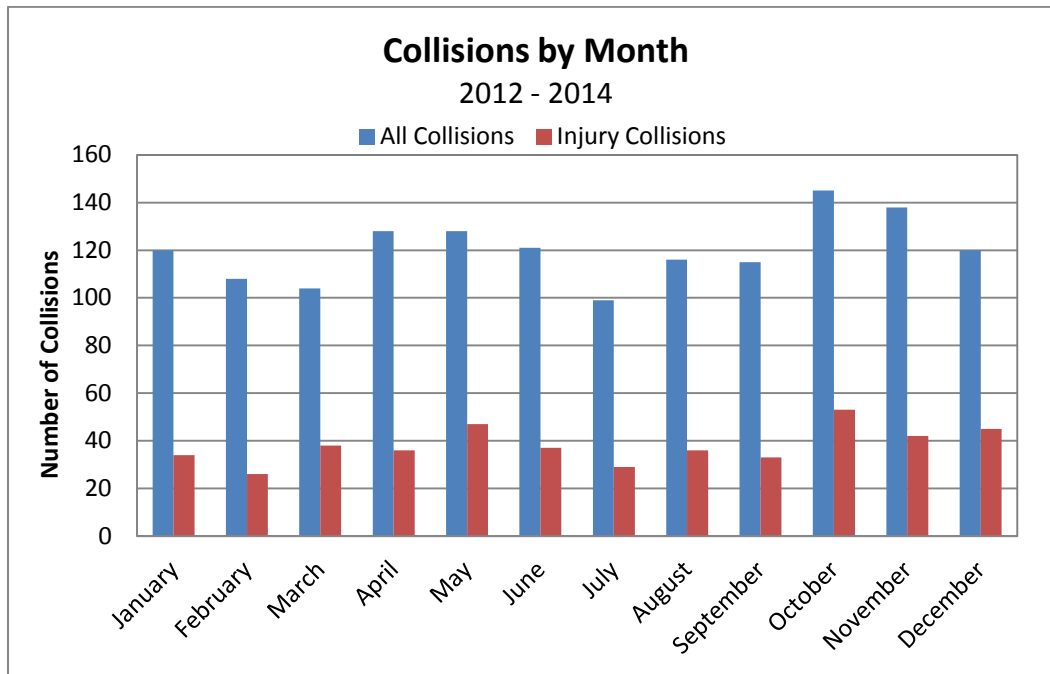
Other Collision Statistics

As shown in the following chart, “Rear End” and “Right Angle” collisions make up the majority of collision types. Approximately 17% of all collisions were listed as “Hit and Run”.

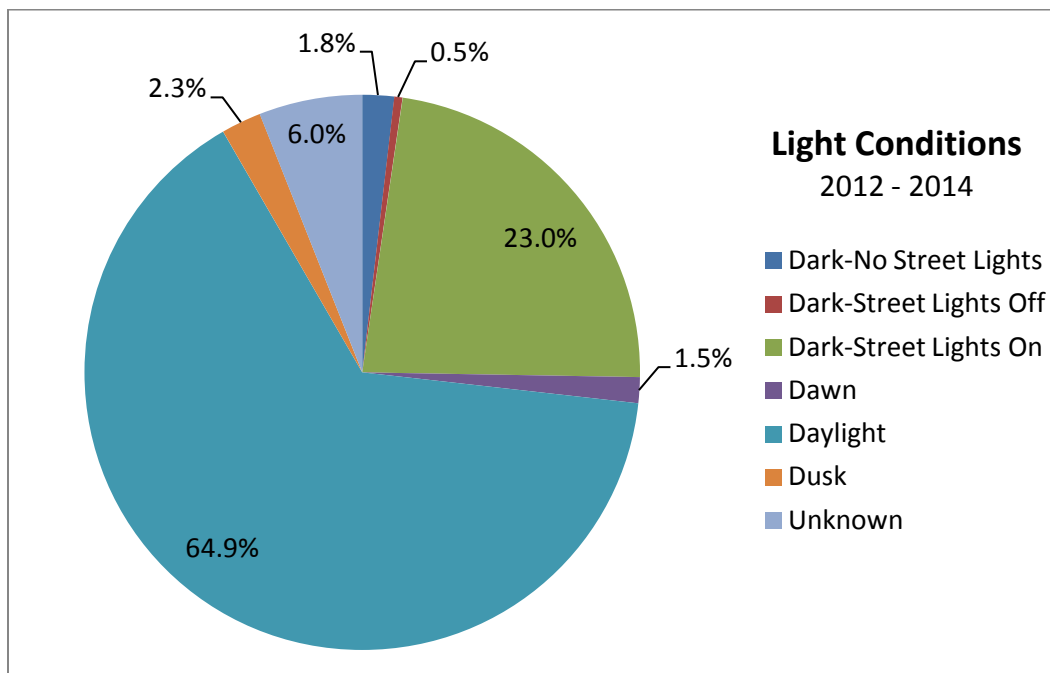


Collisions in Shoreline most often occur between the hours of 5 and 6 PM. This is in line with the statewide trend. October and November are the months with the highest numbers of collisions.

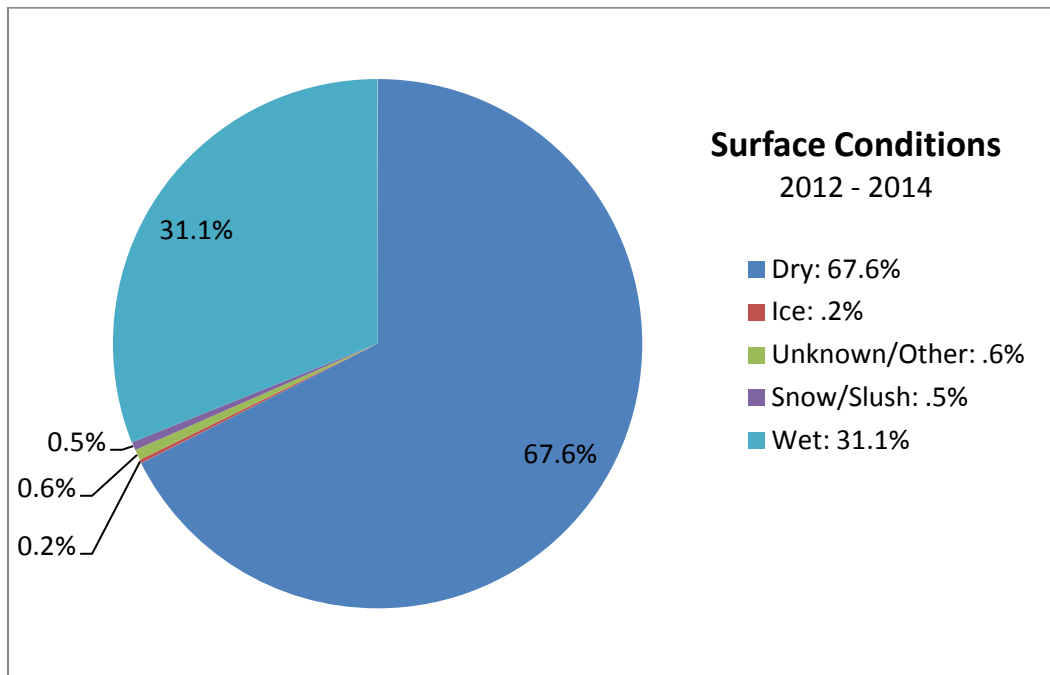




Most collisions occur during daylight hours, with “Dark – Street Lights On” representing the next highest category.



Nearly 68% of collisions occur on dry pavement, similar to the statewide average of 69%.



High Collision Locations

The top 25 High Collision Locations are identified by reviewing three years of collision data, separating locations into Intersections or Segments in order to better target mitigation strategies. The High Collision Locations tables list locations within the City with the highest number of reported collisions in descending order. Also included is the collision rate associated with the location in order to provide context; while a high number of collisions may seem alarming, when traffic volumes and segment lengths are taken into account, the rate may be more reflective of the overall risk associated with a location. Number of injuries at the location is also included for reference. This year, a review of pedestrian and bicycle locations over a five year period is also included.

There is no industry standard as to what number of collisions or collision rate is considered “high.” In King County, among similar sized cities (with population of 30 - 60k), Shoreline’s collision per capita rate ranks 3rd lowest out of 7. Nationally, locations with 5 or more correctable collisions in a 12 month period may be considered for some additional traffic control devices, such as stop signs and traffic signal revisions.

The following tables provide information regarding High Collision Locations based on intersection, street segment, or whether pedestrian/bicycle related. The top 25 High Collision Location intersections, sorted by number of collisions, are presented in the table below. Collision rates at locations with 5 collisions were evaluated to determine the last two positions in the table.

2012 - 2014 High Collision Location Intersections				
Location	Signalized	Number of Collisions	Number of Injuries	Collision Rate
3rd Ave NW & NW Richmond Beach Rd	yes	17	7	0.75
Aurora Ave N & N 200th St	yes	14	4	0.32
19th Ave NE & Ballinger Way NE	yes	13	4	0.45
Aurora Ave N & N 163rd St	no	12	3	0.28
Aurora Ave N & N 175th St	yes	11	3	0.19
5th Ave NE & NE 175th St	yes	10	5	0.41
Ashworth Ave N & N 192nd St	no	9	2	1.84
Linden Ave N & N 185th St	yes	9	6	0.52
15th Ave NE & NE 175th St	yes	8	1	0.30
Aurora Ave N & N 185th St	yes	8	2	0.16
Aurora Ave N & N 155th St	yes	8	3	0.14
Fremont Ave N & N 185th St	yes	8	3	0.34
Meridian Ave N & N 155th St	yes	8	2	0.43
Meridian Ave N & N 185th St	yes	8	3	0.33
15th Ave NE & Ballinger Way NE	yes	7	1	0.17
15th Ave NE & NE 155th St	yes	7	4	0.31
19th Ave NE & NE 205th St	yes	7	3	0.41
Meridian Ave N & N 200th St	yes	7	3	0.49
10th Ave NE & NE 175th St	yes	6	4	0.33
15th Ave NE & NE 180th St	yes	6	5	0.31
5th Ave NE & NE 155th St	yes	6	4	0.35
8th Ave NE & NE 175th St	no	6	3	0.30
Meridian Ave N & N 175th St	yes	6	1	0.15
Aurora Ave N & N 160th St	yes	5	0	0.11
Aurora Ave N & N 205th St	yes	5	0	0.10

The following table represents the top 25 High Collision Location segments sorted by number of collisions. Collision rates at locations with eight (8) collisions were evaluated to determine the last three positions on the table.

2012 – 2014 High Collision Location Segments			
Location	Number of Collisions	Number of Injuries	Collision Rate
Ballinger Way NE From 19th Ave NE to NE 205th St	40	19	5.71
Aurora Ave N From N 160th St to N 163rd St	24	7	5.24
Aurora Ave N From N 199th St to N 200th St	24	7	11.02
Aurora Ave N From N 152nd St to N 155th St	22	7	3.35
Aurora Ave N From N 200th St to N 205th St	19	4	2.29
Aurora Ave N From N 149th St to N 152nd St	18	4	3.16
Aurora Ave N From N 170th St to Ronald PI N	18	5	2.71
Aurora Ave N From N 175th St to Ronald PI N	16	4	1.76
Aurora Ave N From Ronald PI N to N 175th St	16	6	4.65
N 175th St From Meridian Ave N to Corliss Ave N	15	4	2.72
Aurora Ave N From N 185th St to N 192nd St	13	4	2.81
Aurora Ave N From N 195th St to Firlands Way N	13	5	8.35
Aurora Ave N From N 145th St to N 149th St	12	1	1.67
Aurora Ave N From N 155th St to Westminster Way N	12	5	1.72
Aurora Ave N From N 184th St to N 185th St	12	3	8.58
NW Richmond Beach Rd From 3rd Ave NW to 8th Ave NW	12	2	2.91
15th Ave NE From Forest Park Dr NE to NE 205th St	11	3	4.97
Aurora Ave N From N 163rd St to N 165th St	11	5	2.39
N 155th St From Aurora Ave N to Midvale Ave N	11	3	11.97
Aurora Ave N From Westminster Way N to N 160th St	10	6	16.76
15th Ave NE From NE 175th St to NE 177th St	9	4	4.33
N 175th St From Midvale Ave N to Ashworth Ave N	9	2	2.20
15th Ave NE From NE 169th St to NE 170th St	8	4	7.75
N 175 th St from Corliss Ave N to 175 th St Ramp SB	8	0	4.63
N 185 th St from Linden Ave N to Aurora Ave N	8	3	4.27

Below is a table which presents locations with three (3) or more pedestrian or bicycle collisions in the last five years (2010 – 2014).

2010 – 2014 High Pedestrian and Bicycle Collision Locations		
Location	Signal	Number of Pedestrian and Bicycle Collisions
Ballinger Way NE From 19th Ave NE To NE 205th St	no	4
15th Ave NE & NE 168th St	no	3
3rd Ave NW & NW Richmond Beach Rd	yes	3
Aurora Ave N From N 170th St to Ronald PI N	no	3
Aurora Ave N From Ronald PI N to N 182nd St	no	3
Linden Ave N & N 185th St	yes	3
Meridian Ave N & N 200th St	yes	3

Collision Reduction Strategies

The City of Shoreline strives to reduce overall, injury, and fatality collisions on its roadways consistent with the Washington State Strategic Highway Safety Plan's Target Zero Initiative. The goal of this initiative is to achieve zero deaths and serious injury collisions by 2030.

Shoreline engages in the 'Three E's' in working toward this goal. They are:

- Education Gives drivers, pedestrians, and bicyclists information about how to make safer choices. Examples of this include Shoreline's Neighborhood Traffic Safety and Action Plans, outreach to residents that provides information about the dangers speeding and collisions and encourages safer travel, utilizing radar speed carts to remind drivers of their speed, web-based information, and working with schools on Safe Routes to School plans.
- Enforcement Utilizes the Shoreline Police Department Traffic Division to focus enforcement efforts on problem areas to increase community awareness and compliance. Emphasis patrols can target specific violations such as speeding, failure to yield to pedestrians, cell phone use while driving, and disobeying traffic control devices.
- Engineering Implements best engineering practices to prevent or reduce the severity of collisions. This includes operational evaluation of facilities (including signals, signs, striping and guardrail, etc.), designing capital improvements with safety as a guiding factor, installing traffic calming devices (such speed humps, chicanes, or traffic circles, etc), and providing routine maintenance of traffic assets.

Roadway users can make Shoreline roads safer too:

- Get educated on the rules of the road.
- Obey the law.
- Share the road with bicyclists.
- When biking and walking, wear reflective bright clothing to increase visibility.
- Stop, look, listen before crossing the street.
- Be alert.
- Don't be a distracted driver and never text and drive.
- Never drive while under the influence of alcohol and/or drugs.
- Be courteous and patient.

Recommendations

Police and Public Works staff work together to review the top 10 High Collision Locations. Focusing on the top 10 locations facilitates strategic and systematic prioritization of limited City resources. This year, the top 10 locations were prioritized based on number of collisions in order to maximize the benefit of recommendations and improvements, working toward the goal of decreasing the overall number of collisions.

Using the Three E's, discussed in the previous section, recommendations were developed to address identified collision patterns. Staff also considered longer-term strategies to address identified issues.

The top 10 intersection locations and associated recommendations are shown below. For locations with eight (8) collisions, collision rate was evaluated to populate the 9th and 10th rankings on the list.

Top 10 Intersection Locations and Associated Recommendations				
Location	Number of Collisions	Number of Injuries	Collision Rate	Recommendation
3rd Ave NW & NW Richmond Beach Rd	17	7	0.75	Work order was issued to revise the signal to "split phase" operation. Split phasing will negatively impact signal efficiency and drivers will experience more delay. This work will be completed in 2015. Further improvements, including left turn lanes, should be considered as part of the TIP/CIP.
Aurora Ave N & N 200th St	14	4	0.32	Intersection is being rebuilt as part of the Aurora 3B project.
19th Ave NE & Ballinger Way NE	13	4	0.45	Revise Intersection phasing, including adding a flashing yellow arrow.

Aurora Ave N & N 163rd St	12	3	0.28	Evaluate sight distance and traffic control devices.
Aurora Ave N & N 175th St	11	3	0.19	Evaluate signal timing.
5 th Ave NE & NE 175 th St	10	5	0.41	Intersection phase changes were completed in mid 2014 – protected/permissive phasing was added to northbound and southbound movements which should address collisions.
Ashworth Ave N & N 192 nd St	9	2	1.84	Evaluate for all way stop control (currently 2-way stop controlled).
Linden Ave N & N 185th St	9	6	0.52	Phase changes recommended however major signal rehabilitation work is needed. Scope feasibility for incorporating as a 2015 Signal Rehabilitation project or for future CIP project.
Meridian Ave N & N 155th St	8	2	0.43	Signal will be rebuilt as part of a grant obtained in 2014. New phasing will address collision problem.
Meridian Ave N & N 185th St	8	3	0.33	Short term – identify for possible signal phase changes to incorporate flashing yellow arrow if major rehabilitation work is not required. Long term - Intersection identified as a future Growth Project.

The top ten segment locations and associated recommendations are shown below.

Top 10 Segment Locations and Associated Recommendations				
Location	Number of Collisions	Number of Injuries	Collision Rate	Recommendation
Ballinger Way NE From 19th Ave NE to NE 205th St	40	19	5.71	Evaluate spot access control improvements. This should be evaluated as a CIP project to allow for significant modifications for access control which will require considerable coordination efforts with businesses and property owners.

City of Shoreline Annual Traffic Report (2014)

Aurora Ave N From N 160th St to N 163rd St	24	7	5.24	Evaluate sight distance and traffic control (also included in intersection)
Aurora Ave N From N 199th St to N 200th St	24	7	11.02	Roadway segment is being reconstructed as part of the Aurora 3B project.
Aurora Ave N From N 152nd St to N 155th St	22	7	3.35	Primarily rear end collisions. Signal timing was revised in 2014 and will be reevaluated upon substantial completion of Aurora 3B.
Aurora Ave N From N 200th St to N 205th St	19	4	2.29	Roadway segment is being reconstructed as part of the Aurora 3B project.
Aurora Ave N From N 149th St to N 152nd St	18	4	3.16	Primarily rear end collisions. Signal timing was revised in 2014 and will be reevaluated upon substantial completion of Aurora 3B.
Aurora Ave N From N 170th St to Ronald PI N	18	5	2.71	Primarily rear end collisions. Signal timing was revised in 2014 and will be reevaluated upon substantial completion of Aurora 3B.
Aurora Ave N From N 175th St to Ronald PI N	16	4	1.76	Primarily rear end collisions. Signal timing was revised in 2014 and will be reevaluated upon substantial completion of Aurora 3B.
Aurora Ave N From Ronald PI N to N 175th St	16	6	4.65	Primarily rear end collisions. Signal timing was revised in 2014 and will be reevaluated upon substantial completion of Aurora 3B.
N 175th St From Meridian Ave N to Corliss Ave N	15	4	2.72	Primarily rear end collisions. Signal timing was revised in 2014. Will continue to monitor.

The table below shows locations with 3 or more pedestrian collisions in a five year period and associated recommendations.

Locations with 3 or more Pedestrian Collisions in a Five Year Period and Associated Recommendations		
Location	Pedestrian & Bicycle Collisions	Recommendations
Ballinger Way NE From 19th Ave NE To NE 205th St	4	Access control (as described in segments section) could provide safer alternatives for mid-block crossings.
15th Ave NE & NE 168th St	3	Evaluate for improved pedestrian and bicycle traffic control devices.
3rd Ave NW & NW Richmond Beach Rd	3	Signal phase changes will improve pedestrian safety at this intersection.
Aurora Ave N From N 170th St to Ronald PI N	3	Possible jaywalking emphasis patrol.
Aurora Ave N From Ronald PI N to N 182nd St	3	Possible jaywalking emphasis patrol.
Linden Ave N & N 185th St	3	Countdown pedestrian heads and accessible pushbuttons were not completed last year since major signal rehabilitation work is needed in order to install them. Scope feasibility for incorporating as a 2015 Signal Rehabilitation project or future CIP project.
Meridian Ave N & N 200th St	3	Install "turn must yield to pedestrians" sign.

In addition to High Collision Locations, there were some notable trends in collision contributing circumstance. It is recommended that Police Enforcement continue to target speeding as well as increase enforcement of cell phones use while driving. It is important to note that focused enforcement often results in opportunities to educate drivers of their behavior rather than simply issuing citations.

The Police Department and Traffic Services will continue to meet quarterly to review speed differential and collision data to identify additional opportunities.

The Neighborhood Traffic Action Plans (NTAP) and Neighborhood Traffic Safety Program (NTSP) managed through Traffic Services will continue to utilize education to support neighborhood traffic safety concerns. Police will also continue to provide education outreach efforts through the following types of activities:

- Safe driving presentations to at-risk drivers ages 16-19 years old. The Shoreline Police School Resource Officer and Traffic Unit work jointly to support this effort.
- Safe driving and traffic complaint reporting presentations at neighborhood meetings. These are conducted through joint efforts between the Shoreline Police Community Outreach Officer and Traffic Unit.

Implemented Recommendations (2013)

- Signal timing at all 45 signals throughout the City was updated in 2014. Most notably, pedestrian walk times were revised to improve safety and meet industry standards. Red and yellow clearance intervals were adjusted as needed. Signal coordination along Aurora Ave N was also implemented.
- Working with the Shoreline School District, Safe Routes to School Maps were updated for all elementary schools.
- The majority of Shoreline's Street Lights have now been converted to brighter LED fixtures.
- At 25th Ave NE and NE 155th Street, sight distance was reviewed and parking restrictions were expanded to improve sight lines.
- At 5th Ave NE and NE 175th Street, phase changes were implemented to provide protected/permissive phasing for northbound/southbound movements which should address the collision problem.
- The City continues to work with Sound Transit on intersection designs for 5th Ave NE and 145th Street, though the intersection is not within City Right of Way.
- 3rd Ave NW and NW Richmond Beach Rd will be split phased in 2015 year and should prevent many future collisions.
- In 2014, City staff applied for and received a grant to address collision problems at the intersection of Meridian Ave N and N 155th St. Improvements will be implemented in 2016 - 2017.

Traffic Speed Summary

The City of Shoreline Traffic Services and Police departments have been working together to identify and target speed enforcement. Speed data is collected throughout the year and compared to the posted speed limit in order to identify streets where speeding is a problem.

Speed data collected in 2014 shows a significant reduction in high speed locations compared with 2013 data. See the Appendix for the 2013 and 2014 Traffic Speed Differential Maps which show the difference between the measured 85th percentile speed and the posted speed limit.

Traffic Volume Summary

Traffic volume data is regularly collected at eight (8) locations which include:

- Aurora Ave N south of N 175th St
- Meridian Ave N south of N 175th St
- NW Richmond Beach Rd east of 3rd Ave NW
- 5th Ave NE south of NE 175th St
- 15th Ave NE south of NE 172nd St
- 25th Ave NE south of NE 171st St
- NE 175th St west of 5th Ave NE
- NW 175th St west of 3rd Ave NW

Below is a summary of data collected at these locations. As shown in the table, daily traffic volumes are down from 2013 by 2.13%. This may be in part due to shifting modes of transportation; see Transit Summary.

	2010	2011	2012	2013	2014	5 Year Average
AM Peak Aggregate AAWDT	6878	6599	7064	7444	6935	6984
PM Peak Aggregate AAWDT	9279	9012	9314	9521	8804	9186
Daily Aggregate AAWDT	108967	105313	108025	111441	109070	108563

When compared to the five year average, AM and PM volumes are down by .70% and 4.16% respectively and average daily weekday traffic is up by .47%.

See the Appendix for the 2014 Traffic Flow Map which shows average daily weekday traffic volumes on City of Shoreline Streets.

Transit Summary

This year, signal timing improvements and Transit Signal Priority (TSP) were implemented on Aurora Avenue N. According to a report from King County Metro, TSP has reduced average intersection approach delay on the E line by 8 – 14%, or about 1 – 2 minutes per trip.

Transit ridership has increased in Shoreline, up by 7.3% since 2013. The countywide average is 2.1%.

	Average Daily Transit Boardings in Shoreline	% Increase
Spring 2014	8318	7.3%
Spring 2013	7750	-

**King County Metro data only*

Appendix

1. 2014 Traffic Flow Map
2. 2013 Traffic Speed Differential Map
3. 2014 Traffic Speed Differential Map

SHORELINE

Geographic Information System

City of Shoreline Traffic Speed Map 2014

Difference Between
85th Percentile Speeds* and
Posted Speed Limit**

Legend for Speed Ranges

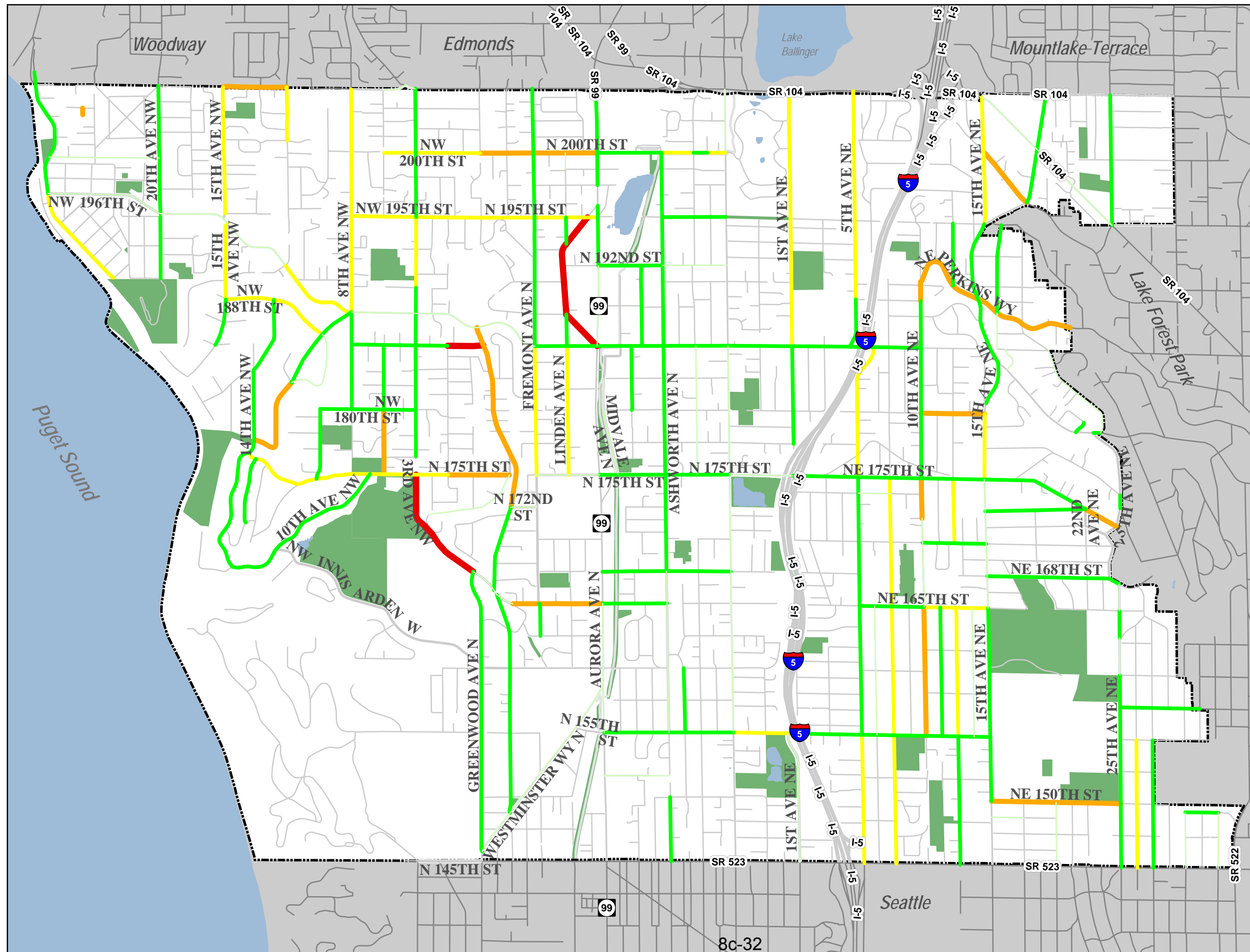
- 10 to 13 MPH Over
- 8 to 9 MPH Over
- 6 to 7 MPH Over
- 3 to 5 MPH Over
- 1 to 2 MPH Over

0 462.5 925 1,850 2,775
Feet
1 inch = 1,875 feet



City of Shoreline
Mark J. Relph, Public Works Director
Rich Meredith, City Traffic Engineer
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(206) 801-2700
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Map Data: Through December 2013
No warranties of any sort, including
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SHORELINE

Geographic Information System

City of Shoreline
Traffic Speed Map
2013

Difference Between
85th Percentile Speeds* and
Posted Speed Limit**

Legend for
Speed Ranges

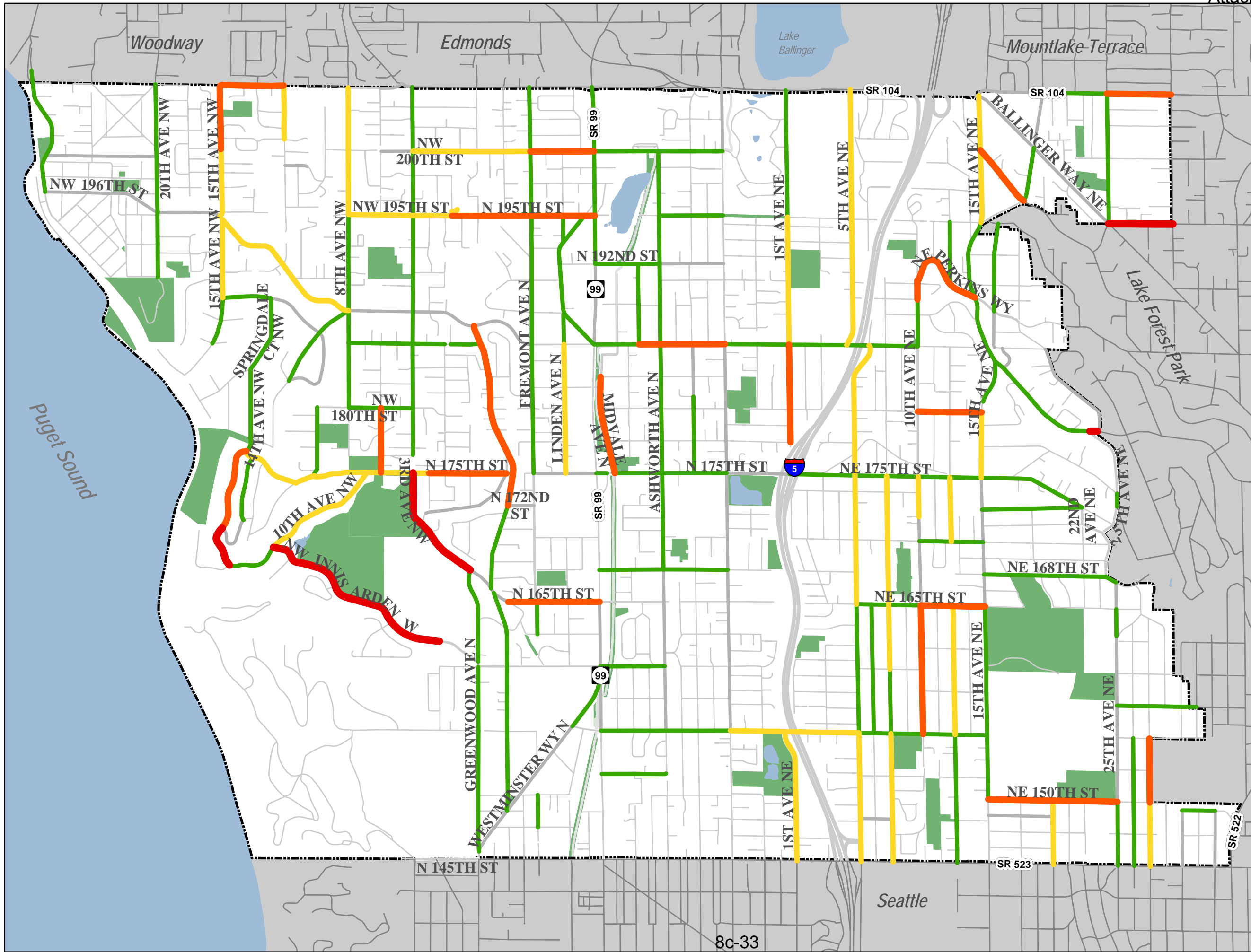
- 10 to 13 MPH Over
- 8 to 9 MPH Over
- 6 to 7 MPH Over
- 3 to 5 MPH Over
- 1 to 2 MPH Over

0 462.5 925 1,850 2,775
Feet
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SHORELINE

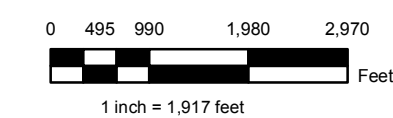
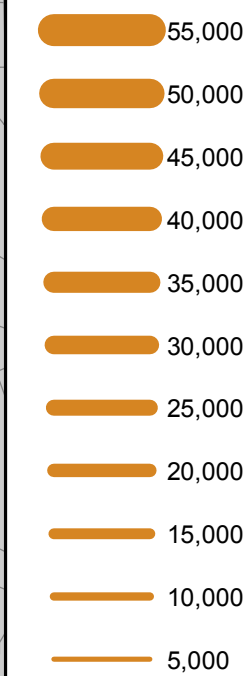
Geographic Information System

City of Shoreline Traffic Flow Map 2014

24-Hour Average Weekday Traffic
(Combined Two-Directional Totals)

Legend

Traffic Volume



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