



AGENDA

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SHORELINE CITY COUNCIL BUSINESS MEETING

Monday, May 4, 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		
3. REPORT OF THE CITY MANAGER		
4. 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>		
5. APPROVAL OF THE AGENDA		7:20
6. CONSENT CALENDAR		7:20
(a) Minutes of Business Meeting of February 23, 2015	<u>6a1-1</u>	
Minutes of Business Meeting of March 2, 2015	<u>6a2-1</u>	
Minutes of Special Meeting of April 13, 2015	<u>6a3-1</u>	
(b) Approval of expenses and payroll as of April 3, 2015 in the amount of \$1,218,340.40	<u>6b-1</u>	
(c) Adoption of Res. No. 368 - Transportation Improvement Plan	<u>6c-1</u>	
(d) Adoption of Ord. No. 715 - Amending Shoreline Municipal Code 3.60 Regarding Functions and Powers of the Shoreline Transportation Benefit District	<u>6d-1</u>	
7. COMMUNITY GROUP PRESENTATION		
(a) North King County Mobility Coalition Presentation	<u>7a-1</u>	7:20
8. STUDY ITEMS		
(a) Discussion of the 2014 Police Service Report	<u>8a-1</u>	7:50
(b) Safe Community Update	<u>8b-1</u>	8:20

9. ADJOURNMENT

8:50

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 OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF SPECIAL BUSINESS MEETING

Monday, February 23, 2015
6:30 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 6:30 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

Councilmember Hall stated he attended the Board of Director's meeting for the Association of Washington Cities (AWC) and discussed working with the Legislature. He also attended AWC City Action Days and shared about working with the State Delegation on providing funds for transit, transportation, and local city services. He also met with the Puget Sound Partnership about cleaning up Puget Sound.

5. PUBLIC COMMENT

Councilmember McGlashan moved to extend Public Comment to one hour, allowing two minutes per speaker, and then continuing Public Comment after Council Business. The motion was seconded by Councilmember Hall, and passed 6-1 with Councilmember McConnell voting no.

Karen Esterly-Behrens, Shoreline resident, talked about decision making and power and the 185th Street Station Subarea Plan decision. She commented that the Plan needs language that can

be understood by the residents, cautioned Council against making a rushed decision, and asked for more time. She asked Council to approve Sound Transit's recommendation.

Kayla Schott-Bresler, Policy Manager, King County Housing Development Consortium, commented that the Station area will provide affordable housing, good jobs, safe neighborhoods, and transit access. She thanked Council, the Planning Commission, and staff for their hard work and for policies that support affordable housing. She asked Council to consider offsite performance options or hardship exemptions for development, and to include a provision that requires the City to spend fee-in-lieu money in the Station Area. She stated the Consortium supports the Plan.

Amy Gore, Futurewise Director of Sustainable Communities, expressed gratitude for the work completed on the Plan, and commented that the process has been transparent and responsive. She commended Council for a plan that accommodates growth near high capacity transit. She stated that Futurewise supports MUR-85 Zoning and the Phased Zoning recommendations.

Merissa Read, 185th Street Station Citizen Committee, said she is happy that light rail is coming and wants to encourage the creation of comprehensive and thoughtful neighborhoods. She expressed concern over a map being introduced at the meeting without public process, and asked that people be given a chance to catch up with what is going on. She questioned why the area directly across from the Station and the area on the west side of 10th Avenue (that links North City) are being left off the rezone. She recommended a connecting corridor to Town Center, noted the Commission's proposal is too ambitious, and stated preference for Staff's recommendation.

George Whiteside, Shoreline resident, expressed support for public transportation, and commented on understanding people's fear. He addressed the need for the City to prepare and shape the outcome of the Light Rail Station, recommended more east to west connections, and offered support for Staff's recommendation.

Paula McCutcheon, Ronald United Methodist Church Pastor, expressed appreciation for Council's effort on the 185th Light Rail Station Subarea Plan. She offered support for the creation of walkable neighborhoods with job opportunities and affordable housing, and urged Council to pass a strong affordable housing program.

Nick Bratton, Forterra Policy Director, spoke about anticipated growth in the Puget Sound Area and Shoreline having the opportunity to plan to accommodate that future growth within the Subarea Plan.

Dan Kaopuiki, Shoreline resident, commented on perpetuating and protecting democracy in the military. He expressed his disappointment with Council, and asked them to offer the courtesy of listening to the speakers, and to keep the neighborhood informed.

Alvin Rutledge, Edmonds resident, asked that the City work with citizens, change zoning to support larger housing units, decrease population, and address traffic issues.

Lorn Richey, Shoreline resident, asked Council to push back the decision until December because of the confusion, and commented that the maps and plans continue to change.

Jarett Birchman, Shoreline resident, asked Council if they have done the best job they can do to inform the public on the Station Subarea Plan. He commented that people are afraid of what they do not know and that people do not understand what Council is doing. He asked why Point Wells is not included in the discussions.

Brian Derdowski, Sensible Growth Alliance and Public Interest Associates, talked about the perspective of the process. He recommended consolidation of the environmental reviews for the 185th and 145th Station Subareas, and changing Phase 1 to be within one quarter mile walking distance of the station. He asked for revisions to the regulations that govern planned actions, development agreements and form based zoning to maximize the City's authority and regulatory flexibility.

Karen Gilbertson, Shoreline resident, commented on moving back to Shoreline to preserve her childhood home. She spoke about past City issues and the preservation of Shoreline as the American dream.

Dan Jacoby, Shoreline resident, commented that those desiring a bigger and higher rezone have not been present who want a rezone are not represented. He stated his preference for Councilmember Roberts' original map, but added that it now looks more like the preferred alternative option. He asked Council to put off the vote.

Charlotte Haines, Shoreline resident, commented on working on several city committees to encourage new business and multi-family dwellings outside of single-family neighborhoods. She noted the Arabella and the Polaris Apartments as examples of MUR-85 development, and supports single family dwelling in the Station Subarea.

Jessica Cafferty, Shoreline resident, talked about preparing for the population growth that is anticipated for Shoreline. She commented that the proposal is too drastic and asked for a reasonable and thoughtful approach for the Plan. She urged Council to balance the needs of future generation and current residents, and to consider the underrepresented communities.

Janet Way, Shoreline Preservation Society, offered support for walkable neighborhoods and transit; but does not support the proposal. She said she is pleased that the Planning Commission listened to the community and postponed their recommendation on the Station Subarea Plan. She stated Councilmember Robert's proposal has advantages but is still too big. She recalled hearing from people regarding home sales and hearing uncertainty and shared that affordable housing for seniors is when they pay off their home's mortgage. She explained the meaning of a planned action, reviewed notes from a 185th Station Subarea design workshop, and asked Council to vote for a Plan based on current and not future residents.

John Behrens, Shoreline resident, recalled attending a Council Dinner Meeting as a Planning Commissioner and discussing zoning. He spoke about process, integrity, and commented that the packet contains contradictions and should be vetted with the Community.

Boni Biery, Shoreline Resident, said she recognizes change is coming, and is in favor of affordable housing, diversity and transit. She asked that a traffic study be completed on the 185th Street corridor, and cautioned against making premature decisions. She talked about the Shoreline Development Code 20.50.320 language to preserve and protect the forest canopy, and questioned the exemptions proposed for commercial properties.

Stacey Chlarson, Shoreline resident, spoke about Council's dismissal of the Planning Commission's recommendation. She commented that the decision is too big and that the plan is not right for this area. She shared preference for Sound Transit's recommendation, and asked that research on traffic, water runoff, and utilities be conducted, and that single family homes be allowed to be built in the Station Subarea.

Elizabeth Whiteside, Shoreline North City resident, commented on living near major transit stations, and shared that the Station will change the neighborhood. She supports a connection to the Station on 185th Street from Aurora and North City, and wants to avoid people having to drive to the station and park. She commented that MUR-85 may be too high, and shared that something is needed that supports services and walkability.

Councilmember Roberts moved to extend Public Comment for 30 minutes. The motion was seconded by Councilmember McConnell and passed unanimously.

Peter Watters, Shoreline resident, commented that Council has lost touch with the people they represent. He shared that he enjoys his neighborhood and plans to grow old there. He disagrees with scope of proposal, and commented that people do not want Transit Oriented Development, but rather a community with transit. He asked Council to involve people that live in Shoreline in the process.

Dan Dale, Shoreline resident, commented on the expansion of the overall footprint of the Subarea. He questioned if the area needs to be that big, how phasing can be successful, and asked Council to wait on the Sound Transit Final Environment Impact Study (FEIS).

Donna Moss Thomas, Shoreline resident, addressed specific areas in the matrix that she thought should be part of the high density zoning, and encouraged connecting Aurora and the Light Rail Station via the 185th Street Corridor.

Suzanne Pardee, Shoreline resident, commented she does not want Shoreline to become Seattle. She supports three story buildings and affordable housing that preserves the neighborhood and quality of life. She expressed concern for preservation of the tree canopy and the destruction of homes.

David Higgins, Shoreline resident, asked that the rezone be slowed down so he does not suffer financially. He commented that the rezone is not light rail oriented but is being used to invigorate an economic base. He asked Council to exclude penalties to single family homeowners, and to remove any minimum density requirements, and non-conforming uses.

Wendy DiPeso, Shoreline resident, submitted photographs taken in the Briarcrest neighborhood as an example of what the City will get with rezoning. She asked a list of questions regarding what should be addressed before rezoning the area. Mayor Winstead asked Ms. DiPeso to submit the photographs for Council and staff review so they can address the issues.

Ria Scott, Shoreline resident and real estate agent, shared she is receiving calls from concerned citizens regarding the Plan. She asked if all affordable housing needs to be in North City and cautioned against undesirable housing developments. She commented that more infrastructure is needed to accommodate traffic.

Cheryl Anderson, Shoreline resident, asked Council to slow down the process, commented on traffic challenges, and questioned the development of Town Center. She offered support for light rail; but shared that she does not trust the process.

Dr. Cory Secrist, Shoreline resident, commented on affordable housing calculations and using King County median income to define low income. He surmised that affordable housing units would be made available to people that are not truly low income and stressed the need to be more aggressive if Shoreline is to have affordable housing.

Angela Henry, Shoreline resident, commented on receiving a letter from the City Manager regarding development and sale of property, and fears her property tax will increase. She wants to keep the livelihood of her neighborhood and asked Council to vote no.

Les Nelson, Shoreline resident, commented on receiving a letter from the City Manager regarding the Growth Management Act and protecting urban sprawl. He shared that it is not the City's job to protect Duvall and Carnation from development; but it is the City's job to create a reasonable plan that protect its neighborhoods and Shoreline citizens. He commented that the current Plan is too massive and will allow haphazard development.

Debbie Tarry, City Manager, explained that Sound Transit has already contacted owners of the properties they will need in order to lay the tracks for Light Rail, and reaffirmed that the City is not taking, buying, or selling any properties. She shared that city staff has made every effort to be transparent and bring forth their best professional recommendations.

6. APPROVAL OF THE AGENDA

The agenda was approved as amended.

7. CONSENT CALENDAR

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

(a) Minutes of Business Meeting of January 26, 2015

(b) Approval of expenses and payroll as of February 6, 2015 in the amount of \$1,071,792.56:

***Payroll and Benefits:**

Payroll Period	Payment Date	EFT Numbers (EF)	Payroll Checks (PR)	Benefit Checks (AP)	Amount Paid
1/4/15-1/17/15	1/23/2015	59331-59523	13648-13670	59069-59077	\$635,627.87
					<u>\$635,627.87</u>

***Wire Transfers:**

Expense Register Dated	Wire Transfer Number	Amount Paid
1/27/2015	1090	\$3,677.93
		<u>\$3,677.93</u>

***Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
1/29/2015	59078	59104	\$627,061.82
1/29/2015	59105	59110	\$18,934.66
2/2/2015	59111	59131	\$182,125.08
2/2/2015	59132	59143	\$50,465.53
2/5/2015	59144	59151	\$62,297.16
2/5/2015	59152	59161	\$6,775.86
2/5/2015	59162	59173	\$45,107.17
2/5/2015	59174	59181	\$21,378.25
2/5/2015	59182	59205	\$57,647.03
2/5/2015	56794	56794	(\$22.62)
2/5/2015	59206	59206	\$22.62
			<u>\$1,071,792.56</u>

(c) Approval of the Interlocal Agreement with King County for Animal Control Services

(d) Authorize the City Manager to Execute a Contract with Sound Publishing Inc. for Printing and Mailing Currents Newsletter

8. STUDY ITEMS

- (a) Discussion of Ordinance Nos. 702, 706, and 707 - 185th Light Rail Station Sub-Area Plan, Development Regulations and Planned Action

Rachael Markle, Planning & Community Development Director, introduced Mandi Roberts, OTAK; Steve Szafran, Senior Planner; and Paul Cohen, Planning Manager. She provided background on the goals of the 185th Light Rail Station Subarea Plan and the planning effort to-

date. She shared that the Plan supports the creation of walkability, new services, affordable housing and economic sustainability. She explained that tonight's objective is for Council to come to consensus about the final draft versions of the Zoning Map, Development Code Regulations, Planned Action Ordinance and Subarea Plan, and amendments. She added that final action is scheduled for the March 16, 2015 City Council Meeting.

Ms. Markle presented Proposed Ordinance No. 706 which includes Development Code regulations and three options for the proposed Zoning Map. She recalled that at the close of the last meeting, Council agreed to start with the Planning Commission's recommendation. She reviewed the Planning Commission's Alternative 4 Preferred Alternative - Phased Map, Staff's recommendation Alternative 4 Preferred Alternative - Phase Map; Councilmember Roberts' Zoning and Phasing Map; and identified the differences in the recommendations. She then presented a map of the Planning Commission recommendations overlaid with maps of the Staff and Councilmember Roberts' recommendations.

Councilmember McGlashan moved to direct staff to bring back a zoning map to be included with Ordinance 706 that starts with the Planning Commission recommendation and includes amendments A-1a, E-1, O, U, W from Attachment E with these areas being included in Phase 1. Councilmember Hall seconded the motion.

Councilmember McGlashan commented on the importance of keeping a map with connectivity from Aurora to North City, increased east to west connections, and allows for transit service to the Stations. He shared the amendment supports MUR-85, and keeps taller buildings next to the freeway. He recalled that input from citizens helped drive the expansion of the map.

Councilmember Hall said he supports reducing the amount of area to be rezone in Phase 1, and commented that the motion offered by Councilmember McGlashan is a good start.

Deputy Mayor Eggen asked for clarification on what will be included in Phase 1, and recalled that the areas expanded at a Planning Commission meeting. He recommended reducing Phase 1 in areas U, W and O and rezoning only those areas closest to the Station.

Council Salomon opposed the amendment and stated he will present an alternative motion that begins with Councilmember Roberts' proposed map.

Councilmember McConnell opposed including U and W in Phase 1.

Councilmember McGlashan explained that he is including U and W because of their topography and location to the freeway.

The motion failed 3-4 with Mayor Winstead and Councilmember McGlashan and Hall voting yes.

Councilmember McGlashan moved to direct staff to bring back a zoning map to be included with Ordinance No. 706 that starts with the Planning Commission recommendation and includes amendments A-1.a and E-1 from Attachment E with these areas being included in Phase 1. Councilmember Hall seconded the motion.

Councilmember McGlashan commented on the importance of connectivity to North City to support transit to the Station, and allowing development in the area next to the freeway. Councilmember Hall commented that the rationale for zoning outside the ½ mile walk shed was to connect the 185th corridor to Town Center, and to improve transportation access to and from the Station. He shared that 28% of Shoreline residents live in apartments and will need access to the Station, and that 15% of residents do not have access to cars and will need public transit to the Station. He commented on providing affordable housing opportunities to low income residents.

Mayor Winstead stated support for the motion.

The motion passed 4-3 with Deputy Mayor Eggen, and Councilmembers Salomon and Roberts voting no.

Councilmember Roberts moved Attachment B Exhibit B3 with E-I that was just adopted. The motion was seconded by Deputy Mayor Eggen.

Councilmember Roberts commented on keeping transit oriented development focused within the Station Area and expressed concern about the expansion of the map. He commented that the larger the rezone area the greater uncertainty and unlikelihood of success. He noted that the Station Subarea is currently built to capacity and there are no large vacant lots or undeveloped properties in Phase I. He stated support for keeping the footprint closer to the station, and for Sound Transit's recommendation of 700 units in the Station Area in Phase I over 170 acres. He said he wants to see if Phase I is successful prior to opening up other areas for rezoning.

Councilmember Hall offered his support for some of the recommendations in the motion but not all, and commented that he does not support the exclusion of area B-1 in Phase I.

A discussion ensued on the process of making amendments to the Planning Commission Map or replacing it with a new map. Margaret King, City Attorney, clarified that the Planning Commission's Map was approved by a majority of Councilmembers. She then provided procedures on how to proceed with this map and offer amendments, or to replace it with a new map. Ms. Tarry provided additional options for reviewing the maps.

Councilmember Roberts moved to amend his motion to add “and replace the map that was already approved.” The motion was seconded by Councilmember Hall.

Councilmember Roberts explained that his Map keeps the Planning Commission Map previously passed by Council as a base map and includes the phasing option.

Councilmember Roberts withdrew his main motion and the motion to amend that motion. Councilmember Hall moved to reconsider the previous motion so that Councilmember McGlashan's motion to take the Planning Commission's Map plus A-1.a and E-1 is back on the floor for discussion and further amendment before taking a final vote. The motion was seconded by Councilmember McGlashan.

The motion to reconsider the previous motion passed unanimously.

At 9:27 p.m., Mayor Winstead called for a recess. At 9:35 p.m. Mayor Winstead reconvened the meeting.

Councilmember Roberts moved to amend the main motion to include A.1b, C, D, G-1, G-2, H, I.a, J, K, L, M, O, P, Q, R, S-1, S-2, T, U, and V. The motion was seconded by Councilmember Hall.

Councilmember Roberts explained that this motion supports development closest to the Station in Phase I, excludes North City Elementary School, and provides good transition areas between MUR-85 and MUR-45 and single family homes, and the Shoreline Center and single family homes, and that it concentrates taller buildings by the freeway.

Councilmember Hall offered support for the amendment. He noted that it pulls the rezone back to the immediate watershed of the Station in Phase I and provides for a more gradual transition over time and geographical space. He appreciates the connecting corridors will be discussed as a separate amendment. He shared that the Plan does not require anyone to sell their home and that there are tools available for neighbors to enter into an agreement to never allow multi-family development on their properties.

Councilmember McGlashan opposes the amendment because it does not include the entire freeway corridor.

Councilmember McConnell expressed concern with some of the amendments.

The motion passed 5-2 with Mayor Winstead and Councilmember McGlashan voting no.

Councilmember McGlashan moved to extend the meeting to midnight. The motion was seconded by Deputy Mayor Eggen and passed unanimously.

Councilmembers Roberts moved to amend the main motion to include N in Phase 1. The amendment dies for lack of second.

Councilmember Roberts moved to amend the main motion to include I in the Map, moving the connecting corridor from Phase 1 to Phase 2. The motion was seconded by Deputy Mayor Eggen.

Councilmember Roberts stated his focus to keep development close to the Station, and the 185th Corridor is not close to the Station. He shared that he does not envision demand for restaurants and plazas on the Corridor within the next seven years but rather townhouses. His preference is to let Phase I develop and then extend the zoning to Aurora in Phase 2.

Councilmember Hall spoke to the current demand for row houses and townhomes in Shoreline, and believes that rezoning 185th to MUR-45 would support this demand; but stated that he does not see that it is inherently tied to the Station Area.

Mayor Winstead stated she opposes the motion and commented that she would like to see the Connecting Corridor rezoned in Phase I to encourage business development and help develop Town Center. She explained adding density to the Corridor will assist in providing infrastructure for that Corridor.

Councilmember McConnell stated she would have supported the motion; however items she supported have been deleted.

Councilmember Salomon commented on there being other opportunities for townhome developments closer to the Station.

Councilmember McGlashan commented that the Corridor will need infrastructure improvements prior to the opening of the Station to support transit service to the Station and increased traffic.

The motion failed 3-4 with Councilmembers McConnell, Salomon, and Roberts voting yes.

Councilmember McGlashan moved to amend main motion to implement Phase 3 at the same time as Phase 2 (2021). The motion dies for lack of second.

Councilmember McGlashan moved to amend main motion to implement Phase 3 in 2031. The motion was seconded by Councilmember Hall.

Councilmember McGlashan commented that he supports changing the implementation dates to those recommended by staff and Councilmember Roberts.

Councilmember Hall said he supports the motion and commented that the ability to anticipate future development is difficult. He anticipates future Councils will evaluate the success of the area and it is likely dates and maps will change.

Councilmember McConnell said she opposes the motion and commented that it is so far in the future that she would rather not have it on the table at all.

Councilmember Salomon said he opposes the motion and explained that he supports Planning Commission's recommendation. He commented that he wants to keep Phase 3 set out farther to have development first occur closer to the station.

Deputy Mayor Eggen opposes the motion and explained that the phases should be separated by at least ten years to provide an opportunity to learn and evaluate what has happened on the ground from the rezone.

The motion failed 2-5 with Councilmember McGlashan and Councilmember Winstead voting yes.

Deputy Mayor Eggen moved to amend the main motion to move Phase 2 to 2025 and Phase 3 to 2035. The motion dies for lack of second.

Councilmember Salomon moved to amend the main motion to implement Phase 3 in 2035. The motion was seconded by Deputy Mayor Eggen.

Councilmember Salomon shared his motion is to support Compact Community Development.

Councilmember McConnell said she opposes the amendment because she does not support Phase 3 at all.

The motion failed 2-5 with Deputy Mayor Eggen and Councilmember Salomon voting yes.

Deputy Mayor Eggen moved to amend the main motion to extend Phase 2 out to 2025. The motion was seconded by Councilmember McConnell.

Deputy Mayor Eggen explained that extending Phase 2 out to 2025 will provide an opportunity to evaluate and assess the success of the zoning changes and new developments before allowing more density.

Councilmember Roberts pointed out that Phase 2 is a very small section of the Map.

Councilmember Hall said he opposes moving Phase 2 to after the opening of the Station and commented on the supply and demand for property. He explained that opening Phase 2 in 2021 provides a buffer to meet demand when the Station opens.

The motion failed 3-4 with Deputy Mayor Eggen and Councilmembers McConnell and Roberts voting yes.

Councilmember Salomon moved to amend the main motion to delete S-1 and S-2 from the rezone. The motion was seconded by Deputy Mayor Eggen.

Councilmember Salomon commented that it is not necessary to rezone that far out and that there is enough density closer to the Station.

Deputy Mayor Eggen commented that he supports having density around the Corridor and closer to the Station, but it is not necessary to have density further away from the Station.

Councilmember McGlashan said he opposes the amendment and explained that the rezone will assist in creating transitions from 185th Street back into the neighborhoods.

The motion passed 4-3 with Mayor Winstead and Councilmembers McGlashan and Hall voting no.

Councilmember Salomon moved to amend the main motion to remove K from the rezone. The motion was seconded by Deputy Mayor Eggen.

Councilmember Salomon commented on reaching a reasonable scale that works for both the Community and transit oriented development.

Councilmember Hall said he opposes the amendment and explained that there needs to be a good transition in this area. Mayor Winstead concurred.

The motion failed 3-4 with Deputy Mayor Eggen, and Councilmembers McConnell and Salomon voting yes.

Councilmember Salomon moved to amend the main motion to remove from the zoning map the area from the 180th Street down to 175th Street between 4th Avenue and the western edge of A-1. The motion was seconded by Councilmember Roberts.

Councilmember Hall said he opposes the amendment and commented that the rezone in this area will support walking paths between North City Business District and new business in the Station Area. Councilmember McGlashan concurred with Councilmember Hall, and commented that the residents in this area recommended a rezone that will support new businesses.

Councilmember McConnell supports the amendment and reiterated her desire for the removal of Phase 3 until the implementation period is closer.

The motion failed 3-4 with Councilmembers McConnell, Salomon and Roberts voting yes.

Deputy Mayor Eggen moved to amend the main motion to reduce MUR-85 to MUR-45 on parcels just north of Shoreline Park and from 1st Avenue to 5th Avenue between 193rd and 195th. The motion was seconded by Councilmember McConnell.

Deputy Mayor Eggen commented that this area is further than a 1/2 mile from the Station and that it is not suitable for MUR-85.

The motion failed 3-4 with Mayor Winstead, Deputy Mayor Eggen and Councilmember McConnell voting yes.

Deputy Mayor Eggen moved to amend the main motion to remove the area from Corliss to 1st Avenue NE between 193rd and 195th from the zoning map. The motion was seconded by Councilmember McConnell.

Deputy Mayor Eggen commented that this area is outside the 1/2 mile walkshed and therefore does not need to be rezoned.

Councilmember Roberts said he opposes this amendment because it would allow MUR-85 to be across the street from R-6 without appropriate transitions.

Councilmember Salomon said he supports the amendment. He commented that the area is outside the walkshed, and it is not necessary to rezone the area at this time.

The motion failed 3-4 with Deputy Mayor Eggen and Councilmembers McConnell and Salomon voting yes.

Councilmember Salomon moved to amend the main motion to change G-2 from MUR-35 to MUR-45. The motion dies for lack of second.

Councilmember Salomon moved to amend the main motion to remove the area N from the rezone (underline zoning would remain R-6). The motion was seconded by McConnell.

Councilmember Salomon commented that he does not want to see park space jeopardized, that upzoning could be part of a development package, and shared he wants the area to remain at its current zoning density.

Councilmember Roberts said he opposes the amendment, and commented that there is no desire to limit park space but rather provide the opportunity to replace the pool and add facilities to the site that compliment the Spartan Gym and the Shoreline Senior Center. Councilmember Hall concurred stating this amendment would restrict the redevelopment of the pool from turning into a multi-purpose facility like the YMCA. Councilmember McConnell concurred, and wants to provide the School District with higher zoning options. Mayor Winstead spoke to the future needs of the pool facility and commented that she believes the green space will be maintained.

The motion failed 2-5 with Deputy Mayor Eggen and Councilmember Salomon voting yes.

Councilmember McConnell moved to amend the main motion to delay the vote for adoption of the 185th Light Rail Station Subarea Plan, Development Regulations, and Planned Action to a date in the future at least two weeks after the final Sound Transit Environmental Impact Statement (FEIS) is issued by Sound Transit. The motion was seconded by Deputy Mayor Eggen. The motion failed 3-4 with Deputy Mayor Eggen, and Councilmembers McConnell and Roberts voting yes.

Councilmember McGlashan moved to amend the main motion to expand the zoning map east of 5th Avenue to the freeway from 189th Street up to and including the church property at 19010 5th Avenue.

Councilmember McGlashan commented on wanting to provide the church property opportunities for redevelopment. Councilmember Hall concurred and commented on hearing public comments supporting the rezone of this area.

The motion passed 4-3 with Councilmembers McConnell, Salomon and Roberts voting no.

Councilmember Roberts moved to amend the main motion to include 4 parcels south of 188th and east of Corliss Avenue included in Phase 1. The motion was seconded by Councilmember McGlashan.

Councilmember Roberts explained that the parcels surrounding this area are included in the Phase 1 and believes, for consistency, that these four parcels should also be included in Phase 1. Councilmember Hall concurred.

The motion passed 6-1 with Deputy Mayor Eggen voting no.

The voted on the main motion as amended passed 5-2 with Deputy Mayor Eggen and Councilmember Roberts voting no.

At 11:11 p.m., Mayor Winsted called for a recess. At 11:21 p.m. Mayor Winstead reconvened the meeting.

Councilmember Roberts commented on the changes being made to the Map and asked if a Public Hearing would need to be held. Ms. King said she will need to review the Planning Commission Map against the changes approved by Council tonight and make a recommendation to Council regarding the need for a Public Hearing.

Councilmember Roberts moved that staff send a letter to every property owner in the 185th Station Subarea along with a map of the rezone and information on the meeting scheduled for March 16, 2016. The motion was seconded by Deputy Mayor Eggen.

Councilmember McGlashan recommended waiting for the revised Map to see if a public hearing will be required prior to sending this notification out to the public. Mayor Winstead asked staff what action warrants publication. Ms. Tarry reviewed the City's methods of communicating to the public. Ms. King added that a public hearing would be required if Council's recommendation differs drastically from the Planning Commission's recommendation.

Councilmember Roberts added that the zoning changes will affect people living in these neighborhoods and that best practice would be to inform them of the changes in a systematic way.

Councilmember Hall stated that if notice is going to be sent, it should be sent to everyone who is affected by the rezone.

Deputy Mayor Eggen commented that everyone affected within the rezone be notified of the changes and that he would also support notifying all Shoreline residents of the rezone.

Councilmember McGlashan reminded Council that all residents are informed regarding city business through the *Currents* publication.

The motion passed 4-3 with Mayor Winstead and Councilmembers McGlashan and Hall voting no.

Mayor Winstead announced Council would now move to the Development Code Amendments.

Ms. Markle presented the Station Area Planning - Council Amendment Tracking Matrix and identified the following amendments needing Council direction:

1. Postpone consideration of Development Agreements until 2021

Ms. Markle explained staff does not support the amendment, but if Council decided to go this route, staff recommends putting it in the Subarea Plan as a policy statement and not the Development Code.

Councilmember Salomon moved to strip out all references to the Development Agreement (MUR-85'+) in the proposed Development Code and edit the Subarea Development Plan so that the policy statement that the Council will consider Development Agreements providing for height above 85 feet in MUR-85 zones in 2021. The motion was seconded by Councilmember Roberts.

Councilmember Salomon explained without the amendment buildings could be built as tall at 140 feet and be out of scale with surrounding buildings. He shared that he is in favor of exploring park impact fees. He asked if office building developments are required to adhere to affordable housing requirement and about fee in lieu requirements.

Councilmember Hall commented that Development Agreements allow for the negotiation of public benefits for the community, allowing for additional height in exchange for what is best for the community. He read mandatory requirements for Development Agreements and stated that they all require Council approval.

Deputy Mayor Eggen asked if a 120-140 foot building could go in any MUR-85 zone. He commented on the impact this amendment would have on the collection of fees to fund parks. He asked if it would be more efficient to maintain the agreements in the code and add a date certain provision.

Councilmember McGlashan expressed concern for delaying the Development Agreements, and added that this provision would allow for the development of office buildings.

Mr. Cohen responded that 120-140 foot buildings would be allowed in MUR-85 zones. Ms. Markle stated that office building developments are not required to adhere to the affordable housing requirements.

The motion failed 2-5 with Deputy Mayor Eggen and Councilmember Salomon voting yes.

2. Delete Phase 3 in its entirety

Councilmembers agreed to leave this item on the matrix for consideration at the March 16, 2015 meeting.

3. Add at the beginning of the sentence, "Amenities such as".

Ms. Markle explained that this amendment would give the City and the development community more flexibility regarding design element amenities required for public places and stated staff supports this amendment.

Councilmember Hall moved add “Amenities such as” at the beginning of 20.50.240(F)(6)(f). The motion was seconded by Councilmember Roberts. The motion passed 6-1 with Councilmember Salomon voting no.

4. The following activities are exempt from the provisions of this subchapter and do not require a permit - removal of trees from property zoned NB, CB, MB and TC-1, 2 and 3, and MUR-85' unless within a critical area or critical area buffer. The amendment is to Delete "and MUR-85".

Ms. Markle stated that Staff does not recommend this amendment because it is inconsistent with the other less intense commercial/mixed use zones exemptions for trees.

Councilmember Roberts moved to delete “MUR-85” from 20.50.310(A)(5). The motion was seconded by Deputy Eggen.

Councilmember Roberts asked about the process for the clearing and grading permits, and when staff anticipates the start of MUR-85 developments. He expressed concern that the Planning Commission’s recommendation would allow a single family property owner to remove significant trees prior to the redevelopment of their property.

Councilmember Hall commented that there has not been abuse in removing trees and he thinks there will be better results without requiring 20% of trees to be retained on MUR-85 sites. He stated he agrees with staff’s recommendation.

Councilmember Salomon said he opposes the motion, commented on supporting preservation of trees, and shared that densification is good for the environment. He shared information on Seattle’s Sustainability Neighborhoods Assessment Project, and commented that according to the Tree Canopy report, the tree canopy stayed the same or increased and impervious surfaces remain relatively the same in urban villages. He asked staff to research how this was achieved.

Mr. Cohen responded that all developers are required to get a clearing and grading permit. Ms. Markle explained exempt activities identified in the subchapter of the Development Code governing removal of trees. Dan Eernisse, Economic Development Manager, responded that he anticipates MUR-85 development to start around the time the Stations open.

Councilmember Hall moved to extend the meeting to 12:30 a.m. The motion was seconded by Deputy Mayor Eggen. The motion passed 6-1 with Councilmember McGlashan voting no.

Councilmember Roberts withdrew the motion.

5. Requirement for new construction of single family homes in MUR zones to include frontage improvements.

Councilmember Roberts moved to amend 20.70.320(c) to adding “5. One single family dwelling in all MUR zones.” The motion was seconded by Deputy Mayor Eggen.

Ms. Markle explained that staff does not recommend this amendment because it adds to the problem of unattached sidewalks.

Councilmember Roberts commented on the need to promote walkability and requiring single family development to have frontage improvements.

Deputy Mayor Eggen asked if this affects property owners wanting to do a significant remodel, and Mr. Cohen responded that it would not.

The motion passed 4-3 with Councilmembers McGlashan, McConnell and Salomon voting no.

6. Amend the MUR-85 zone to MUR-70.

Ms. Markle explained that the Station's market analysis supports either MUR-85 or MUR-70, and shared that MUR-85 will better support the development of office buildings.

Councilmember Salomon moved to change all references from MUR-85' to MUR-70' throughout the Development Code, Subarea Plan, and Planned Action. The motion was seconded by Deputy Mayor Eggen.

Councilmember Salomon explained that a Developer Agreement would allow buildings higher than 85 feet which would accommodate office space; therefore it is not necessary to have the baseline zoning so high.

Councilmember Hall commented on the lack of architectural character at the top of six story buildings, and would like to see more flexibility to exceed the 70 feet maximum to allow for more creative designs.

Councilmember McGlashan asked about the ability to install a roof top garden at maximum height. Mr. Cohen responded that a rooftop garden can be installed at maximum height, and explained that mechanical installations, like elevator shafts, can extend to 10 feet past the maximum height requirement.

Mayor Winstead and Councilmember McConnell offered support for the motion.

The motion passed unanimously.

7. Ms. Markle presented the proposal by Councilmember Salomon to raise the affordability requirement for on-site affordable housing from 50 to 99 years.

Councilmember Salomon moved to raise the affordability requirement for on-site affordable housing from 50 years to 99 years. The motion was seconded by Councilmember Hall.

Councilmember Salomon explained that the amendment would address the issue of the program expiring prematurely.

Councilmember Roberts said he opposes the amendment and commented there is not enough information to evaluate the effects that will result if this amendment were implemented.

The motion passed 4-3 with Deputy Mayor Eggen and Councilmembers McGlashan and Roberts voting no.

8. Ms. Markle presented the proposal by Staff regarding the 20.20.012 definition for live/work.

Councilmember Roberts said he supports the amendment but added that he does not feel it captures the distinction between “live/work” and “home occupation” uses. Ms. Markle reviewed restrictions of home occupation use not required by live/work use, and stated additional information will be provided for Council’s review at the March 16 Council Meeting.

9. Ms. Markle reviewed Planned Action Ordinance 707 which defines mitigation measures, tracking of development applications, and 20 year threshold updates.

Deputy Mayor Eggen moved to add to proposed Ordinance 707 that implementation of any second or third zoning phase requires 1) a detailed plan to implement required mitigations from the FEIS, and 2) certification by Council that necessary progress on required mitigation on transportation, parks, utilities, and other public services has been achieved. The motion was seconded by Councilmember Salomon.

Deputy Mayor Eggen commented that this amendment provides a mechanism to review and evaluate the progress of the Plan and mitigation measures, and keeps the community informed of the progress. Councilmembers Salomon and Hall concurred.

Councilmember McGlashan asked if the amended is duplicative.

Councilmember Roberts asked how this amendment will work in concert with the Map and already approved phase implementation dates. Ms. Markle responded that it is important to ensure that mitigation measures match up with the development that has occurred, and that it is not duplicative.

The motion passed 6-1 with Councilmember McGlashan voting no.

9. ADJOURNMENT

At, 12:30 a.m., Mayor Winstead declared the meeting adjourned.

Jessica Simulcik Smith, City Clerk

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF BUSINESS MEETING

Monday, March 2, 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

Mayor Winstead commented on meeting with Seattle Mayor Ed Murray and Councilmembers Tim Burgess, Tom Rasmussen and Sally Bagshaw and discussing partnering on Sound Transit Lightrail, King County Metro Service, 145th Street Redevelopment, and other projects.

- (a) Appointment of the Council Subcommittee Interview Panel for Parks, Recreation and Cultural Services/Tree Board Applicants

Mayor Winstead announced that the PRCS /Tree Board has three positions expiring at the end of March 2015. She explained that according to the Council Rules of Procedure, Councilmembers Hall and McGlashan, and Mayor Winstead have been appointed to the ad hoc subcommittee/interview committee.

5. PUBLIC COMMENT

Dan Kaopuiki, Shoreline resident, spoke about why he selected Shoreline as the place to retire. He asked about the definition of MUR-35 regarding business activities; what a “local street” is; and about R-6 zoning changes.

Karen Gilbertson, Shoreline resident, provided history of the area around 185th Street and 10th Avenue and shared that the area used to be a loitering place for young kids and crime, including a murder. She commented on a fire in Ridgecrest, the murder of a cashier, and on the City wanting more businesses in neighborhoods. She asked why there are plans for mass density, and if the City has a sustainability plan.

Debbie Kellogg, Shoreline resident, read an excerpt on target audience propaganda written by Adolph Hitler. She asked how economic development can provide more services. She then recalled a tractor-trailer accident on her street, and related it to a gentleman who had an accident on a trail that was never fixed.

Wendy DiPeso, Shoreline resident, commented that photos she shared at the last Council meeting are a direct result of a Subarea rezone and that developers are creating blight and lowering property values. She is encouraged by Councilmember Roberts’ recommendation to concentrate rezoning closest to the Station.

Norm McFarland, Shoreline resident, expressed anger over the rezone plan and commented that it will destroy neighborhoods. He asked Council to rescind the vote on the 185th Street Station Subarea Plan. He provided an example of traffic issues on Meridian from 185th to 205th and stated adding more apartments would make it worse.

Dan Jacoby, Shoreline resident, commented that a connecting corridor cannot be created by tall buildings and that it will defeat the purpose of transit oriented development, and explained why. He asked Council to put off the final decision on the 185th Street Station Subarea Plan.

Janet Way, Shoreline Preservation Society, commented on the formation of the 145th Route Development Plan Task Force and expressed concern that members have already been selected and meetings have taken place. She commented on the lack of transparency and lack of information on the City’s website about the Task Force. She also expressed concern over the technical difficulties experienced at City Council and Planning Commission meetings, and asked if the February 23, 2015 Council Meeting can be rebroadcast. She thanked Park Staff for returning SPS signs.

John Kropf, Shoreline resident, commented on traffic congestion on 145th Street, and shared that Sound Transit Light Rail will only add to the problem and incur billions of dollars in debt. He commented on documents he submitted to Council regarding the NASA program.

John Behrens, Shoreline resident, entered a map into record that shows Ronald Bog and the headwaters of Thornton Creek. He read the definition of ‘insanity’, shared that decisions do not need to be made right now regarding the future of Shoreline, and asked Council to back up and include citizens in their decision making.

Les Nelson, Shoreline resident, commented on how Council worked through the Light Rail Station Subarea Plan Map last week. He questioned if Council understands the meaning of connecting corridor, and asked if it could be sent back to the Planning Commission to define.

Dan Dale, Shoreline resident, commented on protecting park space, creating more green space, and opportunities to have another neighborhood park. He pointed out that Rotary Park at 10th Avenue and 185th and the parcel next to it can serve as the new park, and added the City would only need to partner with one entity to make it happen.

Julie Houff, Lake Forest Park, commented that there does not seem to be an example of how to execute the Plan. She expressed having trouble understanding how large buildings create community, and is concerned about people feeling like they are going to be pushed out or encroached upon by the taller buildings.

Elaine Phelps, Shoreline resident, read an email from Councilmember Hall dated July 22, 2012. She spoke about Councilmembers supporting growth and their indifference to the wishes of the community. She commented on Shoreline remaining as small as it is while complying with the Growth Management Act.

Ms. Tarry provided the definition of a local street and said the definition of MUR-35 and the type of allowances that can be made in that zoning area can be provided. She shared that the trail the speaker referenced earlier is part of a project that will be paved this year, and explained that, in the interim, it was made more stable until the actual paving of the trail can be completed. She commented on the technical difficulties experienced at the City Council and Planning Commission meetings, explained the issues have been addressed, and shared that the City Council Meeting can be seen in its entirety on the City's website. She reviewed community outreach for the 145th Street Route Development Plan Task Force and stated meeting notices will be posted on the City's website.

6. APPROVAL OF THE AGENDA

The agenda was adopted by unanimous consent.

7. CONSENT CALENDAR

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

(a) Minutes of Special Meeting of February 2, 2015 and Minutes of Special Meeting of February 9, 2015

(b) Authorize the City Manager to Execute a Contract with PRR, Inc. to Create a Marketing Campaign Promoting the City of Shoreline

8. STUDY ITEMS

(a) Sound Cities Association (SCA) Public Issues Committee (PIC) Position on the Committee to End Homelessness Draft Strategic Plan

Scott MacColl, Intergovernmental Relations Manager, provided background on SCA PIC Policy Position Committee to End Homelessness Draft Strategic Plan. He reported on the increase in homelessness, and stated that the one night homeless count shows that homelessness in Shoreline increased by 21% over the previous year. He reviewed the three goals of the Plan are to make homelessness rare, to make homelessness brief and one time, and to locally build a community to end homelessness. He asked for policy direction regarding the Plan.

Councilmember Roberts referenced a memo from the SCA Staff and pointed out six strategies that could impact cities if the Plan was adopted. He commented on the Plan setting overriding goals for the City of Shoreline and expressed that he does not believe there are any problems with the Plan. He noted a need to strengthen the role of cities on the board.

Councilmember Hall agreed that the strategies are aligned with the City's goals and priorities of the community, and appreciates that the Shoreline Municipal Code would not need to be updated. He commented on the Plan being ambitious, and supports renewing Council's commitment to end homelessness.

Deputy Mayor Eggen expressed concern that the Plan would require Shoreline to adjust current shelter capacity, and stated if that is the case, he wants a deliberative process with community input. Mr. MacColl commented that it is more aspirational and that SCA is only requesting endorsement of the Plan.

Councilmember McGlashan stated support for the Plan as written and commented on Seattle's Plan to tackle homelessness. He discussed Strategy Plan 1.A and commented on regional benefits that can be assessed by people from Shoreline.

Councilmember Roberts discussed that SCA's memo describes how the Plan would be aimed at making human services available in South King County where there is a large population with an AMI of 30% or less.

Mayor Winstead commented that she is in favor of supporting the Plan and whatever can be done to reduce homelessness.

9. ADJOURNMENT

At 7:56 p.m., Mayor Winstead declared the meeting adjourned.

Jessica Simulcik Smith, City Clerk

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF SPECIAL MEETING

Monday, April 13, 2015
5:45 p.m.

Conference Room 303 - Shoreline City Hall
17500 Midvale Avenue North

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

STAFF: Debbie Tarry, City Manager; John Norris, Assistant City Manager; Eric Friedli, Parks, Recreation and Cultural Services Director; Mary Reidy, Recreation Superintendent; and Bonita Roznos, Deputy City Clerk

GUEST: Fred Wong, Executive Director, Shoreline-LFP Arts Council; Vicki Stiles, Executive Director, Shoreline Historical Museum; and Kruckeberg Botanic Garden Foundation: Brianne Zorn, Executive Director, and Boardmembers Eric Swenson and Krista Tenney

At 5:53 p.m., the meeting was called to order by Mayor Winstead.

Debbie Tarry, City Manager, thanked the guests for being a Shoreline community partner and making a positive contribution to the City of Shoreline. Mary Reidy, Recreation Superintendent shared some of the services the partners provide and explained that the services could not be provided without them.

Shoreline-LFP Arts Council Report

Fred Wong, Executive Director, Shoreline-LFP Arts Council, thanked Council for support and shared that their new mission statement is “*Cultivating Creativity and Inspiring Our Community Through the Arts*”. He reviewed the history of the Arts Council, highlighted milestones, and announced that the Arts Council is Celebrating 25 years of service to the community. He reported that over \$3million has been invested in community arts programming and that 80 cents of every dollar directly funds creative arts experiences for the community. He reviewed activities sponsored by the Arts Council, including the Artists-in-Schools program, Arts Mini-Grants, Hands-on-Experience, August Arts & Jazz Camp, Arts and Culture Events, the Edible Book Festival, Family Performances, and the Shoreline Arts Festival, which is scheduled for June 27 and 28, 2015. He pointed out that the Artists-in School program funded 31 projects, a record high, and that more than 3,000 students participated in the program. He concluded by identifying a list of partners and supporters, and outreach efforts to the community to encourage support of the arts. He announced that the Arts Council Annual Gala is scheduled for June 6, 2015 at 5:30p.m. at the Shoreline Center.

Shoreline Historical Museum Report

Vicki Stiles, Executive Director, Shoreline Historical Museum, thanked Council for support and extended her appreciation to the Parks, Recreation and Cultural Services staff. She reviewed the

history of the Museum, explained that it was incorporated in 1975, and announced its 40 year celebration. She reviewed the programs the Museum provides, including their full service museum exhibits, an Archives Research Center, a public lecture series, and monthly-hands on programs for children. She also spoke about the importance of their Volunteer Program. She announced the celebration of the Shoreline Community College 50th Anniversary exhibit, and the Museum Trillium Heritage Award winner in 2014. She reviewed the 2014 Program and Lecture Series and recounted the groundbreaking for the New Collections Facility and Research Center. She shared that the Museum participates in community events such as Celebrate Shoreline, the Ronald Bog Summerset Arts Festival, Shoreline Farmers Market, Shoreline Arts Festival and Solarfest. She presented a calendar of events and programs for 2015 and a list of museum partners. She reported that over 6,000 people visit the museum annually and that 75-85 percent are Shoreline residents. She reviewed the budget for the Museum and stated that 25 percent of the budget is funded by the City.

Kruckeberg Garden Foundation Report

Brianne Zorn, Executive Director, introduced Boardmembers Eric Swenson and Krista Tenney, and provided background and information about the Garden. She reviewed staff and membership breakdowns, and reported that the Garden received 13,090 visitors in 2014. She reviewed the Adult Programs, Children and Family Programs, Free Community Events, and shared that the Garden initiated the Solstice Stroll in 2013 and that the event will continue to be provided free of charge to the community. She spoke about the onsite MsK Rare and Native Plant Nursery and reported it earned \$70,561 in gross revenues. She reviewed grant funding received in 2014 and stated that it financed the rebranding, an online database, and the Garden of Creativity index. She provided a financial summary of 2014 Income and Expenses, and identified 2015 Goals. Ms. Tenney distributed a 2015 Calendar and Winter Spring Program Card to Council.

Councilmembers expressed appreciation for the partners and thanked them for the great contributions they make to the community. They commended the Foundation on making the Garden more financially self-sufficient. They asked are neighborhoods impacted from overflow parking during large events and if the Garden receives funding from United Way. Ms. Zorn responded that they use shuttle services for the larger events and with the new parking configuration that they are able to accommodate up to 700 people per day, and that they do not receive United Way funding. Councilmembers also complimented the Arts Council on their new membership program and asked if the City of Lake Forest Park supports the Arts Council. Mr. Wong responded yes, and Ms. Stiles added that the City of Lake Forest Park does not provide funding to the Museum. Councilmembers thanked the Museum for being the keeper of the City's historical information and suggested they incorporate human interest stories from people to add to their records.

At 6:45 p.m., Mayor Winstead declared the meeting adjourned.

Bonita Roznos, Deputy City Clerk

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Approval of Expenses and Payroll as of April 3, 2015
DEPARTMENT:	Administrative Services
PRESENTED BY:	Patti J. Rader, Interim Administrative Services Director

EXECUTIVE / COUNCIL SUMMARY

It is necessary for the Council to formally approve expenses at the City Council meetings. The following claims/expenses have been reviewed pursuant to Chapter 42.24 RCW (Revised Code of Washington) "Payment of claims for expenses, material, purchases-advancements."

RECOMMENDATION

Motion: I move to approve Payroll and Claims in the amount of \$1,218,340.40 specified in the following detail:

***Payroll and Benefits:**

Payroll Period	Payment Date	EFT Numbers (EF)	Payroll Checks (PR)	Benefit Checks (AP)	Amount Paid
3/1/15-3/14/15	3/20/2015	60118-60299	13734-13748	59591-59598	\$573,309.24
					<u>\$573,309.24</u>

***Wire Transfers:**

Expense Register Dated	Wire Transfer Number	Amount Paid
3/26/2015	1092	\$4,174.93
		<u>\$4,174.93</u>

***Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
3/20/2015	59544	59545	\$62,223.89
3/26/2015	59546	59557	\$79,048.25
3/26/2015	59558	58578	\$65,179.38
3/26/2015	59579	59590	\$2,843.50
4/2/2015	59599	59633	\$374,572.22
4/2/2015	59634	59642	\$19,971.53
4/2/2015	59643	59666	\$32,513.02
4/2/2015	59667	59673	\$4,504.44
			<u>\$640,856.23</u>

***Accounts Payable Claims:**

	Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
Approved By: City Manager <i>DT</i>	City Attorney <i>MK</i>			

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adoption of Resolution No. 368 Adopting the 2016-2021 Transportation Improvement Plan (TIP)
DEPARTMENT:	Public Works
PRESENTED BY:	Kirk McKinley, Transportation Services Manager
ACTION:	<input type="checkbox"/> Ordinance <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

In accordance with RCW 35.77.010, cities in Washington State are required to prepare and adopt a comprehensive six-year transportation improvement plan (TIP). A city's TIP must be consistent with its comprehensive plan transportation element. RCW 35.77.010 requires that the City hold at least one public hearing on the TIP and to submit the adopted TIP to the Washington State Secretary of Transportation. The Department of Transportation has historically accepted submittal of TIPs through the month of July.

The six-year TIP should include transportation projects, such as road and bridge work, as well as new or enhanced bicycle or pedestrian facilities. In addition to local projects, the TIP should also identify projects and programs of regional significance for inclusion in the regional TIP. The City's TIP is used to secure federal funding for transportation projects as part of the Statewide Transportation Improvement Plan (STIP).

Through development of the TIP, the City prioritizes these funded and unfunded transportation needs utilizing information such as the City's Transportation Master Plan (TMP), safety and accident history, growth trends, traffic studies and the transportation element of the City's Comprehensive Plan. Project descriptions, costs, funding options and the project status are identified for each project in the TIP.

The TIP is prepared and presented to Council in advance of the CIP. The policy direction provided through adoption of the TIP is used to identify transportation projects for inclusion in the CIP. The City Council will review the City's proposed six-year CIP as part of the 2016 budget process later this fall.

Adoption of proposed Resolution No. 368 (Attachment A) would adopt the 2016-2021 TIP.

RESOURCE/FINANCIAL IMPACT:

There is no financial impact associated with adoption of the TIP. The projects identified in the City's TIP are a combination of funded projects in the CIP, including projects that are partially funded or underfunded, as well as currently unfunded projects the City would like to undertake should funding become available. Listing projects in the TIP makes them grant eligible, as most grant programs will not fund projects not included in a jurisdiction's TIP. The vast majority of projects included in the TIP are unfunded or partially funded. All of the funded programs are identified as underfunded, as additional work could be completed through these programs with supplemental funding.

RECOMMENDATION

Staff recommends that Council adopt Resolution No. 368, adopting the 2016-2021 TIP.

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

BACKGROUND

In accordance with state law, the City is required to prepare a six-year Transportation Improvement Plan (TIP). The TIP identifies projects to meet local transportation needs, as well as projects of regional significance, such as the 145th Street corridor improvements. It also includes some on-going programs, including the curb ramp, gutter and sidewalk program and the traffic safety improvements program. The TIP identifies projects for all modes of transportation, including bicycles, pedestrians, vehicles and transit. Projects in the TIP can be funded and unfunded and the draft TIP includes the transportation projects identified in the preliminary 2016-2021 CIP. Including projects in the TIP improves the city's eligibility to secure grant funding.

DISCUSSION

The TIP is prepared and presented to Council in advance of the CIP. The policy direction provided through adoption of the TIP is used to identify transportation projects for inclusion in the CIP. The City Council will review the City's proposed six-year CIP as part of the 2016 budget process later this fall.

The draft 2016-2021 TIP (Exhibit A of Attachment A) utilizes last year's TIP as its foundation. Projects and programs included in the draft 2016-2021 TIP include high priority projects identified in the 2011 Transportation Master Plan (TMP) for safety and operations, bicycle and pedestrian projects. Staff also included several projects from the previous year's TIP which were identified by Council as important projects for the City.

The draft 2016-2021 TIP was presented to Council on April 13, 2015. The staff report, including discussion, can be viewed at the following link:
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2015/staffreport041315-8a.pdf>

At the April 13, 2015 public hearing, four members of the public commented during the public hearing on the draft 2016-2021 TIP. Following are brief responses to their questions/comments that were not covered by staff at the hearing:

- **Status of Westminster Way as a Truck Route from 155th North to Aurora**
When Council adopted the Aurora Corridor Pre-Design Study in 1999 under Resolution No. 156, part of that adoption included the "32 Points", which provided guidance on the design and implementation of the Aurora Corridor. Point #17 includes the direction to pursue closure of Westminster north of 155th Street. Westminster Way is a Federally Classified truck route, and staff has worked with the Washington State Department of Transportation (WSDOT) and the Federal Highways Administration (FHWA) to declassify the truck route designation north of 155th. This has been approved by WSDOT and FHWA and is no longer classified. At the next update of the TMP, the freight route map should be amended to reflect this change.

- Richmond Beach Corridor and Point Wells Transportation Corridor Study**
 The Richmond Beach Corridor is project #17 in the TIP. The TIP scope/narrative for this project makes several references to the status of the Transportation Corridor Study (TCS) and that the list is representative and will be updated when the TCS is completed. It says, “*Preliminarily* identified projects are listed below.” The 2015-2020, adopted by the City Council last year, also included these “preliminarily” identified projects. Once the TCS is adopted, the TMP should be amended, and the TIP should reflect those projects anticipated to be constructed in the ensuing six years.
- Utilize Unused Rights-of-Way and Alleys to Construct a Bicycle System, Especially in Richmond Beach as an Alternative to Having Bicycles on Arterials**
 Shoreline has very few alleyways. In developing the TMP, staff inventoried and field-visited all of the undeveloped rights-of-way in the city. Approximately 25 were incorporated in the pedestrian system plan as neighborhood connections or shortcuts. The plan also states that prior to requests to vacate rights-of-way, that they be evaluated for connectivity potential. Currently there is not a project or program to systematically implement these connections, and staff suggests they be considered as a project addition to the CIP. Staff is constructing one of these connections at 152nd and Ashworth as part of the Interurban-Burke-Gilman grant project.

Council also had several questions from their April 13, 2015 discussion of the TIP, which are discussed below:

- How were the sidewalks projects chosen?**
 The sidewalk projects identified in Project #11 were primarily pulled from the High Priority list in the TMP, and then filtered by potential grant funding, other partnering potentials, or a safety need.
- What is the status of 3rd and Richmond Beach Road intersection?**
 In a month or so, the intersection will be implemented as a split-phase signal, which means the east movements will occur separately from the west movements, which should improve the safety of the intersection until a capital project can be funded/implemented.
- Utility undergrounding**
 Staff will need to return to Council with a discussion of undergrounding challenges and approaches in order to receive direction on implementing a workable undergrounding policy/strategy.

There were also several other questions which were discussed and addressed during the meeting on the 13th.

STAKEHOLDER OUTREACH

The draft 2016-2021 TIP was presented to Council and a public hearing held on April 13, 2015.

COUNCIL GOALS ADDRESSED

The TIP addresses Council Goal 2, “Improve Shoreline’s utility, transportation, and environmental infrastructure.” By identifying and developing a plan for multi-modal transportation improvements, the City is working to preserve and enhance the infrastructure. This plan also addresses Council Goal 5: “Promote and enhance the City’s safe community and neighborhood programs and initiatives” by funding the Traffic Safety Improvements program.

RESOURCE/FINANCIAL IMPACT

There is no financial impact associated with adoption of the TIP. The projects identified in the City’s TIP are a combination of funded projects in the CIP, including projects that are partially funded or underfunded, as well as currently unfunded projects the City would like to undertake should funding become available. Listing projects in the TIP makes them grant eligible, as most grant programs will not fund projects not included in a jurisdiction’s TIP. The vast majority of projects included in the TIP are unfunded or partially funded. All of the funded programs are identified as underfunded, as additional work could be completed through these programs with supplemental funding.

RECOMMENDATION

Staff recommends that Council adopt Resolution No. 368, adopting the 2016-2021 TIP.

ATTACHMENTS

Attachment A: Proposed Resolution No. 368

Exhibit A: 2016-2021 TIP

RESOLUTION NO. 368

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, ADOPTING A SIX-YEAR (2016-2021) TRANSPORTATION IMPROVEMENT PLAN AND DIRECTING THE SAME TO BE FILED WITH THE STATE SECRETARY OF TRANSPORTATION AND TRANSPORTATION IMPROVEMENT BOARD.

WHEREAS, the City Council of the City of Shoreline has previously adopted a Comprehensive Plan including a six-year Transportation Improvement Plan required by RCW 35.77.010 as part of the Transportation Element of the Plan; and

WHEREAS, the City Council of the City of Shoreline has reviewed the work accomplished under the said Plan, determined current and future City Street needs, and based upon these findings a Six-Year Transportation Improvement Plan for the ensuing six (6) calendar years has been prepared; and

WHEREAS, a public hearing was held on the Six-Year Transportation Improvement Plan on April 13, 2015;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

Section 1. Plan Adopted. The Six-Year Transportation Improvement Plan for the City of Shoreline for the ensuing six (6) calendar years (2016-2021 inclusive) attached hereto as Exhibit A and incorporated herein by this reference, which Plan sets forth the project location, type of improvement and estimated cost thereof, is hereby adopted.

Section 2. Filing of Plan. Pursuant to Chapter 35.77.010 RCW, the City Clerk is hereby authorized and directed to file a copy of this resolution forthwith, together with the Exhibit attached hereto, with the Secretary of Transportation and a copy with the Transportation Improvement Board for the State of Washington.

ADOPTED BY THE CITY COUNCIL ON MAY 4, 2015.

Mayor Shari Winstead

ATTEST:

Jessica Simulcik Smith
City Clerk

EXHIBIT A

City of Shoreline 2016-2021 Transportation Improvement Plan

1. What is the Six-Year Transportation Improvement Plan (TIP)?

The City of Shoreline Six-Year Transportation Improvement Plan (TIP) is a short-range planning document that is updated annually based upon needs and policies identified in the City's Comprehensive Plan and Transportation Master Plan. It identifies Shoreline's current needed transportation projects and programs for the next six years. Some projects identified in the TIP are significant enough in nature that they will take longer than six years to complete.

2. What is included in the TIP?

A project sheet for each project or program in the TIP has been developed and includes the following:

- **Scope/Narrative:** A description of the project or program including the specific work to be performed, project elements, project/program purpose and/or interagency coordination efforts.
- **Funding:** Identifies whether a project is funded, partially funded or unfunded and known funding sources.
- **Funding Outlook:** A description of the current funding projection for the project, including possible funding sources (when applicable).
- **Project Status:** Identifies Council goals achieved by each project, the stage of a project (such as design, environmental review or construction), previous years' work and expenditures and/or potential revenue sources for projects.
- **Purpose/Goals Achieved:** Identifies which of several purposes the project satisfies and/or general goals the project achieves including Non-motorized Transportation; System Preservation; Growth Management; Improves Efficiency and Operations; Safety; Major Structures; Corridor Study; and/or Interjurisdictional Coordination.

Projects in the TIP are sorted into three categories: Funded Programs, Funded Projects, Unfunded Projects. Projects and programs that are underfunded or partially funded are included in the funded categories. Generally, funded projects are those included in the City's 2015-2020 Capital Improvement Plan. All projects and programs identified for 2021 are unfunded. All of the funded programs are identified as underfunded, as additional work could be completed through these programs with supplemental funding. The TIP also identifies the potential for new projects or programs that may arise from current City planning efforts in the Emerging Projects section. The final section provides a summary of projects included in the 2015-2020 TIP that are scheduled for completion in 2015.

3. Project Costs and Funding

Each project listed in the TIP includes an estimated cost, the amount of funding secured or unsecured and the funding source(s) for the six year period covered by the TIP. Existing and new project and program costs need to cover all phases of a project (described below), including the staff time necessary to administer them. If grant funding has been secured from a specific source, it is identified. The Funding Outlook section of each project sheet identifies the total project cost and any previous expenditures. Potential grant funding sources are also identified in this section. Projects listed that are necessary to accommodate growth and allow the City to maintain its adopted Levels of Service may be funded in part by transportation impact fees. The costs for projects programmed for the first three years of the TIP have been developed with a higher level of detail whereas those in the latter three

years have been developed with less specificity, as the projects are generally less defined. Unless otherwise noted, project costs do not include the costs for placing overhead utilities underground.

4. Developing the TIP

The annual TIP update starts with the previously adopted TIP. Projects in the previously adopted TIP are reviewed and projects that have been completed, or because of changing conditions, are no longer needed are removed from the TIP. Existing projects may also be updated based upon completed studies, refined project scopes or revised cost estimates. The remaining projects carried over from the previous TIP are reviewed for changes to cost estimates, project funding, schedule, or scope during the update process to ensure that the best information is represented in the TIP.

New projects are generated from many sources, including the City's adopted Transportation Master Plan (TMP), Comprehensive Plan, Council priorities, identification of new issues or deficiencies, response to growth, accident locations or the potential to secure grant funding. The City may use tools such as pavement management rating, analysis of accident data and transportation modeling to help identify potential new projects. Potential new projects undergo a review of scope, priority, schedule and cost analysis.

Updated projects from the previous TIP and new projects are then used to create a draft TIP project list. The phasing and funding of these projects in the draft TIP is based on an evaluation of project priority compared with priorities laid out in the TMP and Comprehensive Plan, commitments to projects and programs that are already underway, secured grants, partnerships the City has entered into with other jurisdictions and agencies and new opportunities that arise to leverage local transportation funding in combination with other funding sources.

Once the draft TIP has been developed, a public hearing is held to provide an opportunity for the community comment. Based on the results of the public hearing and comments from the Shoreline City Council a final version of the TIP is developed. This final version is then adopted by the City Council.

5. Emerging Projects

New transportation projects are often generated from significant planning efforts for new or major redevelopments or land use subarea planning. In 2012, the City designated the Aurora Square area as a Community Renewal Area (CRA) and subsequently adopted a vision and plan for its redevelopment. Transportation improvements will be an important component in supporting redevelopment. The City has developed and adopted a Programmatic EIS to address the transportation impacts associated with redevelopment of the site. It is expected that redevelopment of the CRA will occur over many years, continuing beyond the six year time frame addressed in this TIP. In anticipation of the commencement of light rail service in 2023, the City is planning for land use changes around the future stations located in Shoreline at NE 145th Street and NE 185th Street. Higher residential densities and a mix of land use types near the stations, as well as transit users traveling to the stations will create an increased demand for multi-modal transportation facilities. Transportation impacts and needs associated with future land use changes as well as the necessary solutions to resolve them are outlined in the subarea plans. The redevelopment of the station areas is expected to occur over many decades. The projects needed to accommodate growth in the station areas will be incorporated into future TIPs.

6. Relationship of the TIP to other Transportation Documents

A. Six-Year Capital Improvement Plan

Once adopted, the TIP helps to guide funding and implementation priorities during the development of the transportation portion of the Capital Improvement Plan (CIP). The CIP is a six-year financial plan addressing capital needs and is updated along with the development of the City's operating budget. The CIP shows the City-funded portion of projects and is constrained by current budget forecasts, whereas the TIP shows the complete project list, including unfunded projects and programs. The first year of the CIP is adopted as part of the annual budget

B. Transportation Master Plan

The City of Shoreline's Transportation Master Plan (TMP) is the long-range blueprint for travel and mobility, describing a vision for transportation that supports the City's adopted Comprehensive Plan. The TMP provides guidance for public and private sector decisions on local and regional transportation investments, including short-, mid-, and long-range transportation and related land-use activities. In this way, the City can assess the relative importance of projects and schedule their planning, engineering and construction as growth takes place and the need for the facilities and improvements is warranted. It also establishes a prioritization of the projects to be included in future capital improvement plans. The TMP covers all forms of personal travel – walking, bicycling, transit and automobile.

C. State and Federal Requirements

State law requires that each city develop a local TIP and that it be annually updated (RCW 35.77.010). It also requires that projects be included in the TIP in order for cities to compete for transportation funding grants from most federal and state sources. Federal grant funded and regionally significant projects from the first three years of the City's TIP are included in the Regional TIP, which is assembled by the Puget Sound Regional Council for King, Kitsap, Pierce, and Snohomish Counties. The Regional TIPs from around the State are then combined to form the State TIP, which is approved by the Governor and then submitted to the Federal Highway Administration and Federal Transit Authority for their review and approval.

6. Funding Challenges

As is the case for most jurisdictions, the need for transportation improvements in Shoreline greatly outweighs the City's ability to fund them in both the short and long term. In addition to major capital projects such as intersection or corridor improvements, there is an on-going need to maintain the existing system. This includes repair, maintenance and preservation work, such as Bituminous Surface Treatment (BST) or overlays, upgrades and repairs to traffic signals, installation of new street lights and curb ramp upgrades. It is difficult to estimate the annual backlog or degree to which the City's transportation program is underfunded, as new projects are identified annually and maintenance is a continuous necessity. The unfunded projects and programs included in this six year TIP (not including the unfunded portions of partially funded projects) total \$217,916,153.

The City of Shoreline funds transportation capital projects from the General Fund, Real Estate Excise Tax (REET), Transportation Benefit District (TBD) and grant revenue from local, state and federal governments. Because some of these revenue sources are so closely tied to the health of the economy

they can be somewhat unpredictable, making it challenging for the City to plan for transportation improvements with assurance that funding will be available.

Historically the largest sources of funding for Shoreline's transportation programs and projects have been grants. Funding for transportation projects is available from federal, state and local resources. Each funding source has specific rules and guidelines about what types of projects they will fund, how much of a project will be funded and timelines for expenditure of funds. Most grant programs require a funding match, which means that the City must also contribute funding to the cost of a project. The granting agency may also have restrictions about the source of the funding match. For example, a state funded grant might be restricted from having another state funded grant serve as the match. Funding programs for bicycle and pedestrian transportation projects are very limited, especially in comparison to funding for highway and roadway projects. Quite often, granting agencies prefer to fund construction of projects rather than planning, design or environmental work. Having projects fully designed and "shovel ready" improves their ability to compete for funding. The competitive nature of grant funding and the specific requirements associated with available grants narrow the opportunities for many of the City's high priority projects to obtain outside funding.

7. Lifecycle of a Project

Depending upon the size and/or degree of complexity associated with a project, it can take several years to complete. For example, the three mile Aurora Corridor Improvement Project scheduled for completion in 2016, began the initial planning work in 1997. Large projects may be divided into several smaller projects in order to manage the project more effectively, comply with grant funding requirements or minimize inconvenience to the community during construction. Throughout all phases of a project, the City is committed to maintaining open communications with the community. The process to develop projects generally includes the following steps.

Planning and Alternatives Development – During this phase, conceptual ideas for a project are identified, evaluated and narrowed, sometimes to a single option. Citizens, community organizations, neighboring jurisdictions and other stakeholders help shape the project. Public meetings provide updates to the community and help the City gather feedback.

Preliminary Design and Environmental Review – This phase identifies potential environmental impacts of the project alternative(s). The level of review and documentation depends on the scope of the project and its potential for environmental impacts. An Environmental Impact Statement (EIS) is prepared for large projects with potentially significant impacts. Development of a State Environmental Policy Act (SEPA) checklist may be prepared for projects not requiring an EIS. A similar review under the National Environmental Policy Act (NEPA) is required for projects that receive federal funding. The project's design moves from conceptual to preliminary as initial engineering begins.

During this phase:

- If required, a SEPA checklist or Draft EIS is published followed by a public comment period. Responses to those comments are found in the Final EIS.
- Preliminary design is completed.
- The City selects the project that will eventually be built.

Final Design and Property Acquisition – In this phase, architects and engineers define what the project will look like as well as the technical specifications for the project. Field work is performed including testing soil conditions and ground water levels, surveying, and locating utilities. Additionally, the City

acquires any necessary private property and easements. This phase is often referred to as “Projects, Specifications and Estimate (PS and E)”.

Construction – Construction time varies widely from project to project. The City balances the need to complete the project on time and on budget while minimizing construction impacts to the community. Unforeseen site conditions, weather, design corrections and the complexity of a project are some of the factors that can influence the schedule. Construction schedules can also be affected by environmental restrictions, such as permissible timeframes to work in fish bearing waters.

Contact Information

For additional information, contact Kirk McKinley, Transportation Planning Manager, 206.801.2481, kmckinley@shorelinewa.gov or Nytasha Sowers, 206.801.2483, nsowers@shorelinewa.gov.

FUNDED PROGRAMS (FULLY OR UNDERFUNDED)

1. Curb Ramp, Gutter and Sidewalk Program (underfunded)
2. Traffic Safety Improvements (underfunded)
3. Annual Road Surface Maintenance Program (underfunded)
4. Traffic Signal and Intelligent Transportation System (ITS) Improvements (underfunded)

FUNDED PROJECTS (FULLY OR PARTIALLY)

5. 25th Avenue NE Sidewalk
6. 145th Street (SR 523) Corridor Improvements (partially)
7. Echo Lake Safe Routes to School
8. Bicycle System Plan Implementation – Minor Improvements
9. Citywide Radar Speed Signs
10. Meridian Avenue N and N 155th Street Intersection Phase Changes

UNFUNDED PROJECTS

11. New Sidewalk Projects
12. Community Renewal Area (CRA) Roadway Improvements
13. NE Perkins Way Improvements – 10th Avenue NE to 15th Avenue NE
14. 15th Avenue NE – NE 172nd Street to NE 195th Street
15. Fremont Avenue N – N 175th Street to N 185th Street
16. N/NE 175th Street Corridor Improvements
17. NW Richmond Beach Road Corridor Improvements
18. N/NE 185th Street Corridor Improvements
19. Major Pavement Rehabilitation Projects
20. Meridian Avenue N - N 145th Street to N 205th Street
21. Aurora Avenue N at N 145th Street Dual Left Turn Lane
22. Midvale Avenue N – N 175th Street to N 183rd Street
23. N 165th Street and Carlyle Hall Road N Sidewalk and Intersection Safety
24. Firlands Way N – Aurora Avenue N to Linden Ave N
25. N 152nd Street and Ashworth Avenue N Intersection Improvements
26. Ballinger Way - NE 205th St to 19th Ave NE Access Control Preliminary Design
27. N 185th Street and Linden Avenue N Intersection Improvements

EMERGING PROJECTS

Community Renewal Area Projects
Light Rail Station Area Improvements
Transit Service Integration Plan

PROJECT SCHEDULED FOR SUBSTANTIAL COMPLETION IN 2015

NE 195th Street Separated Trail – 1st Avenue NE to 5th Avenue NE
Interurban/Burke-Gilman Connectors
Einstein Safe Routes to School project
Safety Enhancements on Aurora Avenue N
145th Street Corridor Study
10th Avenue NW Bridge Rehabilitation

Project	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2016-2021 Total
FUNDED PROGRAMS (FULLY OR PARTIALLY)							
Curb Ramp, Gutter & Sidewalk Program	\$ 153,000	\$ 153,000	\$ 153,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,059,000
Traffic Safety Improvements	\$ 156,000	\$ 158,000	\$ 161,000	\$ 164,000	\$ 168,000	\$ 200,000	\$ 1,007,000
Annual Road Surface Maintenance Program	\$ 2,300,000	\$ 1,000,000	\$ 1,100,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 8,000,000
Traffic Signal and Intelligent Transportation System (ITS) Improvements	\$ 111,000	\$ 116,000	\$ 122,000	\$ 128,000	\$ 135,000	\$ 150,000	\$ 762,000
FUNDED PROJECTS (FULLY OR PARTIALLY)							
25th Avenue NE Sidewalk	\$ 60,000	\$ 510,000	\$ 25,000	\$ -	\$ -	\$ -	\$ 595,000
145 th Street (SR 523) Corridor Improvements	\$ 2,448,000	\$ 2,448,000	\$ 2,000,000	\$ 5,000,000	\$ 20,000,000	\$ 20,000,000	\$ 51,896,000
Echo Lake Safe Routes to School	\$ 483,000	\$ 13,000	\$ -	\$ -	\$ -	\$ -	\$ 496,000
Bicycle System Plan Implementation – Minor Improvements	\$ 633,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 633,000
Citywide Radar Speed Signs	\$ 121,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 121,000
Meridian Avenue N and N 155th Street Intersection Phase Changes	\$ 55,000	\$ 304,000	\$ -	\$ -	\$ -	\$ -	\$ 359,000
UNFUNDED PROJECTS							
New Sidewalk Projects	\$ 183,000	\$ 1,076,000	\$ 769,000	\$ 971,000	\$ 1,359,000	\$ 2,960,000	\$ 7,318,000
Community Renewal Area (CRA) Roadway Improvements	\$ 477,000	\$ 4,650,000	\$ 700,000	\$ 700,000	\$ -	\$ 14,500,000	\$ 21,027,000
NE Perkins Way Improvements – 10 th Avenue NE to 15 th Avenue NE	\$ -	\$ -	\$ -	\$ 3,681,540	\$ -	\$ -	\$ 3,681,540
15 th Avenue NE – NE 172 nd Street to NE 195 th Street	\$ -	\$ -	\$ -	\$ 6,176,793	\$ -	\$ -	\$ 6,176,793
Fremont Avenue N – N 175 th Street to N 185 th Street	\$ -	\$ -	\$ -	\$ 6,292,720	\$ -	\$ -	\$ 6,292,720
N/NE 175 th Street Corridor Improvements	\$ -	\$ 2,820,000	\$ 2,819,000	\$ -	\$ -	\$ 77,156,000	\$ 82,795,000
NW Richmond Beach Road Corridor Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 45,490,000	\$ 45,490,000
NW Richmond Beach Rd at 3rd Ave NW	\$ -	\$ 2,320,000	\$ -	\$ -	\$ -	\$ -	\$ 2,320,000
N/NE 185 th Street Corridor Improvements	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 8,539,000	\$ 9,039,000
Major Pavement Rehabilitation Projects	\$ 2,300,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 12,300,000
Meridian Avenue N Corridor Improvements	\$ 992,000	\$ -	\$ -	\$ -	\$ -	\$ 9,117,000	\$ 10,109,000
Aurora Avenue N at N 145 th Street Dual Left Turn Lane	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,700,000	\$ 4,700,000
Midvale Avenue N – N 175 th Street to N 183 rd Street	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 510,000	\$ 510,000
N 165 th Street and Carlyle Hall Road N Sidewalk and Intersection Safety	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,482,000	\$ 2,482,000
Firlands Way N – Aurora Avenue N to Linden Ave N	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,600,000	\$ 2,600,000
N 152 nd Street and Ashworth Avenue N Intersection Improvements	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 320,000	\$ 345,000
Ballinger Way - NE 205th St to 19th Ave NE Access Control Preliminary Design	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000
N 185th Street and Linden Avenue N Intersection Improvements	\$ -	\$ -	\$ 530,100	\$ -	\$ -	\$ -	\$ 530,100
Total Expenditures by Year	\$ 10,972,000	\$ 17,768,000	\$ 10,379,100	\$ 26,514,053	\$ 25,087,000	\$ 192,124,000	\$ 282,844,153

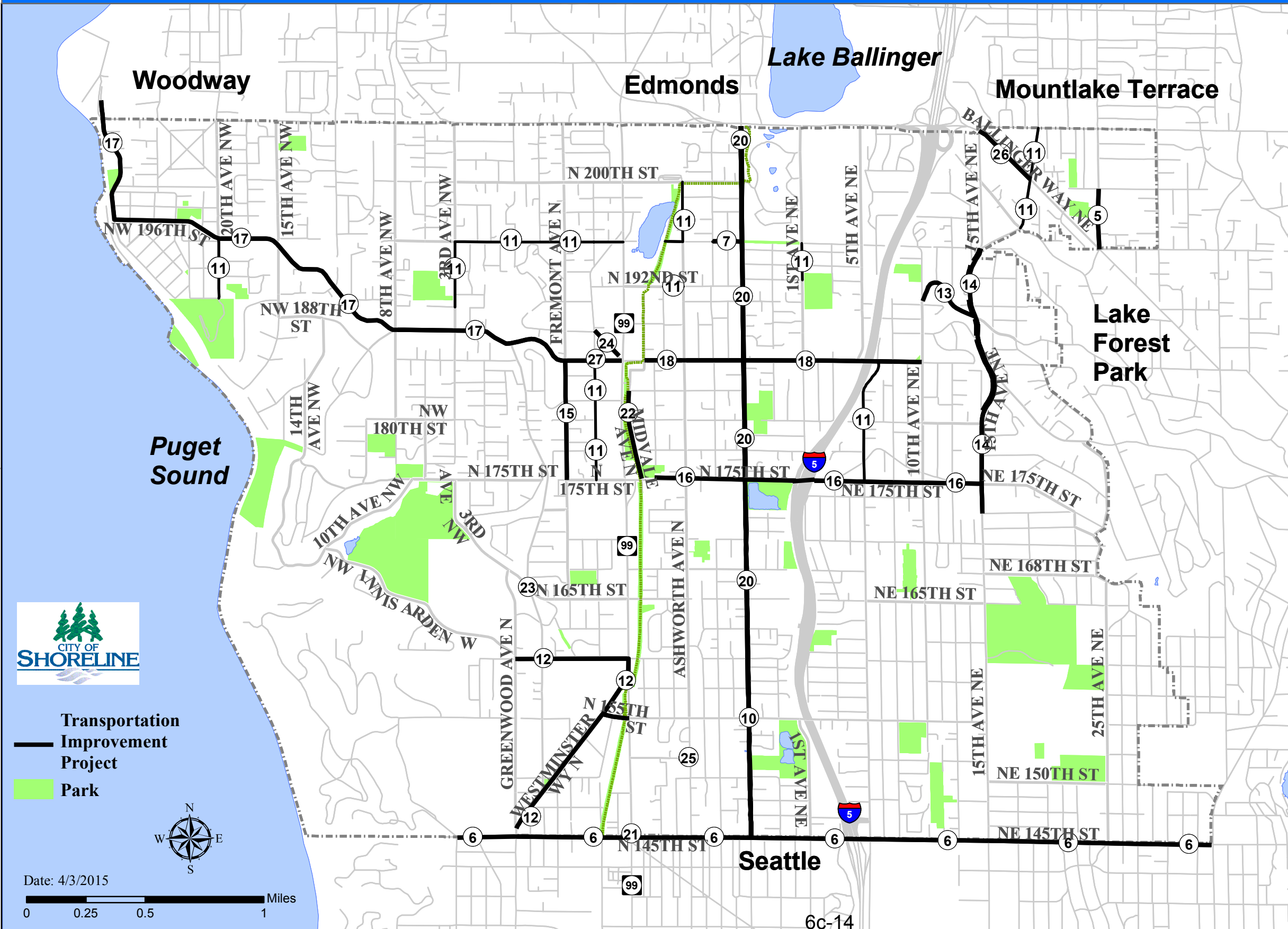
City of Shoreline Transportation Improvement Program 2016 to 2021

Project Location

5. 25th Avenue NE Sidewalk
6. 145th Street (SR 523) Corridor Improvements
7. Echo Lake Safe Routes to School
10. Meridian Avenue N and N 155th Street Intersection Phase Changes
11. New Sidewalk Projects
12. Community Renewal Area Projects
13. NE Perkins Way Improvements – 10th Avenue NE to 15th Avenue NE
14. 15th Avenue NE – NE 172nd Street to NE 195th Street
15. Fremont Avenue N – N 175th Street to N 185th Street
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24. Firlands Way N – Aurora Avenue N to Linden Ave N
25. N 152nd Street and Ashworth Avenue N Intersection Improvements
26. Ballinger Way – NE 205th Street to 19th Avenue NE – Access Control Preliminary Design
27. N 185th Street and Linden Avenue N

Citywide Improvements

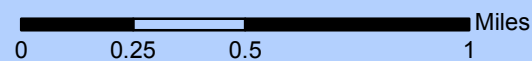
1. Curb Ramp, Gutter and Sidewalk Program
2. Traffic Safety Improvements
3. Annual Road Surface Maintenance Program
4. Traffic Signal and Intelligent Transportation System (ITS) Improvements
8. Bicycle System Plan Implementation – Minor Improvements
9. Citywide Radar Speed Signs
19. Major Pavement Rehabilitation Projects



Transportation Improvement Project
Park



Date: 4/3/2015



FUNDED PROGRAMS
(FULLY OR PARTIALLY)

Project # and Name

1. Curb Ramp, Gutter and Sidewalk Program

Scope / Narrative

The ongoing Curb Ramp, Gutter and Sidewalk Program includes design and construction of curb ramps in compliance with the Americans with Disabilities Act (ADA) standards and repairing and replacing existing cement concrete gutters and sidewalks damaged by tree roots, cracking or settlement. Curb ramp installation and sidewalk repair is often performed in advance of roadway overlay work.

Funding

FUNDING SOURCE	PARTIALLY FUNDED					UNFUNDED	2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Roads Capital	\$ 153,000	\$ 153,000	\$ 153,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,059,000

Funding Outlook

This program is currently funded through an annual transfer from the General Fund. It is underfunded, as it is known that additional work is needed to fully maintain the existing sidewalks. It is unknown how much additional funding is needed at this time. A full inventory is required in order to accurately assess the need and an inventory and condition assessment is funded in the 2015 budget. Additionally, new requirements for curb ramp upgrades associated with projects such as traffic signal improvements and pavement overlays continue to increase the costs associated with this program. It is estimated this program is less than 50% funded. Future TIPs may include this information.

Project Status

Annual program, 2016-2021. This program helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

2. Traffic Safety Improvements

Scope / Narrative

This program addresses priority traffic and pedestrian safety concerns on both arterial and local streets. The primary purpose of this program is to design and implement small spot improvement projects to improve safety and enhance the livability of neighborhoods. Projects include traffic calming devices (speed humps, radar speed display signs, etc), capital infrastructure (curb ramps, sidewalks, etc) and operational changes (bike lanes, turn lanes, school signing, etc).

Funding

FUNDING SOURCE	PARTIALLY FUNDED					UNFUNDED	2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Roads Capital	\$ 156,000	\$ 158,000	\$ 161,000	\$ 164,000	\$ 168,000	\$ 200,000	\$ 1,007,000

Funding Outlook

This program is currently underfunded. Additional improvements that could be implemented with supplemental funding include street lighting, ADA upgrades, small sidewalk projects, and projects identified in the Neighborhood Traffic Action Plans. Addressing all the projects identified as high priority by residents in the traffic plans is estimated at \$37.6 million.

Project Status

Annual program, 2016-2021. This program helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure and Goal 5: Promote and enhance the City's safe community and neighborhood initiatives and programs.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

3. Annual Road Surface Maintenance Program

Scope / Narrative

The City's long-term road surface maintenance program is designed to maintain the City's road system to the highest condition rating with the funds available using various thicknesses of asphalt overlay and bituminous surface treatments (BST). By performing continuous maintenance with BST, the City will extend the useful life of City streets by 10-12 years, increase skid resistance of the street surface, and improve ride quality. Each year, the City identifies roadways that require maintenance through this program. Preparatory work may include roadway grinding, crack sealing, pothole filling, curb repair, curb ramp installation or replacement and sidewalk repair. As part of this program, the City reinstates pavement markings and signs covered or disturbed during the preparatory work. All projects include necessary channelization.

A portion of this project budget will be dedicated to the implementation of bicycle signing and channelization throughout Shoreline in accordance with the City's adopted Bicycle System Plan. Bicycle facilities will include dedicated lanes, sharrows and freestanding signage, as well as wayfinding signs directing riders to local and regional destinations. Interim signage or striping may be installed in areas where a larger capital project is required in order to construct the permanent improvements. Installation of new roadway markings striping will be coordinated with the City's annual restriping to eliminate duplication of efforts.

Funding

FUNDING SOURCE	PARTIALLY FUNDED					UNFUNDED	2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Roads Capital	\$ 1,315,000	\$ 1,000,000	\$ 1,100,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 7,015,000
Federal - STP	\$ 985,000						\$ 985,000
PROJECT TOTAL	\$ 2,300,000	\$ 1,000,000	\$ 1,100,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 8,000,000

Funding Outlook

This program is currently funded at approximately 50 percent. 2016 estimates include two awarded grant projects for overlay work on 15th Avenue NE (NE 147th Street - NE 155th Street) and Meridian Avenue N (N 190th Street - N 205th Street)

Project Status

Annual program 2016-2021. This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

4. Traffic Signal and Intelligent Transportation System (ITS) Improvements

Scope / Narrative

The maintenance of safe and efficient traffic signals is an important part of the City's responsibility to all users of the transportation network including drivers, pedestrians and bicyclists. New traffic signal technology provides superior functionality compared to older, obsolete equipment. Intersection improvements are one of the most cost effective ways to improve traffic flow while effective maintenance and operation of traffic signals can increase safety and extend the life of the signal, decreasing overall program costs. Examples of signalized intersection improvements include, but are not limited to:

- New controllers which can accommodate transit signal priority, dynamic emergency vehicle preemption and coordination of traffic signals along a corridor for increased efficiency.
- Functional detection to ensure signals operate dynamically, based on actual user demand.
- Back up battery systems to keep signals operational during power outages.
- Communication to a central system for efficient signal timing changes, troubleshooting, and reporting.
- Accessible Pedestrian Signals and countdown signal heads for improved safety and ADA compliance.

The ability to keep traffic signals operating and vehicles moving is a key part of Shoreline's Emergency Management Plan.

Intelligent Transportation Systems (ITS) is the application of advanced information and communications technology to transportation. ITS helps roadway users make more informed decisions about travel routes thereby improving efficiency, safety, productivity, travel time and reliability. Elements of an ITS system can include variable message signs, license plate or bluetooth/wi-fi readers, real-time traffic flow maps, traffic monitoring cameras, and communication between traffic signals and a Traffic Management Center (TMC). Existing City ITS components include fiber optic lines, traffic monitoring cameras, and a central signal system for signals along Aurora. The City began operation of a TMC in 2013 to help manage these systems which may be expanded or modified as the City's ITS system grows. This project will fully integrate all City signals, with ITS improvements where appropriate, including traffic monitoring cameras. Future expansions of the system may include coordination with traffic signals in Seattle, cities to the north, and those operated by WSDOT.

Funding

FUNDING SOURCE	PARTIALLY FUNDED					UNFUNDED	2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Roads Capital	\$ 111,000	\$ 116,000	\$ 122,000	\$ 128,000	\$ 135,000	\$ 150,000	\$ 762,000

Continued on next page

Funding Outlook

The annual funding for this project is not enough to completely rebuild two traffic signals each year, as a traffic signal rebuild typically costs \$60,000. While some signal upgrades were deferred due to the recession, the city still remains on schedule to rebuild an average of two signals each year, in part due to grant-funded CIP projects, such as the Aurora Corridor Improvement Project. The program is currently underfunded by approximately \$20,000 annually to stay on schedule for rebuilding two traffic signals each year. An additional \$750,000 is needed to complete the ITS components of this project. The ITS portion of the project is currently unfunded as well. The City currently does not have a good inventory of signal needs, however, it is expected that this inventory will be completed in 2015.

Project Status

Annual program 2016-2021. This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|---|
| <input type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

FUNDED PROJECTS
(FULLY OR PARTIALLY)

Project # and Name

5. 25th Avenue NE Sidewalk

Scope / Narrative

This project will extend sidewalks along the west side of 25th Ave NE from NE 195th Pl to NE 200th St. Sidewalk will be installed in front of the proposed Public Works Maintenance Facility and Bruggers Bog Park. Intermittent on-street parking will also be installed.

Funding

FUNDING SOURCE	FUNDED						2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Roads Capital	\$ 60,000	\$ 510,000	\$ 25,000				\$ 595,000

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

6. 145th Street (SR 523) Corridor Improvements

Scope / Narrative

145th Street (SR 523) serves as the boundary between the Cities of Shoreline and Seattle. Shoreline residents utilize the roadway as a primary travel route however the right-of-way is not within the City's jurisdiction. The southern half (eastbound lanes) is in the City of Seattle and the northern half (westbound lanes) is in unincorporated King County. Seattle classifies 145th Street as a Principal Arterial from Greenwood Ave N to Bothell Way NE. The City of Shoreline is interested in annexing the roadway and has begun developing a plan for corridor improvements which will guide future design and construction. Planning work would be coordinated with the City of Seattle, the Washington State Department of Transportation, King County, Metro Transit and Sound Transit to evaluate the future transportation needs for this corridor.

This project incorporates multiple improvements along the corridor to improve safety and capacity. The first step is to perform a multi-modal corridor study for 145th Street (SR 523) from Bothell Way NE (SR 522) to 3rd Ave NW. The study will include an examination of safety, traffic, transit and non-motorized needs resulting from anticipated changes in the area such as growth, location of light rail station(s) and regional tolling. The cross-section is likely to be different in various segments of the corridor based upon issues such as traffic volumes and multi-modal needs. This project is the first phase of completing improvements to this corridor.

Upon completion of the corridor study, preliminary engineering and environmental work can proceed, followed by right-of-way acquisition and construction. Funding for these latter phases is not yet secured. Construction of transportation improvements will be coordinated with construction of the new waterline that is required as part of the City's acquisition of Seattle Public Utilities water system. Anticipated projects along the corridor include:

- Improvements to vehicular capacity, safety and traffic flow, transit speed and reliability and accessibility to I-5 and the future light rail station
- Upgrade of the existing substandard, non-ADA compliant sidewalks and construct new sidewalk for a continuous system along the corridor
- Installation of continuous illumination and landscaping,
- Bus stop improvements
- Upgrade the existing stormwater management system to improve water quality and provide flow control.

Funding

FUNDING SOURCE	FUNDED		UNFUNDED				
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2016-2021 Total
Roads Capital	\$ 330,000	\$ 330,000					\$ 660,000
Federal - STP	\$ 2,118,000	\$ 2,118,000					\$ 4,236,000
Unknown			\$ 2,000,000	\$ 5,000,000	\$ 20,000,000	\$ 20,000,000	\$ 47,000,000
PROJECT TOTAL	\$ 2,448,000	\$ 2,448,000	\$ 2,000,000	\$ 5,000,000	\$ 20,000,000	\$ 20,000,000	\$ 51,896,000

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Funding Outlook

The estimates for 2018-2021 are included as placeholders. The RDP will provide a general project design and more specific cost estimates for the project. It is anticipated that the total cost for this project will be significantly greater and that the project will continue beyond 2020. The City has submitted a total project cost estimate of \$200 million to the Puget Sound Regional Council for the purposes of regional transportation planning. The City was awarded grant funding for Plans, Specifications and Estimate as well as environmental review in 2014 (to be obligated in 2016 after completion of the RDP) for the segment from Aurora Avenue N to Interstate 5.

Project Status

Project initiated in 2014. The corridor study is scheduled for completion in December 2015. Design work for the segment from Aurora Avenue N to Interstate 5 is scheduled to begin in 2016. This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

7. Echo Lake Safe Routes to School

Scope / Narrative

This project will construct sidewalks (including curb and gutter), curb ramps, and crosswalks on N 195th Street between Meridian Avenue N and Wallingford Avenue N, directly adjacent to Echo Lake Elementary. The new sidewalk will connect to sidewalk already in place in front of the school east to the N 195th Street Trail, which connects student walkers and bicyclists to the surrounding neighborhoods.

Funding

FUNDING SOURCE	UNFUNDED						2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Safe Routes to School	\$ 474,000	\$ 13,000					\$ 487,000
Roads Capital	\$ 9,000						\$ 9,000
PROJECT TOTAL	\$ 483,000	\$ 13,000	\$ -	\$ -	\$ -	\$ -	\$ 496,000

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

8. Bicycle System Plan Implementation – Minor Improvements

Scope / Narrative

Implement the majority of the City of Shoreline's adopted Bicycle System Plan through the installation of bicycle lanes, sharrows and route signage. Wayfinding signage that helps guide nonmotorized travelers to destinations throughout Shoreline and in neighboring jurisdictions will accompany the installation of facilities. Implementation will include the design of facilities, procurement of materials, construction and project management. Improvements that would be installed as part of this project do not include those that would require significant capital projects, construction or right-of-way acquisition, as these are identified as components of other projects within this TIP.

Funding

FUNDING SOURCE	UNFUNDED						2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Federal - STP	\$ 547,000						\$ 547,000
Roads Capital	\$ 86,000						\$ 86,000
PROJECT TOTAL	\$ 633,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 633,000

Funding Outlook

The total cost for this project is estimated to be approximately \$643,000. The City intends to spend approximately \$10,000 in 2015.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

9. Citywide Radar Speed Signs

Scope / Narrative

This project includes the installation of speed feedback signs (radar speed signs) at the following five locations:

1. Greenwood Ave N between Westminster Way N and N 160th Street (northbound and southbound)
2. 5th Ave NE between NE 192nd Street and NE 205th Street (northbound and southbound)
3. 1st Ave NE between N 145th Street and N 155th Street (northbound and southbound)
4. 15th Ave NW between NW Richmond Beach Rd and NW 205th St (northbound and southbound)
5. NW Innis Arden Way between Greenwood Ave N and 10th Ave NW (westbound only)

Funding

FUNDING SOURCE	FUNDED						2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Roads Capital	\$ 1,000						\$ 1,000
HSIP	\$ 120,000						\$ 120,000
PROJECT TOTAL	\$ 121,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 121,000

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

10. Meridian Avenue N and N 155th Street Intersection Phase Changes

Scope / Narrative

This project will revise northbound/southbound signal phasing from permissive to flashing yellow arrow operation to address at-angle collisions at the intersection of Meridian Ave N and N 155th St. It will decrease intersection radii to lower vehicle turning speeds and reduce pedestrian crossing distance for increased pedestrian safety and repair and provide vehicle and bicycle detection where needed and rebuild intersection sidewalks, curb ramps and pedestrian signal system for ADA compliance.

Funding

FUNDING SOURCE	FUNDED						2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Roads Capital	\$ 7,000						\$ 7,000
HSIP	\$ 48,000	\$ 304,000					\$ 352,000
PROJECT TOTAL	\$ 55,000	\$ 304,000					\$ 359,000

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

UNFUNDED PROJECTS

Project # and Name

11. New Sidewalk Projects

Scope / Narrative

The 2011 Transportation Master Plan (TMP) includes a Pedestrian System Plan, which identifies key pedestrian corridors in Shoreline that result in a comprehensive pedestrian network throughout the City. Over 100 projects are identified in order to complete the system. These projects are prioritized in the TMP.

The City's standard design for sidewalks includes construction of an amenity zone between the curb and the sidewalk. The amenity zone provides a buffer between pedestrians and traffic and is often vegetated. The amenity zone can be utilized as a stormwater management and treatment facility through the use of low impact development techniques such as rain gardens. It is the City's policy to maintain open stormwater channels whenever possible and these are often in the right-of-way where sidewalks would be constructed. In these circumstances, the City will need to implement flexibility in its design standards to maintain these channels as much as possible.

The primary focus of the sidewalk projects listed in this TIP is to complete sidewalks on one side of a street in order to create continuous walkways along a street or corridor. The sidewalk projects listed in this TIP include a combination of projects that fill in gaps between existing segments, projects that are well qualified for grant programs and those projects that will be required as mitigation for public projects.

Funding

FUNDING SOURCE	UNFUNDED						2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Unknown	\$ 183,000	\$ 1,076,000	\$ 769,000	\$ 971,000	\$ 1,359,000	\$ 2,960,000	\$ 7,318,000

Funding Outlook

In the past, the City has applied for grant funding for sidewalks from several state sources including the WSDOT Pedestrian and Bicycle Program, WSDOT Safe Routes to School and the Transportation Improvement Board as well as the federal Transportation Alternatives Program. Sidewalks have also been funded through federal Surface Transportation Program as part of larger roadway projects, such as the Aurora Corridor Improvement Project.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project #11 - continued from previous page

	STREET	FROM	TO	PROJECT DESCRIPTION	FUNDING STRATEGY	COST	ESTIMATED PROJECT START YEAR
1	20 th Ave NW	Saltwater Park entrance	NW 195 th St	Construct a separated path on the east side of the street.	Park/Trail Bond, TIB – Sidewalk Program	\$700,000	2017
2	1 st Ave NE	NE 192 nd St	NE 195 th St	Construct a sidewalks to fill in gaps on the west and east sides of the street.	TIB – Sidewalk Program, CIP, Voter Approved Bond, City, General Fund,	\$955,000	2018
3	Ashworth Ave N	N 195 th St	N 200 th St	Construct sidewalks on the west side of the street from N 195 th St to 200 th St, replace the asphalt walkway on the east side of the street in front of Echo Lake Elementary school and install curb ramps at the N 195 th St intersection. This project could be combined with Sidewalk Projects #9, 10 and/or 11.	Safe Routes to School, CIP, Voter Approved Bond, City General Fund	\$890,000	2016
4	NW/N 195 th St	3 rd Ave NW	Aurora Ave N	Construct sidewalks on the south side of the street. This project could be combined with Sidewalk Project #5.	Safe Routes to School, CIP, Voter Approved Bond, City General Fund	\$1,400,000	2021
5	3 rd Ave NW	NW 189 th St	NW 195 th St	Construct sidewalks to fill in gaps on the east side of the street. This project could be combined with Sidewalk Project #4.	TIB – Sidewalk Program, CIP, Voter Approved Bond, City, General Fund	\$380,000	2021
6	5 th Ave NE	NE 175 th St	NE 185 th St	Construct sidewalks on the west and east sides of the street.	Sound Transit mitigation, CIP, Voter Approved Bond, City General Fund	\$1,500,000	2020
7	Linden Ave N	N 175 th St	N 182 nd St	Construct sidewalks to fill in gaps on the east side of the street. Update scope and budget	Safe Routes to School, Private Development Mitigation, CIP, Voter Approved Bond, City General Fund	\$776,000	2019
8	19 th Ave NE	Ballinger Way NE/NE 195 th St	NE 205 th St	Construct sidewalks to fill in gaps on the northwest side of the street.	CIP, Voter Approved Bond, City General Fund	\$330,000	2019
9	N 195 th St*	Interurban Trail	Ashworth Ave N	Construct a sidewalk on the south side of the street. This project could be combined with Sidewalk Project #3.	Safe Routes to School, CIP, Voter Approved Bond, City General Fund	\$257,000	2016
10	N 192 nd St*	Stone Ave N	Ashworth Ave N	Construct sidewalks on the south side of the street from Stone Ave N to Ashworth Ave N; narrow the Interurban Trail crossing at N 192 nd St. This project could be combined with Sidewalk Project #3.	Safe Routes to School, Parks and Recreation Bond	\$130,000	2020

*Project would only be constructed if substantially funded by grants.

Project # and Name

12. Community Renewal Area (CRA) Roadway Improvements

Scope / Narrative

This project incorporates a series of improvements in the Community Renewal Area. Individual projects include the following:

- a. Reconstruct Greenwood/Innis Arden/160th intersection for improved operations. Project also includes sidewalks between Dayton and Greenwood.
- b. N 160th from Aurora to Dayton/Greenwood. This is a multi-phase project. N 160th will be restriped to 3-lanes and bikelanes as part of the Federally funded bicycle project in 2016. Following phases include the construction of a cycle track on the south side of the corridor, construction of new sidewalks, a gateway entrance on N 160th St for Aurora Square and a midblock pedestrian crossing. Most
- c. Intersection at N 155th St and Westminster Way N. Westminster Way N to Aurora Ave N. Improves the main vehicle intersection and increases safety for pedestrians. Includes improvements to the section of N 155th St between Westminster Way N and Aurora Ave N. Most effectively done at one time and in conjunction with the redevelopment of the Sears property.
- d. Westminster Way N (North). N 155th St to N 160th St. Envisioned as a project in the Aurora Square CRA Renewal Plan, reworking Westminster Way N in this section provides a more pedestrian and bicycle friendly section with street parking that can help unite the small triangle property to the rest of Aurora Square. Most effectively completed with the redevelopment of the triangle property. Project includes improving a bike connector from 157th to 160th.
- e. Construct N 157th St. Westminster Way N to Aurora Ave N. New street connection makes Westminster between 155th and 157th pedestrian and cycle-friendly, creates a better entrance to Aurora Square, connects the triangle property to the rest of Aurora Square, and provides on street parking for future retail. Most effectively completed with the redevelopment of the triangle property.
- f. Westminster Way N (South). N 155th St to Fremont Ave N. Frontage improvements provide little support of renewal efforts in this location.

Continued on next page

Funding							
	UNFUNDED						
FUNDING SOURCE	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2016-2021 Total
Greenwood/ N 160th St/ Innis Arden intersection		\$ 100,000	\$ 700,000	\$ 700,000			\$ 1,500,000
Re-construct N 160th from Aurora to Dayton with cycle track, sidewalks, new signalized intersection	\$100,000					\$ 7,500,000	\$ 7,600,000
N 155th St (West) including intersection at Westminster	\$150,000	\$ 2,850,000					\$ 3,000,000
Westminster Way N (North) N 157th to Aurora		\$ 1,700,000					\$ 1,700,000
Construct N 157th St	\$227,000						\$ 227,000
Westminster Way N (South)						\$ 7,000,000	\$ 7,000,000
PROJECT TOTAL	\$ 477,000	\$ 4,650,000	\$ 700,000	\$ 700,000	\$ -	\$ 14,500,000	\$ 21,027,000

Funding Outlook

Many of these projects will be constructed by private development as properties within the Aurora Square Community Renewal Area are redeveloped. The cost estimate does not include the funding needed for utility undergrounding.

Project Status

This project helps to implement City Council Goal 1: Strengthen Shoreline's economic base and Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input checked="" type="checkbox"/> Corridor Study |

Project # and Name

13. NE Perkins Way Improvements – 10th Avenue NE to 15th Avenue NE

Scope / Narrative

Construct bicycle and pedestrian improvements on NE Perkins Way from 10th Ave NE to 15th Ave NE. This roadway segment currently includes two travel lanes and a pedestrian walking on the north side separated from the travel lanes by jersey barriers. No bicycle facilities are present. This segment is part of the Northern Connector route from the Interurban Trail in Shoreline to the Burke-Gilman Trail in Lake Forest Park. Upon completion of the separated trail at NE 195th Street from 1st Ave NE to 5th Ave NE and installation of signage along the remainder of the route, this segment will be the remaining gap within the connector route. A study is needed to determine the appropriate scope of improvements and costs for this project.

Funding

	UNFUNDED						
FUNDING SOURCE	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2016-2021 Total
Unknown				\$ 3,681,540			\$ 3,681,540

Funding Outlook

The funding identified for this project is to identify and design the appropriate improvements for the roadway and develop cost estimates. Because construction costs are unknown at this time, a placeholder for them is identified in 2019-2020. More refined construction costs and a timeline for completion will be updated in future TIPs. This project is likely to be competitive for grant funding.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input checked="" type="checkbox"/> Corridor Study |

Project # and Name

14. 15th Avenue NE – NE 172nd Street to NE 195th Street

Scope / Narrative

This project would construct sidewalks and accessible bus stops on the west side of the road from NE 180th St to NE 195th St. There are significant topographic challenges related to constructing a sidewalk on the west side of this arterial. A corridor study will be performed to identify a preferred transportation solution for this roadway segment. Alternatives to accommodate bicycles will be analyzed, including rechannelization of the roadway from four lanes to three. The cross-section of the road from NE 175th St to NE 180th St would be reduced from four lanes to three and bicycle lanes would be installed. Right-of-way may need to be purchased to complete this project.

Funding

FUNDING SOURCE	UNFUNDED						2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Unknown				\$ 6,176,793			\$ 6,176,793

Funding Outlook

The funding identified for this project is to identify and design the appropriate improvements for the roadway and develop cost estimates. Because construction costs are unknown at this time, a placeholder for them is identified in 2019-2021. More refined construction costs and a timeline for completion will be updated in future TIPs.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input checked="" type="checkbox"/> Corridor Study |

Project # and Name

15. Fremont Avenue N – N 175th Street to N 185th Street

Scope / Narrative

This project incorporates a series of improvements along this corridor to improve safety and capacity including:

- Rechannelization of the roadway to a three lane cross-section (one travel lane in each direction with a center turn lane) with bicycle lanes.
- Construction of sidewalks on both sides of the street. All sidewalks would be five to eight feet wide, include curb and gutter and five foot amenity zones separating the pedestrians from the roadway.
- Perform overlay/preservation work.

These projects can be constructed individually, allowing the complete set of improvement to be phased over time.

Fremont Ave N serves as a primary route to Shorewood High School and Shoreline's Town Center. Tricia - Need updated cost estimate

Funding

FUNDING SOURCE	UNFUNDED						2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Unknown				\$ 6,292,720			\$ 6,292,720

Project Status

This project helps to implement City Council Goal 1: Strengthen Shoreline's economic base and Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Funding Outlook

The funding identified for this project is to identify and design the appropriate improvements for the roadway and develop cost estimates. Because construction costs are unknown at this time, a placeholder for them is identified in 2019-2021. More refined construction costs and a timeline for completion will be updated in future TIPs.

Purpose / Goals Achieved

- | | |
|---|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

16. N/NE 175th Street Corridor Improvements

Scope / Narrative

This project incorporates a series of improvements along this corridor to improve safety and capacity. Individual projects include the following:

- a. N 175th St – Stone Ave N to Meridian Ave N* and Interstate 5 to 15th Ave NE: This project will design and construct improvements which will tie in with those recently constructed by the Aurora project. The improvements include: reconstruction of the existing street to provide two traffic lanes in each direction, a center lane with two-way left turn areas, medians and turn pockets, bicycle lanes (integrated into the sidewalk), curb, gutter, and sidewalk with planter strip where feasible, illumination, landscaping and retaining walls. Intersections with high accident rates will be improved as part of this project. The profile of the roadway between Ashworth Ave N and Stone Ave N will be lowered to meet standard sight distance requirements. This project includes improvements to the I-5 intersections, in coordination with WSDOT.
- b. N 175th St and Meridian Ave N*: Construct a northbound add lane on Meridian Ave N, which involves widening the northbound approach to include a second through lane. Rechannelize the southbound approach with a single left turn lane and increase the westbound left turn pocket length.
- c. N/NE 175th St – Meridian Ave N to the Interstate 5 on-/off-ramps*: Extend the left-turn pockets between Meridian Ave N and I-5 to provide additional storage capacity for left turning vehicles at the intersections.
- d. NE 175th St – 15th Ave NE – 25th Ave NE: Re-stripe the westbound approach to provide a dedicated left-turn pocket and shared through/right lane. With dedicated left-turn pockets, remove split-phase signal operation and optimize for eight-phase signal operation.
- e. Interchange Improvements: Projects were identified in the City's TMP to accommodate growth and maintain the City's adopted transportation level of service including several of the projects listed above. In addition to these projects, the City's travel demand model also identified the potential need to improve the interchange at NE 175th Street and I-5. Currently, this interchange experiences delays during the AM and PM peak periods, due in part to the ramp metering, and this backup affects other intersections. Reconstruction of this interchange would allow the City to improve bicycle and pedestrian safety at this location, as well as improve the operations of the nearby intersections. Because this project is not entirely within the jurisdiction of the City, it will require coordination with WSDOT.

Some of these projects can be constructed individually, allowing the complete set of improvement to be phased over time.

* Projects have been identified in the City's Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service. These projects may be funded in part by transportation impact fees.

Continued on next page

Funding							
	UNFUNDED						
FUNDING SOURCE	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2016-2021 Total
N 175 th St – Stone Ave N to Meridian Ave N* and Interstate 5 to 15 th Ave NE (a) - STP		\$ 1,640,000	\$ 1,640,000			\$ 6,660,000	\$ 9,940,000
N 175 th St – Stone Ave N to Meridian Ave N* and Interstate 5 to 15 th Ave NE (a) – impact fee						\$ 3,314,000	\$ 3,314,000
N 175 th St and Meridian Ave N (b) - STP		\$ 651,000	\$ 651,000			\$ 2,644,000	\$ 3,946,000
N 175 th St and Meridian Ave N (b) – impact fee						\$ 1,315,000	\$ 1,315,000
N/NE 175 th St – Meridian Ave N to the I-5 on-/off-ramps (c) - STP		\$ 529,000	\$ 528,000			\$ 2,146,000	\$ 3,203,000
N/NE 175 th St – Meridian Ave N to the I-5 on-/off-ramps (c) – impact fee						\$ 1,067,000	\$ 1,067,000
NE 175 th St – 15 th Ave NE – 25 th Ave NE (d) - unknown						\$ 10,000	\$ 10,000
Interchange Improvements (e)						\$ 60,000,000	\$ 60,000,000
PROJECT TOTAL	\$ -	\$ 2,820,000	\$ 2,819,000	\$ -	\$ -	\$ 77,156,000	\$ 82,795,000

Continued on next page

Funding Outlook

Projects identified in the City's Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service may be funded in part by transportation impact fees. The City pursued federal grant funding for design and environmental work through the Surface Transportation Program administered by PSRC in 2014 and it is included as the first project eligible for funding on the contingency list. It is anticipated that the City will use transportation impact fees collected from private development to serve as the match for this project.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input checked="" type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input checked="" type="checkbox"/> Corridor Study |

Project # and Name

17. NW Richmond Beach Road and Richmond Beach Drive NW Corridor Improvements *(including NW Richmond Beach Rd at 3rd Ave NW)*

Scope / Narrative

The proposed Point Wells development in Snohomish County will result in significant traffic impacts in the City of Shoreline. The developer is currently working with the City to prepare a Transportation Corridor Study (TCS) that identifies anticipated transportation safety and capacity problems resulting from the development and the necessary mitigation to correct them. The TCS will include a defined list of transportation projects, including cost estimates. Mitigation projects for the Point Wells development will be funded or constructed by private developers. *Preliminarily* identified projects are listed below. Upon completion of the TCS, this list and the associated project costs will be updated accordingly.

a. NW Richmond Beach Rd at 3rd Ave NW: NW Richmond Beach Rd is a high-volume arterial street at this location. It traditionally has ranked at or near the top intersection with a high accident rate. This project will design and construct left-turn lanes on NW Richmond Beach Road at the intersection with 3rd Ave NW in order to improve safety and traffic flow.

b. NW 195th/196th St – Richmond Beach Dr NW to 24th Ave NW: NW 196th St and NW 195th Street are unimproved roadways with a speed limit of 25 miles per hour and two 12 foot wide lanes with limited sidewalks. Preliminary recommended improvements to the roadway should include sidewalks on one side of the street (including Richmond Beach Drive between NW 195th St/NW 196th St) and narrowing lanes to slow traffic flow and improve pedestrian comfort. This project will also include a roundabout or other traffic calming technique at the 24th Ave NW intersection.

c. NW 196th St – 24th Ave NW to 20th Ave NW: NW 196th St is a collector arterial with a speed limit of 25 miles per hour. It consists of two 12 foot wide lanes with a sidewalk on the north side and part of the south side of the street. Improvements to the roadway should include construction of a complete sidewalk on the south side of the street.

d. NW 195th St at 20th Ave NW: Construct a traffic signal at this intersection which is currently controlled by stop signs on all approaches.

e. NW Richmond Beach Road at 15th Ave NW: Improve operations and safety at the existing off-set intersection. This could include signalization or construction of roundabouts.

f. Richmond Beach Dr NW – NW 196th St to NW 205th St: Richmond Beach Dr NW is the only road to serve the Point Wells site. It is designated as a collector arterial and local secondary street. It consists of two 12 foot wide lanes with no sidewalks. Some areas on the east side are wide enough to accommodate on-street parking. Improvements to this roadway include, at a minimum, widening to help maintain traffic flow and construction of a sidewalk on one side of the street.

g. NW Richmond Beach Rd at 8th Ave NW: Improve safety and operation at this existing five legged intersection through a reconfiguration that eliminates the southwest approach or construction of a roundabout.

h. NW/N Richmond Beach Rd - Richmond Beach Dr NW to Fremont Ave N: Perform overlay/preservation work. Preservation work may occur in advance of other projects in order to maintain them until funding is available for the larger capital projects.

i. Off-Corridor Sidewalk/Pedestrian Safety Improvements: Staff and the developer are currently reviewing potential off-corridor sidewalks to improve pedestrian safety on arterial streets that connect to the corridor.

j. Traffic Calming and Bicycle Improvements: Implement traffic calming techniques to minimize cut-through traffic in the area between Richmond Beach Drive and 20th Ave NW, on NW 190th Street west of 8th Ave NW and bicycle improvements on east-west streets paralleling the Richmond Beach Road corridor.

Continued on next page

Funding							
	UNFUNDED						
FUNDING SOURCE	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	2016-2021 Total
NW Richmond Beach Rd at 3 rd Ave NW (a) – developer mitigation		\$2,320,000					\$ 2,320,000
NW 195th/196 th St – Richmond Beach Dr NW to 24 th Ave NW (b) – developer mitigation						\$1,500,000	\$ 1,500,000
NW 196 th St – 24 th Ave NW to 20 th Ave NW (c) – developer mitigation						\$300,000	\$ 300,000
NW 195 th St at 20 th Ave NW (d) – developer mitigation						\$1,340,000	\$ 1,340,000
NW Richmond Beach Road at 15 th Ave NW (e) – developer mitigation						\$2,210,000	\$ 2,210,000
Richmond Beach Dr NW – NW 196 th St to NW 205 th St: (f) – developer mitigation						\$18,250,000	\$ 18,250,000
NW Richmond Beach Rd at 8 th Ave NW: (g) – developer mitigation						\$2,140,000	\$ 2,140,000
NW/N Richmond Beach Rd - Richmond Beach Dr NW to Fremont Ave N (h) – developer mitigation						\$4,000,000	\$ 4,000,000
Off-Corridor Sidewalk/Pedestrian Safety Improvements (i) – developer mitigation						\$15,050,000	\$ 15,050,000
Traffic Calming and Bicycle Improvements (j) - developer mitigation						\$700,000	\$ 700,000
PROJECT TOTAL	\$ -	\$ 2,320,000	\$ -	\$ -	\$ -	\$ 45,490,000	\$ 47,810,000

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Funding Outlook

Many of these projects will be funded or constructed by private developers as mitigation for the Point Wells development. It is unknown at this time when projects will be constructed. The Transportation Corridor Study will provide additional details about timing for construction.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input checked="" type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input checked="" type="checkbox"/> Corridor Study |

Project # and Name

18. N/NE 185th Street Corridor Improvements

Scope / Narrative

NE 185th Street at Interstate 5 is the future site of a light rail station planned as part of Sound Transit's Lynnwood Link Light Rail Extension project. With the construction of this station and the operation of light rail service, the City expects increases to traffic on N/NE 185th Street as residents will drive to access the parking garage planned as part of this facility, as well as increased bicycle, pedestrian and bus traffic. Additionally, the City anticipates that the surrounding areas will transition over time to more densely developed, mixed use neighborhoods, which will also be a source of increased multi-modal traffic. The development of the Point Wells property in Snohomish County is likely to put added pressure on this roadway as well. This project incorporates a series of improvements along this corridor to improve safety and capacity. Individual projects include the following:

- a. NE 185th St – 1st Ave NE to 7th Ave NE* and 7th Ave NE to 10th Ave NE: Rechanelize the roadway to add a center two-way left-turn lane, retain bicycle lanes and remove on-street parking.
- b. N 185th St and Meridian Ave N*: Construction of northbound and southbound add/drop lanes, which involves widening the northbound and southbound approaches to include a second through lane and receiving lane. This project also includes construction of an east to southbound right-turn pocket, which involves widening the eastbound approach. This signal will be coordinated with the signal at Meridian Ave N and 1st Ave NE.
- c. N 185th St – Midvale Ave N to Stone Ave N: Extend the second eastbound through lane from Midvale Ave N to Stone Ave N. The lane will terminate as a right-turn only lane at Stone Ave N.
- d. N/NE 185th St – Midvale Ave N – 10th Ave NE: Perform overlay/preservation work. Work may include milling the roadway and sealing the joints between the concrete panels to improve the smoothness and improve the pavement life span.
- e. N/NE 185th Street Corridor Study: Develop a corridor plan for 185th Street/10th Avenue NE/NE 180th Street that includes multi-modal transportation facilities necessary to support projected growth in the subarea, a phasing plan for implementation and a funding plan for improvements. This project is identified in the 185th Street Station Subarea Plan.

Some of these projects can be constructed individually, allowing the complete set of improvements to be phased over time. Preservation work may occur in advance of other projects in order to maintain them until funding is available for the larger capital projects.

*Projects have been identified in the City's Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service. These projects may be funded in part by transportation impact fees.

Continued on next page

Funding							
FUNDING SOURCE	UNFUNDED						2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
NE 185 th St – 1 st Ave NE to 7 th Ave NE and 7 th Ave NE to 10 th Ave NE(a) - unknown						\$231,000	\$ 231,000
NE 185 th St – 1 st Ave NE to 7 th Ave NE (a) – impact fee						\$78,000	\$ 78,000
N 185 th St and Meridian Ave N(b) - unknown						\$4,110,000	\$ 4,110,000
N 185 th St and Meridian Ave N (b) – impact fee						\$1,370,000	\$ 1,370,000
N 185 th St – Midvale Ave N to Stone Ave N (c) - unknown						\$550,000	\$ 550,000
NE 185 th St – Midvale Ave N – 10 th Ave NE (d) - unknown						\$2,200,000	\$ 2,200,000
N/NE 185th Street Corridor Study (e) - unknown	\$ 500,000						\$ 500,000
PROJECT TOTAL	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 8,539,000	\$ 9,039,000

Funding Outlook

Projects identified in the City’s Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service may be funded in part by transportation impact fees.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure. Bicycle lanes were installed in 2013. The roadway will need to be rechannelized again in order to provide the center turn lane.

- Purpose / Goals Achieved**
- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input checked="" type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

19. Major Pavement Rehabilitation Projects

Scope / Narrative

Keeping the City's physical infrastructure in good condition is a fundamental transportation capital investment. As transportation facilities age and are used, a regular schedule of rehabilitation, reconstruction and replacement is needed to keep the system usable. Timing is important: if preservation investment is deferred, costs increase dramatically. Overlay projects may include sidewalk repairs and/or upgrades to meet ADA standards.

In addition to the City's annual road surface maintenance program, several roadways in Shoreline are in need of significant maintenance work beyond the surface maintenance program. These include corridors that need complete rehabilitation or rebuilds based on the Pavement Maintenance Index and other factors. These corridors include:

- N/NE 155th St: Aurora Ave N to 15th Ave NE
- N/NE 185th St: Midvale Ave N to 10th Ave NE (costs included with Project #18)
- NW/N Richmond Beach Rd: Richmond Beach Dr NW to Fremont Ave N
(costs included with Project #17)
- Fremont Ave N: N 175th St to N 185th St (costs included with Project #15)
- Westminster Way N: N 145th St to N 155th St
- 15th Ave NE: NE 150th St to NE 172nd St (partially funded with Project #2)
- Greenwood Ave N: Westminster Way N to N Carlyle Hall Rd
- Dayton Ave N: N 160th St to N Carlyle Hall Rd
- N Carlyle Hall Rd: NW 175th St to Fremont Ave N
- 8th Ave NW: NW Richmond Beach Rd to NW 180th St
- 6th Ave NW: NW 175th St to NW 180th St
- N/NW 200th St: 3rd Ave NW to Aurora Ave N
- N/NW 195th St: 8th Ave NW to Aurora Ave N
- Linden Ave N: N 175th St to N 185th St

On roadways where both capital projects and preservation work are identified in this TIP, the preservation work may occur in advance of those projects in order to maintain them until funding is available for the larger capital projects. The costs for these projects are identified on the individual project pages.

Funding

FUNDING SOURCE	UNFUNDED						2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Unknown	\$ 2,300,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 12,300,000

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Funding Outlook

The City will pursue federal grant funding for overlay work. Grant funding would be pursued for the projects that are most highly qualified. 2016 estimates include two awarded grant projects for overlay work on 15th Avenue NE (NE 147th Street - NE 155th Street) and Meridian Avenue N (N 190th Street - N 205th Street). The annual funding identified for 2017-2021 will not be adequate to perform overlay work for all of the roadways identified.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

20. Meridian Avenue N – N 145th Street to N 205th Street

Scope / Narrative

This project incorporates a series of improvements along this corridor to improve safety and capacity including:

- Rechannelize the roadway to add a center two-way left-turn lane and bicycle lanes (requires removal of on-street parking)
- Installation of traffic calming measures, such as radar speed display signs
- Repair damaged sidewalks, curbs and gutters and install new sidewalks where missing
- Installation of curb ramps to improve ADA accessibility
- Perform overlay work
- Underground utilities.

Right-of-way may need to be acquired in order to meet ADA requirements around trees. This project has been identified in the City's Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service. These projects may be funded in part by transportation impact fees. Overlay from N 190th Street - N 205th Street scheduled to occur in conjunction with Project #2. Rechannelization scheduled to occur in conjunction with Project #8.

As part of improvements to this corridor, the City may choose to incorporate additional projects identified in this TIP, such as intersection improvements at N 175th St (Project #16) or N/NE 185th St (Project #18).

Funding

FUNDING SOURCE	UNFUNDED						2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Unknown						\$6,590,000	\$ 6,590,000
Roads Capital	\$ 317,000						\$ 317,000
Federal - STP	\$ 675,000						\$ 675,000
Impact Fee						\$2,527,000	\$ 2,527,000
PROJECT TOTAL	\$ 992,000	\$ -	\$ -	\$ -	\$ -	\$ 9,117,000	\$ 10,109,000

Funding Outlook

Projects identified in the City's Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service may be funded in part by transportation impact fees. 2016 estimates include awarded grant funds for overlay work from N 190th Street - N 205th Street.

Continued on next page

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input checked="" type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

21. Aurora Avenue N at N 145th Street Dual Left Turn Lane

Scope / Narrative

This project consists of construction of an additional south to east bound left turn lane (for a total of two) at N 145th St and Aurora Ave N and construction of a new signal at N 149th St and Aurora Ave N. The N 145th St dual left turn lane will require acquisition of additional right-of-way along the western edge of Aurora Ave N (the Aurora project constructed "interim" width sidewalks in this location). Schedule of this project may be influenced by redevelopment of the northwest corner of Aurora Ave N and N 145th St, implementation of improvements to the 145th St corridor or improvements by the City of Seattle. The additional width required for this turn lane is currently under consideration by the City of Seattle as part of their Aurora Ave N project planning. Shoreline would only proceed with this project in conjunction with construction by the City of Seattle as part of their Aurora Ave N project. The new signal at N 149th St will need to meet signal warrants and receive Washington State Department of Transportation approval. This signal project should be combined with the dual left turn at N 145th St in order to address queue length demands. The 145th Street Corridor Study will include evaluation of this project for consistency with the corridor improvements.

Funding

FUNDING SOURCE	UNFUNDED						2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Unknown						\$ 4,700,000	\$ 4,700,000

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|--|
| <input type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

22. Midvale Avenue N – N 175th Street to N 183rd Street

Scope / Narrative

This project will design, acquire right-of-way and reconstruct Midvale Ave N. This project will move lanes off Seattle City Light (SCL) right-of-way. The project is proposed to include undergrounding electrical distribution lines, curb, gutter, sidewalks, amenity zone and on-street parking and angle parking on the west in the SCL right-of-way. Midvale Ave N serves the City's Town Center.

Funding

FUNDING SOURCE	UNFUNDED						2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Unknown						\$ 510,000	\$ 510,000

Funding Outlook

Much of this project will be constructed by private development as properties within the Town Center are redeveloped. The City's primary contributions will be the construction of on-street parking and some sidewalks. The cost estimate does not include the funding needed for utility undergrounding.

Project Status

This project helps to implement City Council Goal 1: Strengthen Shoreline's economic base and Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

23. N 165th Street and Carlyle Hall Road N Sidewalk and Intersection Safety

Scope / Narrative

This project will improve an odd-shaped intersection to improve visibility and safety, as well as providing pedestrian safety features. The design has not been completed and one of the first steps will be to scope out alternatives.

Funding

FUNDING SOURCE	UNFUNDED						2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Unknown						\$ 2,482,000	\$ 2,482,000

Funding Outlook

The funding identified for this project is to identify and design the appropriate improvements for the roadway and develop cost estimates. Because construction costs are unknown at this time, a placeholder for them is identified in 2021. More refined construction costs and a timeline for completion will be updated in future TIPs.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

24. Firlands Way N –Aurora Avenue N to Linden Avenue N

Scope / Narrative

Construct sidewalks and amenity zones and install angle-in on-street parking on both sides of the street. The project scope may include exposing and refurbishing the original red brick roadway surface, if it still exists and is usable. This segment of Firlands Way N is located in the City's Town Center.

Funding

FUNDING SOURCE	UNFUNDED						2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Unknown						\$ 2,600,000	\$ 2,600,000

Project Status

This project helps to implement City Council Goal 1: Strengthen Shoreline's economic base and Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

25. N 152nd Street and Ashworth Avenue N Intersection Improvements

Scope / Narrative

This project will construct a sidewalk along the north side of N 152nd St from the existing sidewalk (approximately 275 feet to the west) to Ashworth Ave N and the west side of Ashworth Ave N from N 152nd St to N 153rd Street. The sidewalk will wrap around the corner and provide a connection to the pedestrian walkway to the south (scheduled for completion in 2014).

Funding

FUNDING SOURCE	UNFUNDED						2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
WSDOT					\$ 25,000	\$ 320,000	\$ 345,000

Funding Outlook

This project is competitive for funding from the Pedestrian and Bicycle Safety Grant administered through WSDOT.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

**26. Ballinger Way - NE 205th St to 19th Ave NE Access Control
Preliminary Design**

Scope / Narrative

Access control improvements along this corridor are needed to address vehicular and pedestrian collisions as identified in the City's 2014 Annual Traffic Report. Preliminary design to determine the scope of access control and intersection improvements is needed as a first step. Scoping will also identify pedestrian safety improvement opportunities, specifically related to midblock crossings. Right-of-way may need to be acquired in order to provide U-turns at signals and/or at access points.

Funding

FUNDING SOURCE	PARTIALLY FUNDED					UNFUNDED	2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Unknown		\$ 200,000					\$ 200,000

Funding Outlook

This project is competitive for funding from the Citywide Safety Grant administered through WSDOT.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

27. N 185th Street and Linden Avenue N Intersection Improvements

Scope / Narrative

This project would rebuild the intersection of Linden Ave N and N 185th Street in order to revise signal phasing to address at-angle collisions as noted in the City's 2014 Annual Traffic Report. This project would also decrease intersection radii to lower vehicle turning speeds and reduce pedestrian crossing distances for increased pedestrian safety. Sidewalks, curb ramps and pedestrian signal systems for ADA compliance would also be addressed. The current signal infrastructure does not have capacity to provide these phase changes and pedestrian improvements unless the intersection is rebuilt.

Funding

FUNDING SOURCE	PARTIALLY FUNDED					UNFUNDED	2016-2021 Total
	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	2020 Estimate	2021 Estimate	
Unknown			\$ 530,100				\$ 530,100

Funding Outlook

This project is competitive for funding from the Citywide Safety Grant administered through WSDOT.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

EMERGING PROJECTS

The City of Shoreline is currently engaged in several long range planning efforts that will identify additional transportation improvements needed in the City. Because the type and costs of potential projects will not be known until the completion of the planning stage, it is difficult to include them in the TIP at this time. Once the planning process is complete and projects more clearly defined, they can be included in future TIPs.

Community Renewal Area Projects: In 2012, the Shoreline City Council designated the 70+ acre Aurora Square area as a Community Renewal Area (CRA) where economic renewal would clearly deliver multifaceted public benefits. The associated CRA Plan adopted in 2013, outlines a vision for the CRA, as well as the need for transportation infrastructure improvements to help achieve that vision. The recently adopted Programmatic EIS for the CRA identifies needed improvements that will enhance multi-modal access to Aurora Square as well as circulation on site. Transportation projects included in the EIS include:

- Intersection improvements at:
 - N 155th Street and Westminster Way N
 - N 155th Street and Aurora Avenue N
 - N 160th Street and Linden Avenue N
 - Aurora Avenue N between Westminster Way N and N 155th Street
- Reconfiguration of Westminster Way N/connection to Aurora Avenue N
- Improvements to N 160th Street (TIP Project # 12)
- Sidewalks and bicycle facilities on streets leading/connecting to Aurora Square

Once projects are finalized, they will be included in future TIPs. It is expected that redevelopment of the CRA will occur over many years, continuing beyond the six year time frame addressed in this TIP.

Light Rail Station Area Planning:

In anticipation of the commencement of light rail service in 2023, the City is planning for land use changes around the future stations located in Shoreline at NE 145th Street and NE 185th Street. Higher residential densities and a mix of land use types near the stations, as well as transit users traveling to the stations will create an increased demand for multi-modal transportation facilities. Transportation impacts and needs associated with future land use changes as well as the necessary solutions to resolve them are outlined in the subarea plans. The redevelopment of the station areas is expected to occur over many decades. The projects needed to accommodate growth in the station areas will be incorporated into future TIPs.

Transportation Service Integration Plan

With the beginning of light rail service in Shoreline in 2023, in the City anticipates significant changes to its transit network. In preparation for this change, the City is planning to develop of a Transit Service Integration Plan (TSIP) that will address transit needs throughout Shoreline when light rail service begins and as the City's population and employment base grow. The plan will identify Shoreline's key transit corridors, evaluate the demand for parking citywide and identify transit facilities and infrastructure needed to support the City's transit network and

service and improve transit level of service, speed and reliability. This information will help identify those infrastructure improvements and capital improvement projects that will be City funded. The TSIP is scheduled for completion in 2016.

DRAFT

PROJECTS SCHEDULED FOR SUBSTANTIAL COMPLETION IN 2015

PROJECT NAME	PROJECT DESCRIPTION	COST	FUNDING SOURCES
Aurora Corridor Improvement Project – N 192 nd Street to N 205 th Street	This project began at N 192nd St and extended to N 205th St. The project scope of work included adding Business Access and Transit (BAT) lanes, curbs, gutters, landscaping/street furnishings, sidewalks on both sides. The project added a landscaped center median safety zone with left turn and U-turn provisions, interconnects traffic signals including pedestrian crosswalks, improved transit stops with new shelters and new street lighting, placed overhead utility lines underground and improved the existing storm water drainage system with natural stormwater management treatments. Improvements at major intersections to enhance east-west traffic flow were also be included in the project. This was the final phase of a three mile long project.	\$45,000,000	Roads Capital, King County Metro, CMAQ, TIB, STP, Regional Mobility, FTA, DOE, HSIP
NE 195 th Street Separated Trail – 1 st Avenue NE to 5 th Avenue NE	This project included design and construction of a ten foot wide separated bicycle and pedestrian trail on the north side of NE 195 th St. This project was the final separated trail segment of the Northern Route of the Interurban/Burke-Gilman Connector. This project connects to the separated trail located to the west between Meridian Ave N and 1 st Ave NE and leads to the pedestrian and bicycle bridge crossing I-5.	\$705,000	CMAQ, Roads Capital
Interurban/ Burke-Gilman Connectors	<p>This project constructed improvements to strengthen the connections between Shoreline’s Interurban Trail and the Burke-Gilman Trail to the east in Lake Forest Park along two routes identified cooperatively by the Cities of Shoreline and Lake Forest Park. Projects include:</p> <ul style="list-style-type: none"> • Completion of the sidewalk gap on the north side of NE 150th St between 18th Ave NE and 20th Ave NE • Rechannelization of NE 150th St from 15th Ave NE to 25th Ave NE to provide for bicycle lanes • Rechannelization of NE 155th St from 5th Ave NE to 15th Ave NE to provide for bicycle lanes • Installation of markings (lanes and sharrows) and signage for bicycles, including signage through Hamlin Park • Construction of a short pathway at N 152nd Street and Ashworth Avenue N that provides access to the connectors along N 155th Street <p>The City worked with Lake Forest Park to ensure facilities and signage were coordinated.</p>	\$540,000	WSDOT Pedestrian & Bicycle Safety Program
Safety Enhancements on Aurora Avenue N	This project improved and upgraded safety and accessibility elements on Aurora Ave N. Enhancements included relocation of pedestrian push buttons closer to some curb ramps, installation of skid resistant hand hole/junction box covers and updating street signs to meet current MUTCD standards.	\$420,000	HSIP
Einstein Safe Routes to School (NW 195 th Street)	<p>This project improved pedestrian access to Einstein Middle School through the following projects:</p> <ul style="list-style-type: none"> • Construction of sidewalks where missing on the south side of NW 195th St from 3rd Ave NW to 8th Ave NW 	\$640,000	WSDOT Safe Routes to School Program

	<ul style="list-style-type: none"> • Construction of a sidewalk on the east side of 5th Ave NW between NW 195th St and NW 196th Pl • Installation/replacement of curb ramps at the intersections with 3rd Ave NW, 5th Ave NW and 8th Ave NW • Installation of four School Zone Flashing Signs on all legs of the NW 195th St to 3rd Ave NW intersection • Improved accessibility into the school campus <p>This project connected into the existing sidewalks, resulting in a continuous sidewalk along this stretch of roadway.</p>		
145 th Street Corridor Study	<p>This project performed a multi-modal corridor study of 145th Street (SR 523) from Bothell Way NE (SR 522) to 3rd Ave NW. Work was performed in conjunction with the City of Seattle, the Washington State Department of Transportation, King County, Metro Transit and Sound Transit. The study undertook an examination of transportation needs for the corridor including safety, traffic, transit and non-motorized needs resulting from anticipated changes in the area such as growth, location of light rail station(s) and regional tolling. The process included traffic analysis, development of a base map, evaluation of multiple potential alternatives and development of a preferred alternative, robust public involvement, creation of cost estimates the various sections of the corridor and identification of a strategy for funding and implementation.</p>	\$596,000	Federal – STP, Roads Capital
10 Avenue NW Bridge Rehabilitation	<p>Hidden Lake Bridge No. 167 C, located on 10th Ave NW at Innis Arden Way was built in 1931 and is showing signs of deterioration and was in need of rehabilitation. In 2014, the bridge condition was evaluated and it was determined that certain measures could be taken to extend the life of the bridge. This project designed and constructed the improvements recommended in the May 2014 Evaluation Report, thereby protecting use of the bridge for pedestrians and vehicles.</p>	\$548,000	Roads Capital

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adoption of Ordinance No. 715 Amending Shoreline Municipal Code 3.60 Regarding Functions and Powers of the Shoreline Transportation Benefit District		
DEPARTMENT:	City Manager's Office		
PRESENTED BY:	Alex Herzog, Management Analyst		
ACTION:	<input checked="" type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

PROBLEM/ISSUE STATEMENT:

In its current form, the Shoreline Municipal Code (SMC) does not explicitly state that a transportation benefit district (TBD) may fund transportation improvements by tolling. Shoreline Municipal Code 3.60.030(B) currently states that "The [transportation benefit] district may impose additional taxes, fees, or charges authorized by RCW 36.73.040..." RCW 36.73.040 states that a transportation benefit district may administer the collection of vehicle tolls on city streets. Proposed Ordinance No. 715 would amend Shoreline Municipal Code 3.60.030(B) to include tolling, as permitted by state law, as an additional method by which the Shoreline Transportation Benefit District may fund transportation improvements.

This action does not authorize the implementation of tolling, recommend any specific type of tolling or provide further study of tolling. To implement tolling, a number of requirements established by various state laws and the SMC must be met, including passage of a proposition at a general or special election by a simple majority of voters within the TBD.

RESOURCE/FINANCIAL IMPACT:

No resource or financial impact is anticipated at this time. Further analysis on the financial impacts of tolling would be required should the Shoreline TBD pursue implementing tolling. Further, to establish approximate capital and on-going operating costs, a number of policy questions would need answering and an analysis of necessary operational and design requirements must be conducted.

RECOMMENDATION

Staff recommends that Council adopt Ordinance No. 715 amending Shoreline Municipal Code 3.60.030(B) regarding functions and powers of the Shoreline Transportation Benefit District.

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

BACKGROUND

Deputy Mayor Eggen and Councilmembers McConnell and Salomon are co-sponsoring this amendment to SMC 3.60.030(B) to explicitly include tolling, as permitted by state law, as an additional method by which the Shoreline TBD may fund transportation improvements.

On April 20, 2015, during its regular business meeting, the City Council held a public hearing on, and discussed proposed Ordinance No. 715 amending Shoreline Municipal Code 3.60 regarding the functions and powers of the Shoreline Transportation Benefit District. Two speakers commented during the public hearing and generally supported the proposed amendment. Council discussed tolling in the City and the proposed amendment to City code. Materials from the discussion on April 20, 2015 can be viewed here:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2015/staffreport042015-8a.pdf>

DISCUSSION

In its current form, SMC does not explicitly state that a TBD may fund transportation improvements by tolling. Shoreline Municipal Code 3.60.030(B) currently states that “The [transportation benefit] district may impose additional taxes, fees, or charges authorized by RCW 36.73.040...” RCW 36.73.040 states that a transportation benefit district may administer the collection of vehicle tolls on city streets. Proposed Ordinance No. 715 would amend Shoreline Municipal Code 3.60.030(B) to include tolling, as permitted by state law, as an additional method by which the Shoreline Transportation Benefit District may fund transportation improvements.

SMC 3.60.030 sets forth the functions and powers of TBDs. Subsection A of the code provides that the district can vote to authorize a motor vehicle license fee. Subsection B provides that the “district may impose additional taxes, fees, or charges authorized by RCW 36.73.040 or ad valorem property taxes authorized by RCW 36.73.060, only if approved by the voters. RCW 36.73.040(3) sets forth four different mechanisms for a district to impose certain “taxes, fees, charges, and tolls”:

- (a) A sales and use tax in accordance with RCW 82.14.0455.
- (b) A vehicle fee in accordance with RCW 82.80.140.
- (c) A fee or charge in accordance with RCW 36.73.120.
- (d) Vehicle tolls on state routes, city streets, or county roads, within the boundaries of the district, unless otherwise prohibited by law.

While SMC 3.60.030(B) states that the “district may impose additional taxes, fees, or charges authorized by RCW 36.73.040 (which, as noted above, lists for possible revenue sources) it does so with the qualifier of “taxes, fees, or charges.” However, because certain methods of revenue generation are specified in the code, an intention to exclude all others from its operation may be inferred. As related to SMC 3.60.030(B), the inference might be that the adoption of TBD-related codes intentionally omitted tolls. Materials from the June 22, 2009 Council meeting where Ordinance No. 550 (establishing the Shoreline TBD and its powers and functions) was adopted, indicates

that the creation of the TBD was in response to Initiative-776. Initiative-776, approved by voters in 2002, but later overturned by a Washington judge, would have required license tab fees to be \$30 per year for motor vehicles.

Further, materials from the June 22, 2009 meeting indicate that the Council was primarily interested in implementing, via the TBD, a vehicle license fee as authorized by RCW 36.73.040(3)b. In fact, the Shoreline TBD Board passed Ordinance No. 1 on July 13, 2009, authorizing a vehicle license fee of \$20 for all vehicles whose tabs expire on or after February 1, 2010. Tolling was not discussed or a focus of discussion at that time by the TBD Board. This, coupled with the fact that tolling is not included in Council Ordinance No. 550, may lead a court to find that tolling is not within the function or powers of the City's TBD if tolling is pursued and implemented.

Amending the City's current TBD-related codes to include tolling as an additional method by which to fund transportation improvements brings the City's codes in line with state laws and decreases the potential that tolling may be struck down by a court should the TBD pursue its implementation.

If the Council adopts proposed Ordinance No. 715, SMC 3.60.030(B) would be amended as follows: "The district may impose additional taxes, fees, or charges, or tolls authorized by RCW 36.73.040 or ad valorem property taxes authorized by RCW 36.73.060 only if approved by district voters pursuant to RCW 36.73.065."

RESOURCE/FINANCIAL IMPACT

No resource or financial impact is anticipated at this time. Further analysis on the financial impacts of tolling would be required should the Shoreline TBD pursue implementing tolling. Further, to establish approximate capital and on-going costs, a number of policy questions would need answering and an analysis of necessary operational and design requirements must be conducted.

RECOMMENDATION

Staff recommends that Council adopt Ordinance No. 715 amending Shoreline Municipal Code 3.60.030(B) regarding functions and powers of the Shoreline Transportation Benefit District.

ATTACHMENTS

Attachment A: Proposed Ordinance No. 715 Amending Shoreline Municipal Code 3.60.030(B) Regarding Functions and Powers of the Shoreline Transportation Benefit District

ORDINANCE NO. 715

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON, AMENDING SHORELINE MUNICIPAL CODE CHAPTER 3.60, SHORELINE TRANSPORTATION BENEFIT DISTRICT, BY ADDING SPECIFIC AUTHORIZATION FOR TOLLING

WHEREAS, on June 22, 2009 the Shoreline City Council adopted Ordinance No. 550 enacting Chapter 3.60 and establishing the Shoreline Transportation Benefit District and setting forth its powers and functions; and

WHEREAS, RCW 36.73.040(3) sets forth four different mechanisms for a district to impose certain “taxes, fees, charges, and tolls”; and

WHEREAS, the current Chapter is unclear on whether it includes all four mechanisms, therefore, the Council desires to amend Chapter 3.60 to clarify; and

WHEREAS, a public hearing was held on April 20, 2015 following publication of a notice of public hearing to take public comment concerning the amendment of the Chapter 3.60; now therefore

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

Section 1. Findings of Fact. The recitals set forth above are hereby adopted as findings of the City Council.

Section 2. SMC 3.60.030 Amended. Section 3.60.030 of the Shoreline Municipal Code is amended to read as follows:

3.60.030 Functions and powers of the District.

- A. The District, by a majority vote of its governing board, may authorize a motor vehicle license fee of up to \$20 as provided in RCW 82.80.140 for the purposes set forth in this chapter and as may be subsequently authorized according to law.
- B. The District may impose additional taxes, fees, ~~or~~ charges or tolls authorized by RCW 36.73.040 or ad valorem property taxes authorized by RCW 36.73.060 only if approved by District voters pursuant to RCW 36.73.065.
- C. The District shall have all powers and functions provided by Chapter 36.73 to fulfill the functions of the District including the power to issue general obligation bonds and revenue bonds.

Section 3. Publication, Effective Date. This ordinance shall take effect five days after publication of a summary consisting of the title in the official newspaper of the City.

PASSED BY THE CITY COUNCIL ON MAY 4, 2015.

Mayor Shari Winstead

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik-Smith
City Clerk

Margaret King
City Attorney

Date of Publication: , 2015
Effective Date: , 2015

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Community Group Presentation: North King County Mobility Coalition
DEPARTMENT:	Community Services Division
PRESENTED BY:	Rob Beem, Community Services Manager
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:

Council Rule of Procedure 5.4 provides the opportunity for Councilmembers to sponsor a Community Group presentation at one meeting a month. The purpose of the Community Group presentation is to provide a means for non-profit organizations to inform the Council, staff and public about their initiatives or efforts in the community to address a specific problem or need.

Deputy Mayor Eggen and Councilmember Roberts have sponsored this Community Group presentation from the North King County Mobility Coalition (NKCMC). Robin McClelland, a Shoreline resident, and Cameron Duncan, Mobility Coordinator, will represent the NKCMC. They will present the results of the Coalition's recent "Mobility Listening Sessions." These sessions identified a number of challenges and opportunities facing our transit dependent neighbors. This information is intended to inform and shape decisions King County METRO makes about its services. A copy of the report is included as Attachment A.

This report describes the Coalition:

"The North King County Mobility Coalition (NKCMC) was formed in the fall of 2010. Members include transportation service providers, human service agencies, and residents of Shoreline, Lake Forest Park, Kenmore, Bothell, and Woodinville. The Coalition brings together individuals and organizations with a common interest in human service transportation to increase awareness of and expand services for North King County residents focusing on special needs populations (older adults, youth, low-income individuals and families, and people with disabilities). The NKCMC works to identify transportation service gaps and untapped opportunities in and around the community, leveraging existing resources and catalyzing local projects to improve mobility in North King County."

More information about the NKCMC can also be found at their website:

<http://www.nuhsa.org/nkcmc>.

RESOURCE/FINANCIAL IMPACT:

There is no resource or financial impact anticipated from this presentation.

RECOMMENDATION

No Action is required. Staff recommends that the Council hear from the North King County Mobility Coalition and asks questions of the presenters.

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

ATTACHMENTS

Attachment A: 2013-2014 North King County Mobility Coalition Listening Sessions Summaries and Findings

2013 MOBILITY
• **LISTENING**
2014 SESSIONS

Summaries and Findings

North King County
MOBILITY COALITION

Visit our website for additional information and resources:

www.nuhsa.org/nkcmc

or

Call the Hopelink
Mobility Coordinator:

Phone: 425.943.6712

Fax: 425.644.9956

Email: mobility@hope-link.org

2014-2015 North King County Mobility Coalition

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The opposite of mobility is isolation. It's not just about getting a bus or taking Access to an appointment; people are cut off from socializing due to limited transportation choices. At any time of the day or evening people are denied the opportunity to engage with others as they desire - an at-will option open to people with cars.

-Robin McClelland

North King County Mobility Coalition Member
& Former Planning Commissioner, City of Shoreline

ABOUT THE NORTH KING COUNTY MOBILITY COALITION

The North King County Mobility Coalition (NKCMC) was formed in fall of 2010. Members include transportation service providers, human service agencies, and residents of Shoreline, Lake Forest Park, Kenmore, Bothell, and Woodinville. The Coalition brings together individuals and organizations with a common interest in human service transportation to increase awareness of and expand services for North King County residents focusing on special needs populations (older adults, youth, low-income individuals and families, and people with disabilities). The NKCMC works to identify transportation service gaps and untapped opportunities in and around the community, leveraging existing resources and catalyzing local projects to improve mobility in North King County.

2013 • 2014 MOBILITY LISTENING SESSIONS

INTRODUCTION

The North King County Mobility Coalition (NKCMC) held a series of listening around the North King County region sessions during their 2013 and 2014 work years. The purpose of these sessions was to interact firsthand with mobility-challenged populations, learning about the specific obstacles and challenges they encounter while traveling or attempting to travel around the region. In 2013 the NKCMC conducted sessions at Paramount House and at Westminster Manor, both King County Housing Authority properties located in Shoreline, WA. The 2014 listening sessions were held at the Sequoias Senior Apartments, a senior living facility managed by Senior Housing Assistance Group (SHAG) in Kenmore, WA and at the Northshore Senior Center, a day-use activity center for seniors in Bothell, WA.

The format of years' listening sessions was conversational and based on three to five questions intended to stimulate discussion. Although the 2014 Sessions did use a set script as a starting-off point. The sessions maintained a loose structure where NKCMC members asked seniors questions about how they traveled around the region in order to spur organic conversation.

The goal of the sessions was twofold. First to learn about specific impediments, barriers, and opportunities related to participants' transportation needs relevant to their location. Second, the sessions were organized to hopefully begin teasing out and identify trends affecting participants, regardless of their individual circumstances or background. In the process, we heard participants identify recurring trends.

Throughout the sessions, three general, overarching trends NKCMC members encountered were:

- The built environment in North King County is generally composed of inadequate pedestrian infrastructure and amenities, at a scale not built for pedestrian traffic.
- There is a general lack of destinations accessible via non-motorized means of travel. destinations accessible via non-motorized means of travel. Using alternative transportation services like Dial-a-Ride or Access as a substitute for a personal vehicle is insufficient, being both inconvenient and confusing.
- There is a general perception that local governments do not give the proper amount of attention to senior mobility issues. Seniors tend to have negative experiences when attempting to reach out to their political representation.

There are a the wide range of mobility-limiting circumstances elderly residents from all walks of life face on a daily basis, and the variety of means available to address such limitations vary from one senior's particular circumstance to the next. Because of this, it was important to NKCMC members to try to connect with as broad a range of people as possible while maintaining a focus on identifying issues that not only affect the majority of seniors, but also issues that may disproportionately affect certain seniors more than others.

Participants spanned a wide age range with various levels of mobility limitations from vision impairment to wheelchair dependency to a multitude of other reasons and circumstances preventing them from being fully mobile.

OVERALL THEMES AND TAKEAWAYS

In addition to the three general trends listed above, from one session to another several recurring themes (which supported the trends) also surfaced:

- The distance between where a participant lives and where they want or need to go is too long and fraught with obstacles to travel as a pedestrian safely.
- The state and scale of pedestrian infrastructure in North King County cities is generally not conducive for pedestrian travel. Destinations tend to be too far away and the infrastructure by which a pedestrian might access them in an efficient, repeatable manner, regardless of the state of their mobility challenges.
- The facilities in which the residents live/regularly use are not well located for pedestrian and non-motorized traffic to come and go with ease.
- When the distance to a significant destination (for example, a grocery store) is close enough that non-motorized transportation does become an option, the infrastructure is oftentimes insufficient for efficient travel if users are mobility challenged.
- There is a strong fear of giving up their ability to drive because of the very real limitations that occur as a result, an eventual prospect faced by almost all seniors. Residents feel isolated, helpless, and stranded without access to a personal vehicle. Many of those who did still drive expressed strong discomfort with the idea of driving in certain situations such as using the freeway, driving at night, driving through busy city streets (Eg: downtown Seattle), and driving in rainy conditions or during otherwise severe weather, observing that that they usually avoid driving altogether under those circumstances.
- Participants utilize creative mobility solutions including paying friends, neighbors, or other residents to drive them either case-by-case, or by organizing (informal) rideshare networks, to maintain some level of mobility.

2013 • 2014 MOBILITY LISTENING SESSIONS

- Gaining access to available transportation services is confusing and difficult. The amount of pre-planning required to utilize the transportation services currently available including alternative systems such as Metro Access, Hopelink Transportation, Hyde Shuttle, the existing bus/high-capacity transit system, and others is overly burdensome for use in daily activities. Infrequent service, inaccessible stops, as well as alternative service shuttle schedules requiring residents to dedicate exponentially more time to planning and traveling than is reasonable or efficient and ultimately hampers mobility.
- Participants tended to share a lack of knowledge about many of the existing transportation services and did not have or know how to access additional educational resources with which to learn and empower themselves.
- Participants' are regularly frustrated with their perceived lack of communication channels with elected officials and city staff with which to express their concerns. There is a general feeling that participants' mobility needs and limitations are consistently dismissed, ignored, or insufficiently addressed by local governments and service providers.
- Private transportation services such as cabs and shuttles are too costly an alternative and were thusly regarded as being generally out of the question as an option for the residents living within the financial constraints of a fixed income.
- Newer, alternative transportation services that utilize smartphone technology such as Uber or Lyft were also not considered an option for these populations who, in addition to the aforementioned cost barrier, also tend to not have access to nor experience with the kind of technology necessary to use those services.

The remainder of this report describes each session in detail.

2013 LISTENING SESSIONS

PARAMOUNT HOUSE LISTENING SESSION REPORT

Background

The North King County Mobility Coalition held a listening session with residents of King County Housing Authority's Paramount House apartments (1750 N.E. 145th St. in Shoreline) on May 9, 2013.

The purpose of the listening session was to receive information and feedback from residents on their use of the 145th St/ SR523 transportation corridor. Candace Ives, King County Housing Authority's Resident Services Coordinator, hosted the meeting, which was attended by 10 Paramount House residents. Robin McClelland, North King County Mobility Coalition member, facilitated the discussion.

Following the session, representatives from Hopelink and Senior Services described general travel information and identified specific programs and services of use to the residents. The residents also were informed about an upcoming event at POPY's Café at the nearby Prince of Peace Lutheran Church intended for people of limited means to join the conversation about Sound Transit's light rail station area planning and land use changes in Shoreline.



Paramount House (1750 NE 145th St, Shoreline, WA 98155)

Resident Feedback

During the lively conversation, the residents offered a long list of ways they travel the corridor. They painted a vivid picture of how they get around using several forms of aid including walkers, wheelchairs, and scooters. Several walk up or down the corridor to shops or bus stops. Most are dependent on Metro or Access paratransit to traverse the area – one resident startled the group with her description of the all day trip she makes three times a week to visit her mother in Puyallup using public transportation.

Some residents combine transit modes – van, shuttle, use of a walker, or “rolling” to make a single trip. Whether walking, “rolling”, or using public transportation, the residents portrayed difficult movement along 145th due to obstructions on the sidewalk, narrow passage, and unsafe crossings.

At least one resident drives his own vehicle. However, due to a stroke and subsequent brain injury, he has great difficulty speaking. His ability to contribute was limited, but his frustration with the corridor came through clearly as he nodded in agreement with comments made by others.

Ways participants traverse 145th include:

- Walking
- “Rolling” in a wheelchair or scooter
- Walker
- Driving a personal vehicle
- Access paratransit
- Van or shuttle

The obstacles encountered by the residents make up a long list worth noting in detail. They are of particular relevance to those who travel by non-motorized modes and who confront these conditions daily. They speak to safety, traffic flow, and transit service:

- Sidewalks are narrow or non-existent, raising safety concerns.
- Tree roots have pushed up the sidewalk in several places, making it dangerous or impassable, especially for those using wheelchairs, walkers, and other mobility devices. Uneven pavement has resulted in trips and falls.
- The South side of the roadway lacks a good pedestrian path, but people cross to that side to avoid certain intersections. Others use the North side to avoid safety issues.
- The high volume of traffic slows vans, shuttles, and buses.
- The overgrowth of bushes, shrubs, and wild plants along the sidewalk is a safety hazard.
- Despite the proximity of the QFC and other retail shops, due to the condition of the corridor, residents said it is very difficult to transport groceries home.
- Bus connections are poor. For example, despite the proximity of Lake City to Paramount House (just down the hill) , it is difficult to travel there via a Metro bus.
- Specific conditions the residents raised could be targets for spot improvements in the corridor:

2013 • 2014 MOBILITY LISTENING SESSIONS

- The corner at 17th Ave NE and 145th (near the Arco gas station) is dangerous, due to lack of sightlines and visibility. Residents suggested a stop light or crosswalk to improve safety. They stated that despite the high speeds and bad sightlines at this corner, people often jaywalk or use the unmarked intersection. The bus shelter at Paramount House was removed, making it more difficult to wait for the bus here. Residents would like the shelter to be replaced. (It has since been replaced.)

When asked what they would change to improve the corridor, residents shared the following ideas:

- Safety improvements for pedestrians, including wider sidewalks and more crosswalks, or perhaps a pedestrian overpass.
- Better signage. Possibly signage indicating “senior crossing” zones.
- Lower speed limits.
- A more convenient bus route to the Library (in Lake City) and to the Shoreline Senior Center.
- Safety improvements at the intersection of 145th and 20th Ave NE. Both this “blind” corner and the top of the hill need more and better signage.
- The crossing time at NE 145th and 15th NE needs to be extended to provide more time for pedestrians to cross 145th St.
- Metro route 73 should go to Lake City. There is no direct route from Paramount House to Fred Meyer, despite its relative proximity.

Key Takeaways

Residents of Paramount House in Shoreline described their trips along the 145th St/SR523 corridor using a variety of transportation modes. Noting a number of obstacles to safe and comfortable travel, they suggested several ways that mobility could be improved in the corridor.

As an initial catalyst project and the best way to improve mobility in the corridor in the short term, residents selected replacing the bus shelter (which had previously been removed) and adding a bench at 145th St and 19th Ave NE near Paramount House.

Residents had noted during the conversation that the bus shelter and bench at 145th St and 19th Ave NE near Paramount House had been previously removed, leaving them to wait for transit in the open. As a result of advocacy efforts by the NKCMC and at the urging of King County Councilmember Rod Dembowski, in late July of 2013 a new bus shelter and bench were installed in late July, months ahead of schedule.

WESTMINSTER MANOR LISTENING SESSION REPORT

Summary

Residents of Westminster Manor (14701 Dayton Ave N, Shoreline) say that they travel in Shoreline and Seattle using a variety of transportation modes. They noted several obstacles to safe and comfortable travel in the area around them and suggested ideas for improving the corridor, emphasizing pedestrian improvements to the intersection of 145th and Greenwood. The top suggested improvements were lengthening the crossing time at the intersection, raising driver awareness of pedestrians via signage, and extending the sidewalk in front of Westminster Manor on Dayton Avenue all the way down to 145th.

Background

The North King County Mobility Coalition held a listening session with residents of King County Housing Authority's Westminster Manor apartments on November 18, 2013. The purpose of the listening session was to receive information and feedback on residents' use of the 145th St/ SR523 transportation

corridor and surrounding streets. Fifteen residents attended the session and hosted by Candace Ives, Westminster Manor's Resident Services Coordinator. Robin McClelland, a member of the North King County Mobility Coalition, served as the meeting facilitator.



Westminster Manor (14701 Dayton Avenue North, Shoreline, WA 98133)

Resident Feedback

Residents listed several ways they get around along the 145th corridor. These included:

- Walking
- Rolling in a wheelchair or scooter
- Walkers
- Driving a personal vehicle
- King County Metro bus
- Access paratransit
- Hyde Shuttle
- Carpooling with caretakers, family, or friends

The intersection of 145th and Greenwood is not friendly to pedestrians, especially those using mobility devices. There are many potholes at that intersection, which make maneuvering devices difficult and necessitate a greater amount of time to cross than what is given. Residents shared their experiences encountering obstacles along 145th St:

- Sidewalks are scarce within the neighborhood. The streets, although low-traffic, tend to have rough surfaces, which raise safety concerns, especially for people who use mobility devices.

“I’m a pretty imposing guy. I’m six foot, walking out there with my sticks. But even I have to be careful at 145th and Greenwood. I try to make eye contact, but it doesn’t always work because drivers pay more attention to other parts of traffic.”

–Richard
Westminster Manor resident

“Sometimes, I take the bus to the Hopelink food bank. I walk to 145th and Greenwood, get on the 345, get off at Aurora and 130th, get on the 358, and get off at 163rd and Aurora. I walk over, stand in line, do my shopping, and reverse the trip back. The whole trip usually takes me two, two and a half hours. If it’s nice, like in the summer, I’ll walk down and bus back.”

-Eddie Bea
Westminster Manor Resident

- Bus connections, especially to the east and north, are poor. This makes accessing even nearby human services, such as Hopelink’s Shoreline food bank and the Shoreline Senior Center nearly impossible.

- Residents described travel to parks and shopping in Shoreline as difficult and time-consuming. Public places are essentially out of reach to many.

- Many residents shop in the Greenwood neighborhood in Seattle, rather than in Shoreline due to more direct and frequent transit connections to the south.

- Several residents described concern with driver behavior at 145th and Greenwood. Drivers often seem unaware of pedestrians.

- The south side of the intersection at 145th and Greenwood lacks wheelchair cutouts, forcing residents to dogleg, crossing on the north side of the busy thoroughfare and back in order to get to their only bus stop to the Greenwood area of Seattle.



Abrupt sidewalk end at the north edge of Westminster Manor property.

- Residents described booking the Hyde shuttle outside scheduled times as inconvenient and time consuming.

When asked what they would change to improve the area, residents shared the following ideas:

- Several residents requested a “no right turn on red” sign for the intersection of 145th and Greenwood.
- The crossing at 145th and Greenwood needs to be retimed to allow more time for pedestrians to cross the street.
- Some residents suggested distributing pedestrian visibility clothing, such as armbands and vests.
- Construct a sidewalk on Dayton all the way to 145th from Westminster Manor.
- Schedule the Hyde shuttle for every Tuesday.
- Have more transportation resources on hand at Westminster Manor, including education on how to use King County Metro’s online trip planner.



Abrupt sidewalk end at the south edge of Westminster Manor property.



Westminster Manor residents’ typical route towards 145th St.

Key Takeaways

The residents of Westminster Manor are transit-savvy and care deeply about the state of their walking environment. The intersection of 145th St and Greenwood Ave N is a critical place for residents to access transportation, including Metro buses. While they engaged enthusiastically in conversation about that intersection, they had less to say about points eastward on 145th St because they used that part of the corridor less frequently. Many residents go to Seattle for shopping and recreation

“Getting to 145th is difficult because of rough terrain. I need to be careful with my walker to make sure that my wheels don’t get stuck. Going north on the bus is harder because the sidewalk stops so suddenly in that direction. Because of that, I usually end up going south to Greenwood to shop.”

-Palma
Westminster Manor Resident

needs rather than Shoreline because of better transit connections to the south. The top suggested improvements were lengthening the crossing time at the intersection, raising driver awareness of pedestrians via signage, and extending the sidewalk in front of Westminster Manor on Dayton Avenue all the way down to 145th. This session gleaned insights into the condition of the western edge of the 145th St/SR 523

corridor, particularly the needs of senior and disabled users in this area.

The obstacles that limit mobility appear to have logical and simple fixes if the residents had access to and influence with local officials and decision makers. Their concerns about the timing of the stoplight at 145th was reported to Shoreline city staff, resulting in a subsequent adjustment of signal time to better accommodate pedestrian travel.

2014 LISTENING SESSIONS

SEQUOIAS SENIOR APARTMENTS LISTENING SESSION REPORT

Background

On August 21, 2014, the North King County Mobility Coalition (NKCMC) held a listening Session at the Sequoias Senior Apartments, a senior living facility managed by Senior Housing Assistance Group (SHAG) in Kenmore, WA (7111 NE 181st St, Kenmore, WA 98028).

The purpose of the listening session was to receive information and feedback from residents about how they travel, what issues related to mobility are important or of concern to them, and their interest or current efforts at engagement towards addressing their concerns. Residents were asked a series of six questions to stimulate the conversation. These questions were:

- Where do you travel regularly in your community and how do you get there?
- Do you have any special needs you depend on when traveling and how are they provided?
- What obstacles exist that interfere with your traveling and how do you get around or address those?



The Sequoias Sr Apts (7111 Northeast 181st Street, Kenmore, WA 98028)

- What kind of improvements would you like to see along your travel routes?
- Have you tried to engage your local government or community with your concerns? and
- Would you use public transportation if training was provided to you?

Robin McClelland, NKCMC member, facilitated the discussion. Cameron Duncan, staff, took notes and recorded audio during the meeting.

Key Takeaways & Resident Feedback

The residents noted that the property has well-designed walking areas, there was significant concern over the significant lack of pedestrian infrastructure surrounding the facility – primarily in the form of sidewalks and crosswalks. For instance, there is a large swath of sidewalk missing along the walking route from the Sequoias Senior Apartments to the local Safeway grocery store - located barely one quarter of a mile away, which residents of the Sequoias frequent for their regular grocery needs on foot.

Although many residents use Access to travel to their various appointments in the region, they observed that the service remains a challenging service to utilize because of both scheduling and timing difficulties as well as logistical confusion having to do with determining if residents qualify for Access and the subsequent confusion often stemming from managing the necessary paperwork involved in signing up.

As in the the previous listening sessions, we learned that residents are uneasy about becoming dependent on public transportation. They are confused by how it works, concern about safety and reliability, and fearful of the difficulties they may experience with getting

to bus stations, traveling long distances, and having to make transfers between buses mid-trip. Additionally, some residents were even fearful about the idea of using public transportation due to perceived safety concerns, as well as anxiety about the potential of getting lost easily.

Residents presented a varied list of ways they traverse the region, including:

- driving themselves, being driven by a friend, family member, or helper;
- traveling as a pedestrian with the aid of a walker, wheelchair, or other mobility device;
- using specialized transportation services like Access or the Northshore Senior Center vanpool; and
- using the existing public transit modes like Metro bus or Sound Transit light rail (when traveling to the airport).

Mini-Case Study: Safety Getting To Safeway

Traveling as a pedestrian in and around their community was a central point of discussion. The residents almost unanimously agreed that walking or moving via other non-motorized transportation between their apartments and local destinations – most notably the Safeway grocery store in the area – is regularly a dangerous experience for them.

Although the Safeway store used by residents is only approximately one quarter of a mile away from the apartments, there is no safe and complete pedestrian route connecting the two. The sidewalk in front of the Sequoias stops abruptly at the edge of the property line and does not resume at any point along the route, which runs past the next-door trailer park. The lack of sidewalk forces the seniors trying to walk to the grocery store onto either the road or the adjacent uneven, overgrown, and gravelly surfaces along their route, which provides them with minimal protection from the fast moving traffic along NE 181st Street. When a resident arrives at Safeway, which they approach from the store’s rear, they must walk along a long driveway



Seniors have trouble navigating what is in reality a very short distance between their home and the local grocery store.

- used primarily by delivery trucks - which connects the store's parking lot and frontage (facing NE Bothell Way) to 181st Street at its rear. No pedestrian infrastructure is provided along the driveway, which spans the entire length of the building's east side.

Residents are forced to occupy the same space as cars and trucks entering and exiting the parking lot, which residents noted often traveled at unsafe speeds, particularly on the rear driveway where there is no pedestrian infrastructure, or other indicators to let drivers know to slow down. Residents were very concerned about their safety along this route as almost all of them are frequent customers, walking to and from Safeway regularly.

Robin explain the processes by which the city addresses capital improvements and infrastructure planning for such things as sidewalks. She also suggested approaching Safeway directly to address the poor pedestrian accommodations along the route and the risks posed to vulnerable populations like the elderly. She also discussed different methods by which residents could approach store management about making improvements to their property's rear driveway to accommodate pedestrians. After some conversation, the residents expressed interest in working together to contact the manager of the Safeway to communicate their concerns.

Working with the city to address the lack of pedestrian infrastructure along their travel route still seemed somewhat daunting and confusing to a number of residents. The suggestion of using the internet to access city government resources to address concerns appeared to remain a barrier for many of the residents.



Abrupt sidewalk ending at the edge of the Sequoias property.

2013 • 2014 MOBILITY LISTENING SESSIONS

Residents recounted stories of how their travel plans had gone when using public transportation, awry due to mainly to either poor accessibility of bus stops or difficult situations created by transferring from one bus to another on a trip (due mainly to timing and distance between stops). One resident recounted how she often gets off of the first of two buses on her trip to her daughter's house but regularly does not have ample time to cross the street to the bus stop where the bus she has to transfer to is waiting. She is unable to cross the street quickly, being dependent on the poorly timed stoplight and walk signal. This results in her often getting off of the first bus only in time to see the second pull away, which forces her to wait for some time on the street until another bus comes along, allowing her to finish her trip. Stories such as this one are a serious factor in keeping other residents from using public transit. This story resonated with Coalition members, being a complaint frequently heard by mobility-challenged populations in the region.



Back driveway to Safeway on 181st St
used by Sequoias residents.

Residents generally expressed an interest in utilizing travel-training programs such as those offered by Metro. Some hesitation was present, primarily from those who had not considered using Metro before. Travel training programs appeared to be something residents were interested in and were not aware of previously.

The residents appeared eager to mobilize an effort to talk to Safeway management about what can be done to help address their concerns as regular customers of the

grocery store. Residents were encouraged by the thought that they could affect change in an easier manner than going to the city first. Reaching out to city leadership remained a somewhat intimidating or confusing avenue for residents, some of whom said that they were previously unaware of how to go about getting in contact with local leadership.

The set list of questions posed to participants were useful for generating conversation, allowing Coalition members and to glean valuable insights from participants as a result of the conversation prompted by the questions.

NORTHSHORE SENIOR CENTER LISTENING SESSION REPORT

Background

On October 7, 2014, the North King County Mobility Coalition (NKCMC) held a listening Session at the Northshore Senior Center, a day-use senior citizen activity center located in Bothell, WA (10201 E Riverside Drive, Bothell, WA 98011). Like the earlier session at the Sequoias Senior Apartments, the purpose of the listening session was to receive information and feedback from residents about how they travel, what issues related to mobility are important or of concern to them, and their interest or current efforts at engagement towards addressing their concerns. The Coalition

prepared a list of six questions related to mobility needs of senior populations determined by members to be relevant to the purpose of the listening session and the interests of the Coalition. The same questions as those used during the Listening Session held at the Sequoias Senior Apartments were also used for the Northshore Senior Center session.

- Where do you travel to regularly in your community and how do you get there?



Northshore Senior Center (10201 East Riverside Drive, Bothell, WA 98011)

- Do you have any special needs you depend on when traveling and how are they provided?
- What obstacles exist that interfere with your traveling and how do you get around or address those?

- What kind of improvements would you like to see along your travel routes?
- Have you tried to engage your local government or community with your concerns? and
- Would you be interest in using public transit to get around if someone were to provide training to you?

Unlike the residential communities where the other sessions had been held, the Northshore Senior Center is a day-use facility exclusively, meaning that no users of the facility are residents. Four users of the Northshore facility participated in the discussion. The Northshore Senior Center, being a day-use facility, the participants of this session provided a different perspective than those of the other facilities. Jim Seek, Director of Transportation at Northshore opened the session. He introduced himself and his Coalition colleagues who would facilitate the meeting. Robin McClelland, NKCMC member, facilitated the discussion. Cameron Duncan, staff, took notes and recorded audio during the meeting.

Key Takeaways & Participant Feedback

Although some users of the Northshore Senior Center continue drive independently, some use the shuttle and bus services provided by the Senior Center's transportation department. Others use King County Metro's Access and/or DART shuttles.

Once again, we learned from participants that - among those who drive - many expressed discomfort at the prospect of doing so at night, on busy roads and freeways, and in congested and/or confusing areas. Many noted that their spouses and/or family members have expressed a similar unease about the prospect of them driving, particularly in adverse conditions.

Participants conveyed extreme concern about the possibility of losing their ability to drive. Even those who had expressed an interest in not having to use their cars as their primary mode of transportation said that the physical infrastructure of the area they lived in prevents them from effectively using any other mode to get around with anywhere close to the same level of reliability and convenience. To many, the only other options for affordable transportation in the area are the DART or Access shuttle services. But participants all noted that those services were inconvenient to use, requiring them to orient their schedules around the timing and availability of the shuttle services to the point at which their entire day would be disrupted beyond ability to realistically be able to make any other plans on the day of their trip.

The prospect of using the existing bus system as a regular means of transportation was met with general unease among many facility users. Main concerns expressed by participants included:

- Basic convenience (residents were generally more concerned with this over basic safety);
- Bus routes and schedule were either too confusing or too inconsistent with the timing of their needs and lifestyles; and
- Pedestrian infrastructure necessary for a senior or otherwise mobility-challenged person to access the bus was largely nonexistent in the areas they need to travel frequently, including sidewalks, curb ramps and cuts, short blocks, frequent and properly-timed crosswalks, and more.

When asked if they had engaged their local government leadership to address the state of the transportation system and its ineffectiveness in serving individuals with limited mobility, residents said that, with few exceptions, they and their peers largely had not. The few who had attempted to reach out and discuss the issue with public leaders reported being told that that local

government had responded by informing them that programs like sidewalk installation were currently too expensive to carry out at the scope and scale necessary to address their concerns. And that the sidewalk improvements the city was planning on doing was already prioritized for routes on which children use walk to school before anything else. This feedback discouraged residents from pursuing the issue with local leadership further.

The Cost of Mobility

We were reminded at the Northshore Senior Center that getting around - basic mobility - is not free. Often the expense of transportation exceeds the ability of people to move around due to the basic financial constraints many seniors encounter in their daily lives. We learned that there is a large proportion of seniors living on a reduced-income who regularly use the facility, and to whom the cost of mobility in their daily lives is oftentimes out of reach. They expressed a strong concern that, while owning a car is a large expense, the cost of using alternative transportation to get around instead would be even greater in terms of both money and of time.

Financial limitations also were observed as a significant factor when discussing the prospect of moving residences to a location better suited for pedestrian travel and other alternative transportation modes to driving one's self. Participants said that a fixed income is usually the largest barrier preventing them from being able to move residences to solve this problem. This insight highlighted the true value of living close to the services, people, and locations you value as you age. To the non-mobility challenged individual, this convenience is frequently taken for granted. However to those who can no longer drive or are limited in their ability to, this is a luxury they must oftentimes go without. Being unable to afford to move to a new home more conducive to their mobility needs, they are forced to remain in environments that not only make basic transportation difficult and an increasingly expensive

prospect, ultimately confining them in isolated, unhealthy lifestyles as they age and grow more dependent on others to go about their daily lives.

One resident described the poor conditions of the mobile home park in which she lived and was unable to move from due to her fixed income and lack of any additional financial resources. In addition to the park's lack of pedestrian infrastructure like sidewalks, benches and other basic tools for improving mobility, which she described in detail, she also noted that the park's suburban location meant that practically all services and destinations not served by alternative transportation services such as the Northshore Senior Center shuttle were extremely difficult to access. After describing these mobility challenges faced by her where she lived, she also talked about her experience engaging park management in a conversation about improving pedestrian safety. Similar to the experiences of participants in previous listening sessions, she found this attempt to be unpleasant and unproductive, her concerns being met with no significant action taken. And, because of her significant financial constraints, she remains unable to address the issue independently. To this day her mobility remains extremely limited.

CONCLUSIONS

Residents and users of the facilities visited by the North King County Mobility Coalition's concerns and frustrations with the current state of local pedestrian infrastructure are significant. Many residents feel stranded, concerned that their own basic mobility needs have been put on hold while their community leadership focuses attention on other priorities. Being limited in terms of physical mobility, financial constraints, and access to educational resources, many residents and users expressed a sense of resignation that they may never have any amount of the mobility and freedom in terms of transportation they once had. Accepting the reality that using the existing transportation resources available to them means spending significant amounts of time planning out their trips days in advance, working with service providers to accommodate the demand placed on existing systems, and being prepared to dedicate hours and – sometimes – entire days to sitting on (or waiting for) shuttle services in order to go about their daily lives has become the norm.

A significant number of seniors in North King County live with a perpetual, ever-increasing risk of isolation due to challenges of limited mobility and lack the means with which to address the challenges steadily impacting their lives more and more each day. The Listening Sessions have demonstrated, however, that many of these challenges can be significantly mitigated by relatively simple fixes with the help of local leadership. Obviously the prospect of redesigning the entire urban fabric of a city or neighborhood to better accommodate the transportation needs of these populations is unrealistic for obvious reasons. But as the findings and resultant activity of Listening Sessions like that conducted at Paramount House have demonstrated, there are a number of simple fixes local leadership can employ to significantly, positively impact the lives of the populations discussed in this report. These include (but are not limited to):

- Adjusting stoplight timing;
- Filling in gaps, leveling, and/or completing sidewalks on routes frequented by mobility challenged pedestrians;
- Improving access to the current, existing public transportation system;
- Regularly communicating with mobility-challenged populations through channels they are comfortable with using (Ie: not electronically);
- Providing resources for people who have already or are anticipating giving up driving a car to ease the transition; and
- Utilizing advocacy and resource groups like the King County Mobility Coalition and its partners to maintain a regular flow of information between residents and local leadership.

The degree to which some residents and users adapt their lives to a system that does not adequately provide for their basic mobility needs, organizing piecemeal fixes to fill in the gaps, is impressive. Seniors can be creative, organizing informal networks of able drivers compensated by simple payment/bartering systems in exchange for rides. Those who participated in these networks noted that cash in exchange for a ride was the most convenient method by which to pay someone, as opposed to buying lunch, doing chores, or other alternative forms of payment. But participants emphasized that most of the solutions they and their peers arrange are piecemeal at best, requiring an exorbitant amount of effort to set up and maintain with little or no help. And those who are not lucky enough to find themselves surrounded by the proper resources, including simply knowing the right people, find themselves simply out of luck. This creates an extremely unequal landscape in terms of access and availability of help from one individual to the next. It's quite clear that these arrangements and networks at best serve as a stopgap, crudely

plugging a hole in a system that continues to serve them poorly and necessitating large amounts of effort, organization, and energy on the part of individuals already struggling to make ends meet. Participants' preferences for reliable, equitable, and affordable transportation service and options in lieu of their current piecemeal approach is strong and apparent.

Residents and users also felt frustrated by their perceived limited access to those who have the power to address their needs, including elected officials and city staff. They noted that public meetings where a resident would have a forum to express their concerns to the necessary audiences are usually poorly advertised in the publications available to them. Their frustration is compounded by the additional burden of simply arranging for transportation to public meetings, often held during hours and at locations not conducive to the schedule of a senior or otherwise mobility challenged individual. Addressing these barriers by having elected officials and/or city staff by meeting with mobility-challenged populations where they live would be a significant improvement. Participants did acknowledge that more effort could also be made on their part to reach out to local leadership on their end. Technological limitations continue to be a significant barrier in these types of communication efforts. Lack of experience with current information technology and a significant learning curve continues to limit seniors' ability to perform tasks like navigating city websites for relevant information, using email; or researching online in order to learn about available services such as travel trainings; transit schedules, routes, service updates; pending legislation with impacts to their mobility; and more.

Participants were under no illusion that a community's ability to swiftly implement large-scale, system-wide solutions addressing their mobility needs is an unrealistic prospect. But smaller improvements to the existing infrastructure like those cited in this report which address specific impediments and issues have the potential to make a large, positive impact on their lives. One need look no further for an example than the less-than-one-block of incomplete sidewalk at the Sequoias Senior Apartments

in Kenmore or the all too similar situation the residents of Westminster Manor both find themselves in. At both facilities, a distance smaller than one city block separates their facility from necessary services (a grocery store and a foodbank, respectively). The lack of a level, safe walking surface creates a disproportionately difficult and dangerous environment for someone with a walker, wheelchair, cane, or any other mobility limitation to navigate safely. The simple task of completing these kinds of vital pedestrian connections, linking populations with no alternative means of transportation, practically speaking, can mean the difference between access or isolation for many otherwise stranded individuals. However, these kinds of improvements are almost always extremely low on most city budgets in terms of dedicating limited funds and resources.

Outside of capital improvements like those mentioned above, providing educational services to seniors on subjects like available area transportation options and how to use them, tools with which to access local government leadership, and more was a very popular and relatively simple solution among listening session participants. Sharing the available tools and resources to help users navigate a large and confusing transportation network – as well as demonstrating how to use them – can be a critical step in addressing mobility challenges. Some area service providers, like Hopelink and King County Metro provide different travel training services. Participants felt that arranging for regular sessions and classes would go a long way in terms of empowering them to access and be knowledgeable about what is and may potentially be available to them.

Participants interviewed during the listening sessions provided the North King County Mobility Coalition with detailed, invaluable, firsthand accounts of their experience navigating their way through the community. Interviewees overwhelmingly agreed that the existing system does not adequately serve their needs and limits their ability to travel freely, hampering their quality of life in significant ways, limiting their access to basic services necessary to fulfill essential needs. Participants largely understood and acknowledged the

existing challenges faced by transportation service providers in adequately addressing the needs of transit-dependent populations such as themselves. But almost all of them felt strongly that their local leadership and service providers could and should make a stronger and ongoing effort to reach out to and address the needs of mobility challenged populations.

The members of the North King County Mobility Coalition hope that this report and the findings herein advance the message needs and message of mobility challenged populations in North King County. These findings should serve to increase understanding of the circumstances and needs of a significant segment of North King County's population, ultimately helping to prompt action on the part of local government and community leadership to address those needs in meaningful, significant, and lasting ways.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussion of the 2014 Police Service Report		
DEPARTMENT:	Shoreline Police		
PRESENTED BY:	Shawn Ledford, Police Chief		
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:

The 2014 Police Service Report (PSR) is an annual police report presented by Shoreline Police command staff to the City Council. The report contains information on crime statistics, police data and cost comparisons to other police agencies in the region. This report helps keep residents, staff and elected officials informed on police services and crime activity in the City. The Shoreline Police Department is continually looking for new and effective ways to fight crime, provide service and keep the community safe.

RESOURCE/FINANCIAL IMPACT:

There is no financial impact of the 2014 PSR; this report is for information purposes only.

RECOMMENDATION

No action is required. Staff recommends that the Council discuss the 2014 PSR and ask questions of the Shoreline Police command staff.

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

BACKGROUND

The City of Shoreline Police Department is made up of 52 staff members and nine volunteers. The command staff consists of the Police Chief, Operations Captain and Investigations Captain. The department has eight (8) Patrol Sergeants, 23 Patrol Officers, five (5) Traffic Officers, four (4) Property Crimes Detectives and four (4) undercover Detectives. In addition Shoreline has one School Resource Officer, one Crime Prevention Officer, one Community Service Officer and two (2) Administrative Support personnel. Shoreline Police sets policing priorities based on repeat calls for service, crime trends, the biennial Citizen Satisfaction Survey and Council Goals. Shoreline Police continue to focus on City priorities, school safety, safe parks and trails and neighborhood traffic safety.

DISCUSSION

The 2014 PSR is an annual police report presented by Shoreline Police command staff to the City Council. The report contains information on crime statistics, police data and cost comparisons to other police agencies in the region. This report helps keep residents, staff and elected officials informed on police services and crime activity in the City. The 2014 PSR is attached to this staff report as Attachment A. Included below are some highlights of the report:

- Shoreline officers responded to 14,873 dispatched calls for service (DCFS) and on-viewed 13,563 details; for a total of 28,436 police related details in 2014. There was a 13% increase in the number of DCFS from the previous year.
- Part -1 crimes (violent crimes) have remained consistent over the past several years at 34 per thousand residents.
- There was 1 murder in 2014; murder/suicide - domestic violence.
- Burglaries increased 6.81% over 2013; 455 in 2014 compared to 426 the previous year.
- Car prowls decreased 22% over 2013; 320 in 2014 compared to 410 the previous year.
- Auto thefts increased 19% over 2013; 240 in 2014 compared to 201 the previous year.
- The number of traffic citations issued in 2014 increased 13% with 2,810 citations issued in 2014 compared to 2,492 the previous year. The numbers are still significantly lower than prior years however, as direction was re-articulated to the traffic unit and patrol to increase the number of traffic education and enforcement contacts. Education and enforcement is focused on school zones, neighborhoods, traffic complaint locations and locations noted in the City's speed differential map. The department expects the numbers of traffic contacts to increase in 2015.

- Traffic collisions increased 22% over 2013; 477 in 2014 compared to 390 the previous year. The annual average collision rate over five years is 419. Shoreline will be applying for a Target Zero traffic grant through the state and if awarded, the focus will be on high collision areas to address contributing factors to these collisions, which includes cell phone use (rear end collisions) and seat belt use (injury accidents). In addition, DUI emphasis is a focus of Target Zero grant funds.
- Park and Trail Safety – Shoreline officers will continue to work Problem Solving Projects (PSP) in City parks and trails on an as needed basis. Citizens and park and trail users should feel safe in Shoreline parks, and by addressing quality life concerns and nuisance violations in parks and on trails, more serious crimes can be prevented.
- School Safety – Shoreline officers train on a regular basis for Active Shooter and Patrol (ASAP). The department has changed the training from an annual training with a large group to training on-duty in shorter segments throughout the year. Police command staff meets with school personnel, fire and emergency management staff on a regular basis to discuss policy, protocol and any issues related to the schools.
- The average response time to emergency calls is 3.92 minutes and 6.82 minutes to a priority call.
- Compared to cities within the region, Shoreline continues to be a safe city and provides cost-effective police services to the community at \$194.46 per capita.
- Shoreline Police conducted its first “Nurturing Trust” workshop, reaching out to the Spanish speaking community with 30 participants/parents attending.
- The department conducted 52 community meetings to discuss crime prevention and services provided by the department.
- Police and City staff worked with tenants at Aurora Village shopping center to address concerns regarding day laborers and the transient population and congregates there.

RESOURCE/FINANCIAL IMPACT

There is no financial impact of the 2014 PSR; this report is for information purposes only.

SUMMARY

Shoreline is a safe community and is experiencing similar crime trends that other cities in the region are experiencing, in particular property crimes. There are several factors that contribute to this problem, including narcotic use by offenders and high felony filing standards to charge and convict and relatively low jail sentences for a non – violent

felony offense. The Shoreline Police Department will continue to work with the community on how to address this property crime issue in our City. Crime prevention and education helps reduce crimes of opportunity. Residents calling 911 on suspicious activity helps the police capture an offender in the act and can often lead to a successful prosecution. The Police Department is working towards data driven policing to focus visibility and resources in areas experiencing criminal activity.

RECOMMENDATION

No action is required. Staff recommends that the Council discuss the 2014 PSR and ask questions of the Shoreline Police command staff.

ATTACHMENTS

Attachment A – City of Shoreline 2014 Police Service Report.

CITY OF SHORELINE POLICE SERVICE REPORT 2014



Provided for the Residents by:

CHIEF SHAWN LEDFORD, CITY OF SHORELINE POLICE DEPARTMENT

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DEPUTY MAYOR Chris Eggen

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Jesse Salomon
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CITY MANAGER Debbie Tarry

CHIEF OF POLICE Shawn Ledford



From Your Police Chief

Dear Shoreline Residents,

The Shoreline Police Department is committed to keeping our community safe. We continually look for new and effective ways to fight crime and provide police services. It is paramount that we build trust, partner with the community, and effectively communicate in a timely manner. The men and women of Shoreline PD take pride in keeping the city safe and working with the community to solve problems and prevent crime.



In 2014, our Crime Prevention Officer Steve Perry conducted 52 community meetings that trained residents in crime prevention and reducing chances of becoming a victim. Property crimes continue to be an issue for a variety of reasons, and we are working towards data-driven and intelligence-led policing methodologies, to provide officers with relevant information that focuses efforts in the right areas. The force multiplier of residents calling 911 immediately when they observe suspicious activity is still one of the best ways the police can apprehend criminals in the act. For more information on Shoreline Watch/Crime Prevention, please email Officer Perry at steve.perry@kingcounty.gov.

Our police department works closely with the City Manager's Office and the City Council to address community concerns. One of the Council goals is to promote and enhance the city's safe community and neighborhood programs. The police department works with other city departments and entities to focus efforts on safe schools, safe parks and neighborhood traffic safety.

In 2014, we conducted our first "Nurturing Trust" workshop with the Spanish-speaking community. Our Community Services Officer Dahlia Corona coordinates informative sessions for parents on positive parental discipline, domestic violence, child abuse, bullying, drugs in the community and leadership. Thirty parents attended the five-session workshop and gave positive reviews. Based on its success, we plan to offer more "Nurturing Trust" workshops in the future.

Captain Scott Strathy has been working on ways that Shoreline PD can work with community residents who suffer from mental illness. Often the police respond in a time of crisis, when it can be chaotic and difficult to quickly figure out what's going on. Our goal is not to use force and have the proper information up front, before a crisis, so our officers are more likely to diffuse the situation peacefully. It's important that the individual and/or family trust the police and know we have the same goal of helping the individual. The program is called "RADAR," for Risk Analysis De-escalation and Reporting. For information visit the Shoreline PD website at www.cityofshoreline.com.

To receive emergency messages from Shoreline PD you can sign up for Shoreline Alert at www.cityofshoreline.com. If there's an immediate public safety concern, school lockdown, traffic accident in Shoreline with a lengthy road closure, you'll receive a text or email.

It's an honor to serve as your chief of police, and our Shoreline Police Department is committed to keeping you and your family safe.

Respectfully,
Shawn V. Ledford
Police Chief, City of Shoreline



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About the Annual Police Service Report

The Annual Police Service Report contains information on the service efforts and accomplishments of the Shoreline Police Department to support its mission, goals, and objectives.

The goal of the report is to keep the City of Shoreline residents, staff, administrators and elected officials informed of police service and crime activity in the city. The report is produced by the City of Shoreline Police Department in partnership with the King County Sheriff's Office (KCSO) Research, Planning and Informational Services and Contracts Units. Questions about the report can be directed to the Shoreline Chief of Police.

The Police Service Highlights section gives a narrative of police efforts and year-to-year comparisons of selected crime and police service data.

The Police Service Data section provides further detailed crime and police service data. Please note that numbers in this section may differ slightly from numbers in the Police Services Highlights due to collection from several sources and in some cases rounding up.

Shoreline Police Department Mission, Goals, & Core Values

Mission

The mission of the Shoreline Police Department is to prevent crime and create an environment where people feel safe, while providing quality, professional law enforcement services designed to improve public safety.

Core Values

The Shoreline Police are committed to the core values of Leadership, Integrity, Service and Teamwork. We firmly believe in our core values and let these values guide all work that we do in the community.

Goals & Objectives

In order to realize this mission, the City of Shoreline Police Department has adopted the following goals and objectives:

Goal # 1: Provide high-quality, cost-effective, and accountable services to the City of Shoreline

Objective: Provide responsive services to residents.

Objective: Provide cost-effective services to residents.

Goal # 2: Reduce crime and the fear of crime

Objective: Use information for crime analysis

Objective: Apprehend offenders

Objective: Prevent crime

Objective: Improve residents' feeling of security

Goal # 3: Increase diversity, including gender diversity, in the workplace



City of Shoreline **Police Service Highlights** 2014



City Cost Comparison

The annual police cost comparison study is conducted by the KCSO Contracts Unit. The study accounts for budget differences and may factor in (or out) certain line items in order to allow for “apples-to-apples” comparisons. Shoreline’s cost per capita here is different than the contract cost per capita, which only includes Shoreline’s law enforcement contract paid to the county.

City	2014 Police Budget	2014 Population	2014 Sworn	Cost/ Capita	Cost/ Sworn	Sworn/ 1000
Algona	\$1,222,000	3,090	8.00	\$395	\$152,750	2.59
Auburn	\$19,276,455	74,630	101.00	\$258	\$190,856	1.35
Beaux Arts	\$18,006	295	0.09	\$61	\$200,067	0.31
Bellevue	\$37,726,325	134,400	177.00	\$281	\$213,143	1.32
Black Diamond	\$1,570,132	4,180	8.00	\$376	\$196,267	1.91
Bothell	\$11,849,127	41,630	60.00	\$285	\$197,485	1.44
Burien	\$10,621,600	48,240	50.08	\$220	\$212,093	1.04
Carnation	\$494,530	1,790	2.58	\$276	\$191,678	1.44
Clyde Hill	\$1,372,775	2,995	9.00	\$458	\$152,531	3.01
Covington	\$3,247,046	18,480	16.90	\$176	\$192,133	0.91
Des Moines	\$8,354,997	30,030	33.00	\$278	\$253,182	1.10
Duvall	\$1,911,884	7,325	13.00	\$261	\$147,068	1.77
Edmonds	\$8,574,248	39,950	53.00	\$215	\$161,778	1.33
Federal Way	\$24,893,983	90,150	126.00	\$276	\$197,571	1.40
Hunts Point	\$279,000	405	1.20	\$689	\$232,500	2.96
Issaquah	\$7,532,270	32,880	35.00	\$229	\$215,208	1.06
Kenmore	\$3,341,450	21,370	15.97	\$156	\$209,233	0.75
Kent	\$28,726,874	121,400	144.00	\$237	\$199,492	1.19
Kirkland	\$19,528,908	82,590	97.00	\$236	\$201,329	1.17
Lake Forest Park	\$3,390,446	12,750	18.00	\$266	\$188,358	1.41
Lynnwood	\$13,224,947	36,030	71.60	\$367	\$184,706	1.99
Maple Valley	\$3,847,019	24,230	18.24	\$159	\$210,911	0.75
Marysville	\$11,900,845	62,600	60.00	\$190	\$198,347	0.96
Medina	\$1,911,686	3,055	9.00	\$626	\$212,410	2.95
Mercer Island	\$6,242,799	23,310	32.00	\$268	\$195,087	1.37
Mill Creek	\$4,368,461	18,780	26.00	\$233	\$168,018	1.38
Mukilteo	\$4,543,710	20,540	28.00	\$221	\$162,275	1.36
Newcastle	\$1,819,209	10,850	9.02	\$168	\$201,686	0.83
Normandy Park	\$1,737,372	6,375	10.00	\$273	\$173,737	1.57
North Bend	\$1,566,887	6,280	8.03	\$250	\$195,129	1.28
Puyallup	\$15,002,868	38,670	57.00	\$388	\$263,208	1.47
Redmond	\$21,958,618	57,700	86.00	\$381	\$255,333	1.49
Renton	\$24,828,634	97,130	120.00	\$256	\$206,905	1.24
Sammamish	\$5,022,332	49,260	25.06	\$102	\$200,412	0.51
SeaTac	\$9,289,524	27,620	42.61	\$336	\$218,013	1.54
Seattle	\$288,667,732	640,500	1,361.00	\$451	\$212,100	2.12
Shoreline	\$10,992,727	53,990	52.58	\$204	\$209,067	0.97
Skykomish	\$28,154	200	0.13	\$141	\$216,569	0.65
Snoqualmie	\$3,567,482	12,130	16.00	\$294	\$222,968	1.32
Sumner	\$4,014,022	9,545	19.00	\$421	\$211,264	1.99
Tukwila	\$15,905,234	19,210	76.00	\$828	\$209,279	3.96
University Place	\$3,367,056	31,420	16.00	\$107	\$210,441	0.51
Woodinville	\$2,825,951	11,240	13.60	\$251	\$207,791	1.21
Yarrow Point	\$385,820	1,015	2.00	\$380	\$192,910	1.97
Partner City Averages (weighted)				\$193	\$208,813	0.92
Non-Partner City Averages (weighted)				\$340	\$204,454	2.21

Data sources:

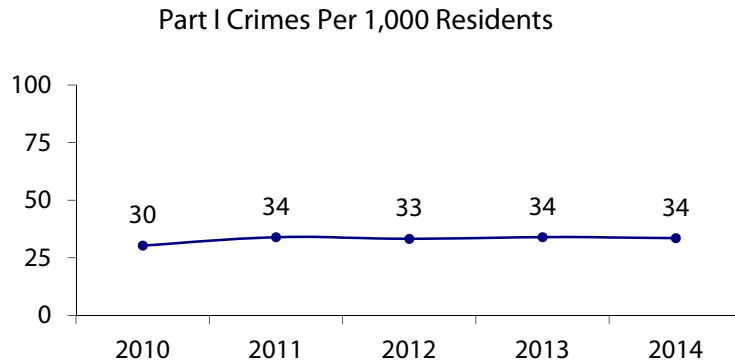


1. Budgets found on city websites or via city finance personnel. Population is from OFM.



Shoreline's Crime Rate

The Crime Rate is a calculation of the number of Part I Crimes divided by population in thousands. Part I Crimes is a category of crimes established by the Federal Bureau of Investigation (FBI). It includes criminal homicide, forcible rape, robbery, aggravated assault, burglary, larceny-theft, motor vehicle theft, and arson.



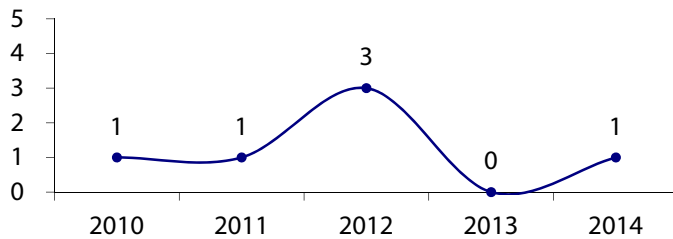
Source: Police Services Data



Part I Violent Crimes against People

Part I Crimes include crimes categorized as “violent crimes” or “crimes against people.” The following are Shoreline’s Part I Violent Crimes.

Homicide

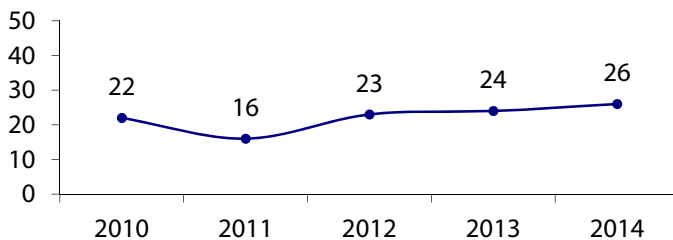


Source for all below: Police Services Data

Homicide

The willful killing of one human being by another. Includes murder and non-negligent manslaughter, justifiable homicide, and manslaughter by negligence.

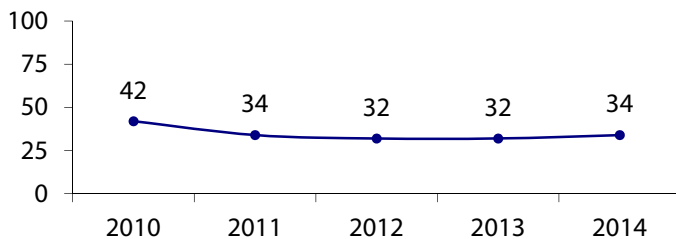
Rape



Rape

Rapes by force and attempts or assaults to rape, regardless of the age of the victim, are included in this count. Statutory offenses (no force used—victim under age of consent) are excluded.

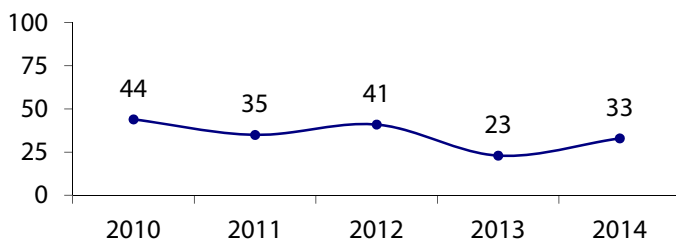
Aggravated Assault



Aggravated Assault

Aggravated assault is an unlawful attack by one person upon another for the purpose of inflicting severe or aggravated bodily injury. This type of assault usually is accompanied by the use of a weapon or by means likely to produce death or great bodily harm.

Robbery



Robbery

Robbery is the taking or attempting to take anything of value from the care, custody, or control of a person by force, threat of force, violence, or by putting the victim in fear.

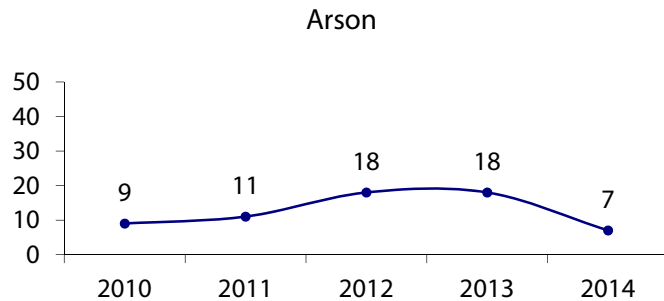


Part I Non-Violent Crimes against Property

The second group of Part I Crimes is known as “non-violent crimes,” “crimes against property,” or “property crimes.” The following are Shoreline’s Part I Crimes against Property. Information about vehicle theft, also included in this category, can be found with traffic and automobile incident information.

Arson

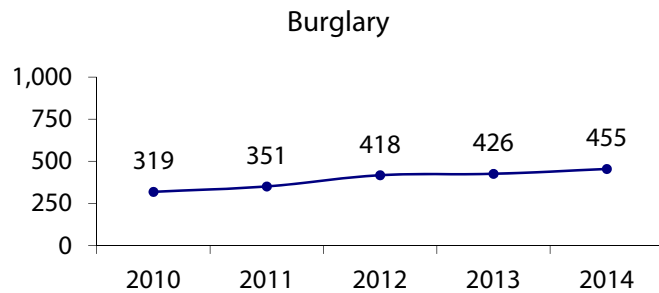
Arson is any willful or malicious burning or attempt to burn, with or without intent to defraud, a dwelling house, public building, motor vehicle or aircraft, or personal property of another.



Source for all below: Police Services Data

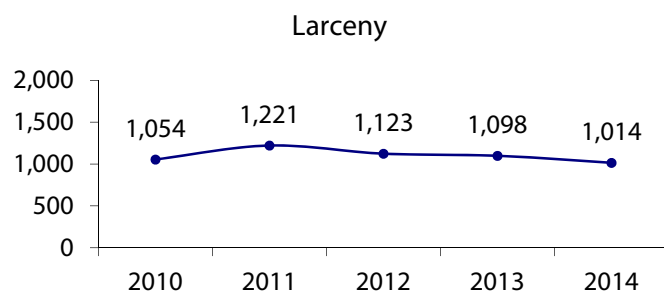
Burglary (breaking or entering)

Burglary is the unlawful entry of a commercial or residential structure with the intent to commit a crime. Attempted forcible entry is included.



Larceny (except vehicles)

Larceny is the unlawful taking, carrying, leading, or riding away of property of any value amount from the possession or constructive possession of another. Examples are thefts of bicycles, motor vehicle parts and accessories, shoplifting, pocket-picking, or the stealing of any property or article that is not taken by force and violence or by fraud. Attempted larcenies are included. Embezzlement, forgery, check fraud, and like crimes are excluded.

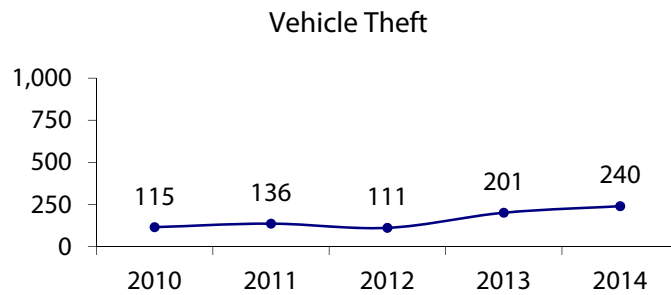


Traffic and Automobile Incident Information

Vehicle Theft

Vehicle theft is included in Part I Crimes against Property. It is the theft or attempted theft of a motor vehicle, which is defined as being self-propelled and running on a land surface and not on rails.

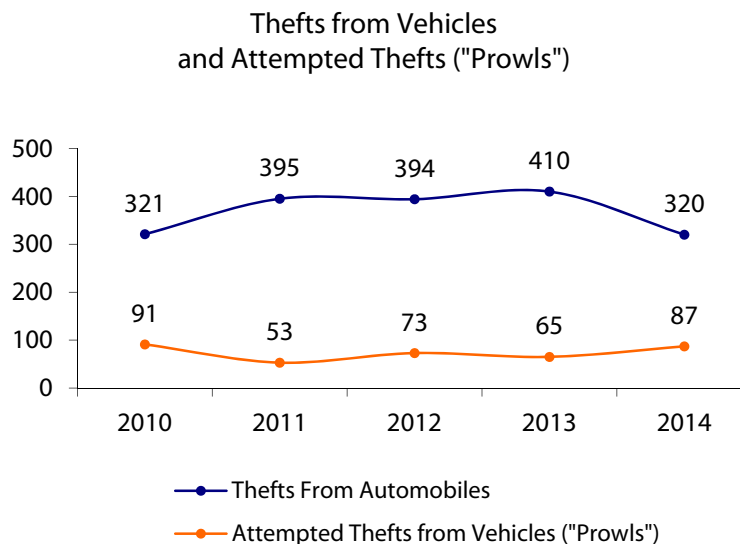
Motorboats, construction equipment, airplanes, and farming equipment are specifically excluded from this category.



Source: Police Services Data

Thefts and Attempted Thefts ("Prowls") from Automobiles

A theft or attempted theft ("prowl") from an automobile is the act or attempted act of taking something from the inside of an automobile.



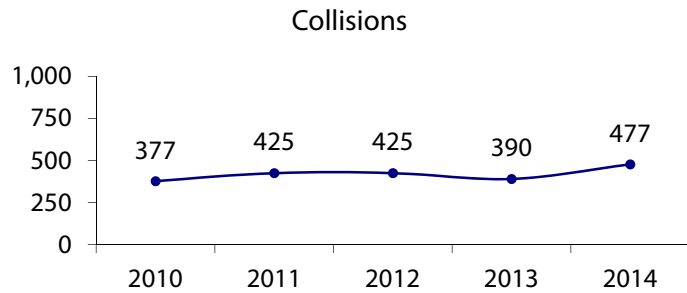
Source: Police Services Data and CAD System



Shoreline Police Department Traffic Programs

Traffic Collisions

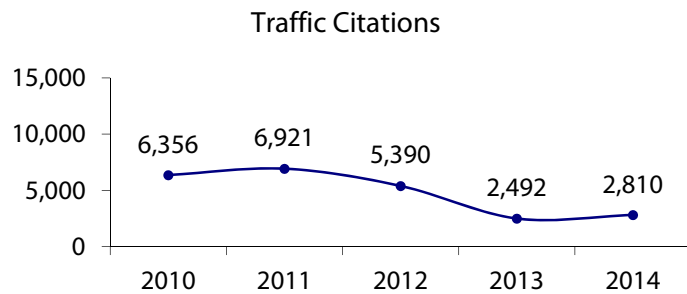
Collision information includes reports for injury, non-injury, and fatality vehicle collisions. Driving under the influence (DUI) collisions and hit-and-runs are excluded from this category.



Source: Police Services Data

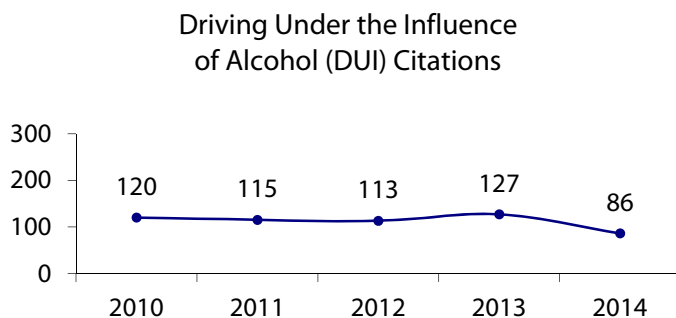
Traffic Citations

Traffic citations include reports of all moving/hazardous violations (such as all accidents, driving under the influence, speeding, and reckless driving), and non-moving compliance violations (such as defective equipment and parking violations).



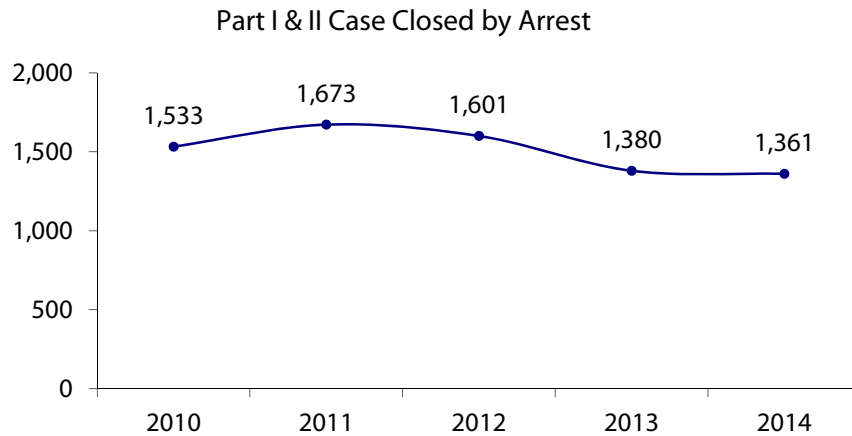
DUI Citations

Driving under the influence of alcohol citations are included in the above count for traffic citations, but are broken out here to show trends.



Part I & II Cases Closed by Arrest

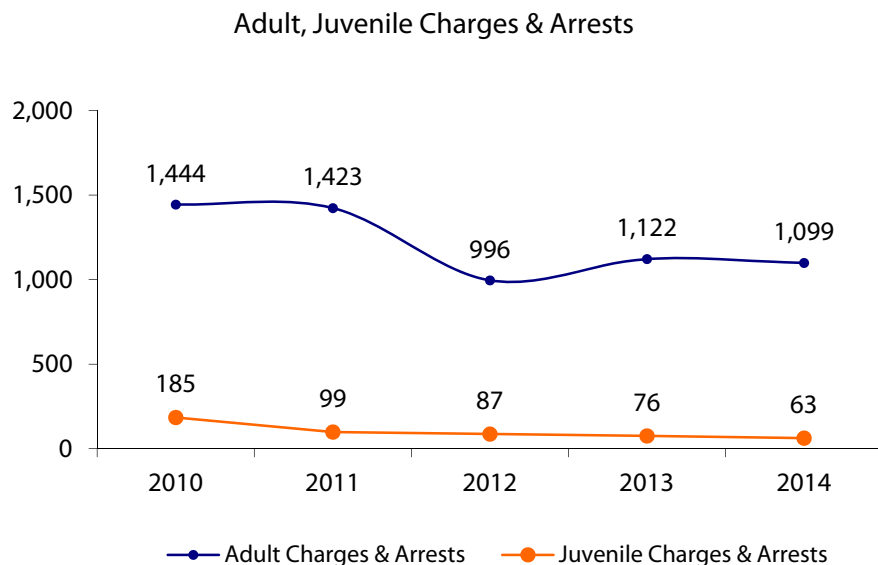
The cases below represent incidents where an officer or detective has recommended that the King County Prosecutor's Office file criminal charges against the case suspect. These criminal charges may result in an arrest or another form of punitive action, such as a citation. A prosecuting attorney is solely responsible for the decision to formally file charges and prosecute defendants.



Source: KCSO RPIS Unit

Adult and Juvenile Charges and Arrests

One or more charges can result from a single arrest. Charges also can be filed when probable cause exists against a person who may not have been arrested. The following are the total number of felony and misdemeanor charges and arrests by adult and juvenile status.



Source: Police Services Data

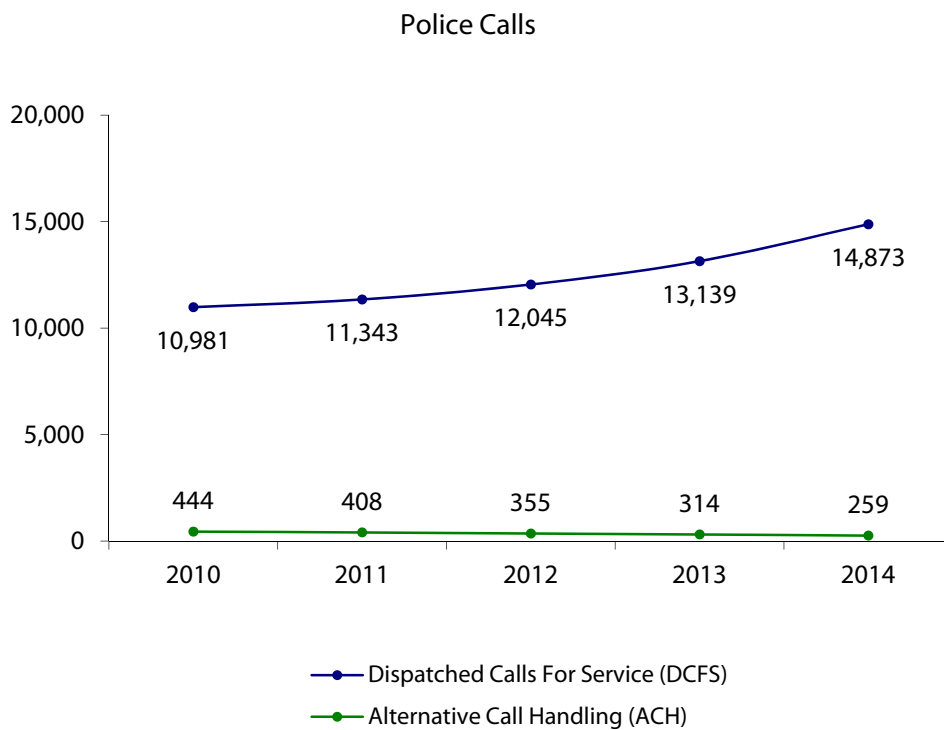


Calls for Police Assistance

The public receives police assistance in a variety of ways. Residents can call the Emergency 911 Communications Center to have one or more officers dispatched to the field, called a “dispatched call for service.”

In addition to dispatched calls for service, 911 center operators can take certain types of reports over the phone through alternative call handling (ACH). This allows police officers more time to respond to those who need an officer present at the location of their incident.

Following are the numbers of dispatched calls for service (DCFS) and alternative call handling (ACH) incidents reported.



Source: Police Services Data and CAD



Response Times to High Priority Calls

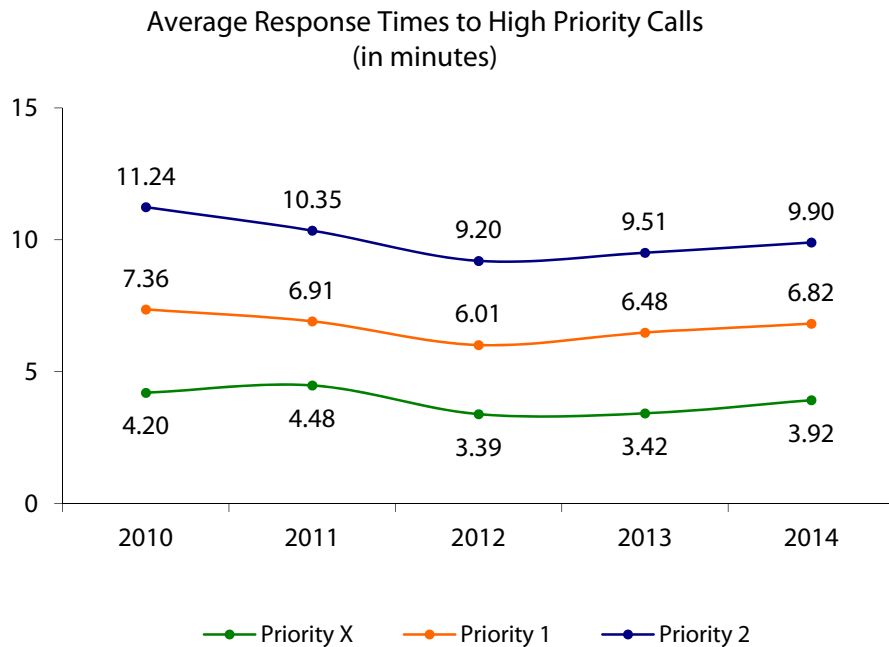
When calls for police assistance are received by the Emergency 911 Communications Center, they are entered into the Computer Aided Dispatch (CAD) system and given a “priority” based on the criteria described below. If the call receiver is in doubt as to the appropriate priority, the call is assigned the higher of the two priority designators in question.

“Priority X” designates critical dispatches. These are incidents that pose an obvious danger to the life of an officer or citizen. It is used for felony crimes in-progress where the possibility of confrontation between a victim and suspect exists. Examples include shootings, stabbings, robberies or burglaries.

“Priority 1” designates immediate dispatches. These are calls that require immediate police action. Examples include silent alarms, injury traffic accidents, in-progress crimes or crimes so recent that the suspect may still be in the immediate area.

“Priority 2” designates prompt dispatches. These are calls that could escalate to a more serious degree if not policed quickly. Examples include verbal disturbances and blocking traffic accidents.

Following are the City of Shoreline’s Police response times for the above priority calls. Response times include all time from the receipt of a phone call to the moment an officer arrives at the location of the incident.



Source: Police Services Data

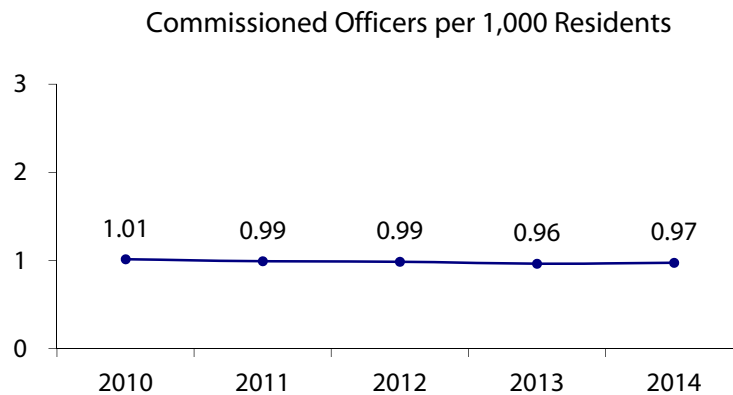


Computer Aided Dispatch (CAD): A computerized communication system used by emergency response agencies for dispatching and tracking calls for emergency assistance.



Commissioned Officers per 1,000 Residents

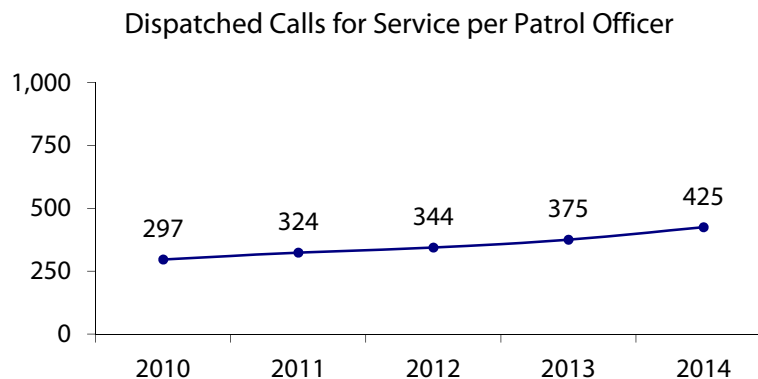
Commissioned officers per 1,000 residents shows how many commissioned police officers are employed by Shoreline for every 1,000 residents. The total number of commissioned officers includes full-time dedicated officers, plus officers who work in supervisory or other non-patrol related positions, as well as, officers that work in specialty units that are on-call for the city. Although the number of Shoreline's dedicated officers may stay the same from year to year, the number of officers that respond to calls for service can change with the city's needs. Therefore, the number of total commissioned officers can increase or decrease depending on Shoreline's service needs from year to year.



Source: KCSO Contracts Unit

Dispatched Calls for Service (DCFS) per Patrol Officer

Dispatched calls for service (DCFS) per patrol officer is the average number of dispatched calls one patrol officer responds to within a year. This number uses only dispatched calls Shoreline pays for and does not include the number of responses an officer initiates (such as, witnessing and responding to traffic violations, called "on views"). Also, the numbers below are *patrol only* and exclude non-patrol commissioned officers (such as, supervisors or special duty officers/detectives).



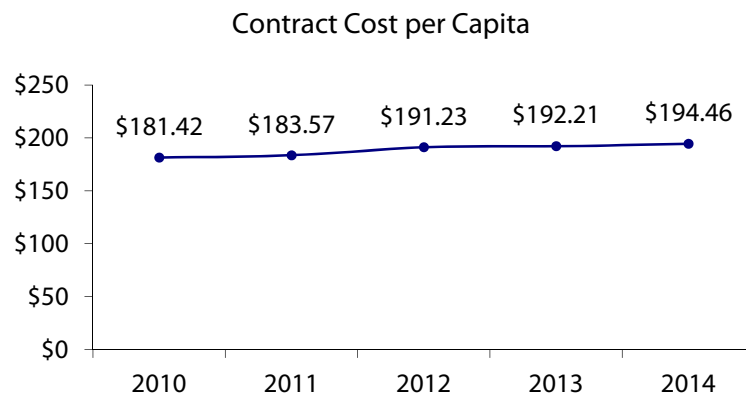
Source: KCSO Contracts Unit

Costs of Police Services per Capita

The City of Shoreline contracts with the King County Sheriff's Office (KCSO) for police services. Among other benefits, contracting for services from a larger law enforcement agency allows for cost savings through "economies of scale." Specific economies of scale provided through the contract with KCSO include:

- Mutual aid agreements with other law enforcement agencies in Washington State
- A large pool of officers if back-up help as necessary
- Coverage if city officers are away
- Expertise of specialized units to assist officers
- Experienced officers to select from for city staffing
- Cost sharing throughout the department to keep city costs down

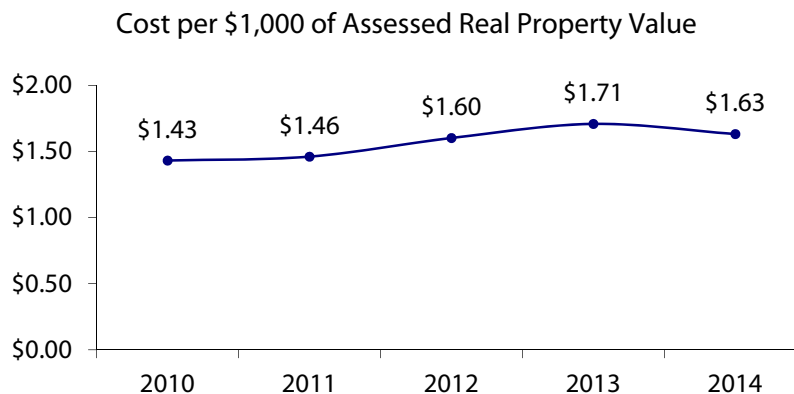
Costs for police services vary depending on a city's resources and the level and type of police services the community wants. The City of Shoreline may have additional funds or expenditures for special projects or programs as part of the city's law enforcement budget. These additional costs are not reflected in the contract cost per capita which shows the contract cost for police services divided by Shoreline's population.



Source: KCSO Contracts Unit

Cost per \$1,000 of Assessed Real Property Value

Cost per \$1,000 of assessed real property value shows Shoreline's contract cost in relationship to the property values of Shoreline.



Source: King County Assessor's Office



City of Shoreline **Police Service Data** 2014



CRIME SUMMARY	1-Q	2-Q	3-Q	4-Q	YTD
TOTAL PART 1 OFFENSES	473	504	431	402	1810
TOTAL PART 2 OFFENSES	551	582	534	508	2175
Officers Assaulted	0	1	1	1	3
Total Domestic Violence Offenses	54	84	81	69	288
Gang Incidents	13	10	5	13	41
Total Adult Arrests w/Homicides	291	283	290	235	1099

AUTO RECOVERIES	1-Q	2-Q	3-Q	4-Q	YTD
Inside / Inside	15	32	19	18	84
Outside / Inside	38	56	49	35	178

PART 1 Cases Closed/Cleared					
for the following offenses:	1-Q	2-Q	3-Q	4-Q	YTD
Homicide	0	1	0	0	1
Rape (including attempt)	0	0	0	0	0
Robbery	2	2	1	1	6
Aggravated Assault	4	6	6	1	17
Commercial Burglary	0	2	2	3	7
Residential Burglary	6	3	2	2	13
Larceny +250	12	17	6	14	49
Larceny 0-250	67	35	40	30	172
Arson	0	0	0	0	0
TOTAL	91	66	57	51	265

PART 2 Cases Closed/Cleared					
for the following offenses:	1-Q	2-Q	3-Q	4-Q	YTD
Assault 4th Degree	36	36	34	35	141
Narcotics	20	32	19	29	100
Check Frauds	1	6	4	4	15
TOTAL	57	74	57	68	256



PART 1 OFFENSES	1-Q	2-Q	3-Q	4-Q	YTD	
Assault, Hands	4	7	7	2	20	
Assault, Knife	0	1	2	0	3	
Assault, Firearm	2	2	1	0	5	
Assault, ODW	1	2	0	3	6	34 Assaults
HOMICIDE	0	1	0	0	1	
Robbery, Bank	0	0	2	0	2	
Robbery, Chain Store	4	4	3	0	11	
Robbery, Commercial	0	0	0	0	0	
Robbery, Gas Station	0	0	0	1	1	
Robbery, Highway	2	3	2	3	10	
Robbery, Miscellaneous	2	0	1	3	6	
Robbery, Residence	0	1	0	1	2	
Robbery, Carjack	0	0	1	0	1	33 Robberies
Attempted Rape	0	0	0	0	0	
Rape	4	9	1	6	20	
Child Rape	3	1	1	1	6	26 Rapes
Comm Burglary, FE	15	14	17	10	56	
Comm Burglary, NF	2	5	5	4	16	
Comm Burglary, ATT	2	2	5	2	11	83 C Burgs
Residential Burglary, FE	40	63	46	57	206	
Residential Burglary, NF	30	35	34	33	132	
Residential Burglary, ATT	9	10	5	10	34	372 R Burgs
Larceny, +250	113	104	95	89	401	402 L+Boats
Larceny, 0-250	189	155	140	128	612	
Vehicle Theft	48	81	61	46	236	240 Veh Thefts
Truck-Bus Theft	0	0	0	0	0	
Other Vehicle Theft	1	2	0	1	4	
Theft Boat/RV	0	0	1	0	1	
Arson Confirmed	2	2	1	2	7	
TOTAL PART 1 OFFENSES	473	504	431	402	1810	

PART 2 OFFENSES	1-Q	2-Q	3-Q	4-Q	YTD
Assault 4th Degree	50	41	60	51	202
Total Sex Offenses	18	30	15	15	78
Family/Juvenile Offenses	45	38	35	45	163
Forgery/Fraud Offenses	93	97	52	61	303
Commercial Vice	3	3	12	1	19
Gambling, Other	0	0	0	0	0
Kidnapping	0	1	1	0	2
Weapons	6	2	4	5	17
All Other	101	111	142	106	460
Viol Crt Order (misd)	14	21	21	11	67
Viol Crt Order (felony)	1	2	3	2	8
HATE CRIMES	0	0	1	0	1
Stolen Property	0	0	2	0	2
Trespass	66	72	70	73	281
Vandalism	109	108	74	78	369
Disorderly Conduct	1	1	1	1	4
Liquor Violation	2	3	3	5	13
D U I	22	20	19	25	86
HEROIN, etc	10	11	11	16	48
SYNTHETIC NARCOTICS	9	15	4	8	36
OTHER NARCOTICS	0	0	0	0	0
MARIJUANA	1	6	4	5	16
TOTAL PART 2 OFFENSES	551	582	534	508	2175

Dispatched Calls					
for Service	1-Q	2-Q	3-Q	4-Q	YTD
A1	265	343	364	292	1264
A2	528	580	641	535	2284
A3	800	912	1059	831	3602
A4	575	692	755	604	2626
A5	545	716	785	653	2699
A6	515	603	714	566	2398
TOTAL DCFS	3228	3846	4318	3481	14873

LARCENY OFFENSES	1-Q	2-Q	3-Q	4-Q	YTD
Gas	0	0	0	0	0
APA	8	6	1	5	20
Bike	3	13	19	7	42
COMD	0	0	0	0	0
NSC	28	31	30	21	110
P/P	3	4	4	3	14
P/S	31	2	1	1	35
S/L	112	65	64	74	315
TFA	86	90	72	72	320
TFB	31	48	44	34	157
TOTAL	302	259	235	217	1013

ARRESTS					
Juvenile Arrests	1-Q	2-Q	3-Q	4-Q	YTD
Felony	4	2	2	3	11
Misdemeanor	10	16	9	17	52
Homicide <fr MCU	0	0	0	0	0
JUVENILE ARREST TOTAL	14	18	11	20	63
Adult Arrests	1-Q	2-Q	3-Q	4-Q	YTD
Felony	40	39	35	27	141
Misdemeanor	251	243	255	208	957
Homicide <fr MCU	0	1	0	0	1
ADULT ARREST TOTAL	291	283	290	235	1099
Grand Total Arrests	305	301	301	255	1162

JUVENILE FEL. ARRESTS	1-Q	2-Q	3-Q	4-Q	YTD
Aggravated Assault	1	0	1	0	2
Arson	0	0	0	0	0
Burglary	0	0	0	0	0
Counterfeiting / Forgery	0	0	0	0	0
Disorderly Conduct	0	0	0	0	0
D U I	0	0	0	0	0
Embezzlement	0	0	0	0	0
Forcible Rape	1	0	0	0	1
Fraud	0	0	0	0	0
Gambling, Other	0	0	0	0	0
Larceny	0	0	0	0	0
Liquor Violation	0	0	0	0	0
Marijuana	0	0	0	0	0
Narcotics / Drug Violation	1	0	1	1	3
Other (except Traffic)	0	1	0	0	1
Other (Traffic Violations)	0	0	0	0	0
Prostitution - VICE	0	0	0	0	0
Robbery	0	1	0	2	3
Sex Offense (No Rape)	0	0	0	0	0
Simple Assault	0	0	0	0	0
Stolen Property	0	0	0	0	0
Vandalism	1	0	0	0	1
Vehicle Theft	0	0	0	0	0
Weapons Violations	0	0	0	0	0
TOTAL	4	2	2	3	11

JUVENILE MISD ARRESTS	1-Q	2-Q	3-Q	4-Q	YTD
Aggravated Assault	0	0	0	0	0
ARSON	0	0	0	0	0
Burglary	0	0	0	0	0
Counterfeiting / Forgery	0	0	0	0	0
Disorderly Conduct	0	0	0	0	0
D U I	0	2	0	0	2
Embezzlement	0	0	0	0	0
Forcible Rape	0	0	0	0	0
Fraud	0	0	0	0	0
Gambling, Other	0	0	0	0	0
Larceny	3	0	1	6	10
Liquor Violation	0	3	0	2	5
Marijuana	0	0	0	1	1
Narcotics / Drug Violation	1	1	0	0	2
Other (except Traffic)	0	1	0	0	1
Other (Traffic Violations)	0	1	0	0	1
Prostitution - VICE	0	0	1	0	1
Robbery	0	0	0	0	0
Sex Offense (No Rape)	0	0	0	0	0
Simple Assault	5	7	4	5	21
Stolen Property	0	0	0	0	0
Vandalism	1	1	1	3	6
Vehicle Theft	0	0	0	0	0
Weapons Violations	0	0	2	0	2
TOTAL	10	16	9	17	52

ADULT FELONY ARRESTS	1-Q	2-Q	3-Q	4-Q	YTD
Aggravated Assault	2	5	6	1	14
ARSON	0	0	0	0	0
Burglary	7	6	6	1	20
Counterfeiting / Forgery	0	0	0	1	1
Disorderly Conduct	0	0	0	0	0
D U I	0	0	0	0	0
Embezzlement	0	0	0	0	0
Forcible Rape	0	0	0	0	0
Fraud	0	1	0	1	2
Gambling, Other	0	0	0	0	0
Larceny	2	2	1	3	8
Liquor Violation	0	0	0	0	0
Marijuana	0	0	0	0	0
Narcotics / Drug Violation	9	11	6	8	34
Other (except Traffic)	4	2	1	2	9
Other (Traffic Violations)	0	2	2	2	6
Prostitution - VICE	0	0	0	0	0
Robbery	3	3	2	1	9
Sex Offense (No Rape)	0	0	1	0	1
Simple Assault	0	0	0	0	0
Stolen Property	6	0	0	1	7
Vandalism	2	0	0	0	2
Vehicle Theft	3	7	8	6	24
Weapons Violations	2	0	2	0	4
TOTAL	40	39	35	27	141

ADULT MISD ARRESTS	1-Q	2-Q	3-Q	4-Q	YTD
Aggravated Assault	0	0	0	0	0
Arson	0	0	0	0	0
Burglary	0	0	0	0	0
Counterfeiting / Forgery	0	0	0	0	0
Disorderly Conduct	1	1	0	2	4
D U I	24	15	18	22	79
Embezzlement	0	1	0	0	1
Forcible Rape	0	0	0	0	0
Fraud	0	0	0	0	0
Gambling, Other	0	0	0	0	0
Larceny	78	62	50	36	226
Liquor Violation	1	6	6	0	13
Marijuana	0	0	1	0	1
Narcotics / Drug Violation	2	6	6	3	17
Other (except Traffic)	18	30	32	22	102
Other (Traffic Violations)	79	80	97	83	339
Prostitution - VICE	1	0	1	0	2
Robbery	0	0	0	0	0
Sex Offense (No Rape)	0	0	1	0	1
Simple Assault	33	31	34	31	129
Stolen Property	1	1	2	1	5
Vandalism	9	8	5	8	30
Vehicle Theft	0	1	0	0	1
Weapons Violations	4	1	2	0	7
TOTAL	251	243	255	208	957

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	City Council Goal #5 Update - Safe Neighborhoods/Safe Community
DEPARTMENT:	Community Services Division
PRESENTED BY:	Rob Beem, Community Services Division Manager
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:

This item updates the City Council on work done in 2014 in response to Council Goal #5: "Promote and enhance the City's safe community and neighborhood programs and initiatives." At the City Council's Annual Strategic Planning Workshop, staff provided a high level summary of action taken on work plan items relating to this goal. This update provides additional detail and takes a special focus on activities that build and strengthen connection between the City and the Shoreline community.

RESOURCE/FINANCIAL IMPACT:

There are no financial impacts in providing this update to Council.

RECOMMENDATION

No action is Required. Staff recommends that the Council discuss the Safe Neighborhood/Safe Community Update and ask questions of the Community Services Division and Shoreline Police staff.

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

INTRODUCTION

This report compliments information presented to Council at its Annual Strategic Planning Workshop in February, the Annual Traffic Report presented on March 30th, and tonight's Annual Police Services Report. The focus of this report is on the elements of staff's Safe Neighborhoods/Safe Communities work that engage residents, strengthen relationships and trust, and address specific issues which affect peoples' feelings of safety.

BACKGROUND

Council's Goal #5: "Promote and enhance the City's safe community and neighborhood programs and initiatives," was initially established in 2013 and continues as one of the City's 2015-2017 goals. This goal focuses on the City's progress on activities and initiatives that improve residents' sense of safety and security.

The recently adopted 2015-16 Goals frame this goal with the following statement:

Maintaining a safe community is the City's highest priority. The 2014 Citizen Survey reflected that 92% of respondents felt safe in their neighborhood during the day and 80% had an overall feeling of safety in Shoreline. These results are reflective of statistics from medium-sized cities across the United States, and it was a slight increase from previous citizen surveys conducted by the City. The City is continuing a concentrated work plan to enhance our public safety communication and crime prevention efforts to ensure that our residents and businesses continue to find Shoreline a safe place to live, work, and play.

To implement this goal staff has initiated activities that build on the City's strengths of strong connections to our neighborhoods, effective Police services and a history of close working relationships among City staff across all departments.

DISCUSSION

In late 2013, City staff pulled together a cross departmental team made up of Police, Community Services (Neighborhoods, Emergency Management and Customer Response Team), Parks Recreation and Cultural Services, Traffic, Planning and Community Development, Communications, and City Manager's Office staff. This team is responsible for integrating work being done to implement the City's Safe Neighborhoods/Safe Communities work plan. The team coordinates ongoing work and develops solutions and initiatives to address persistent or new concerns.

Tonight's review of the work to implement this goal is divided into four areas: Increased Safety Through Community Connection and Engagement; Safe Parks, Safe Mobility and Focused Interventions.

Safety Through Community Connection and Engagement

In 2013, the City shifted a position in the Police Department to focus on crime prevention and problem solving initiatives and launched a new program, Shoreline Watch (<http://shorelinewa.gov/government/departments/police-department/crime->

[prevention/shoreline-watch](#)). Each of these steps was taken to increase the level of interaction residents had with Police. This in turn will promote stronger connections among residents and will ensure that residents and Police have the opportunity to engage in an ongoing dialog about topics of local concern. The new Community Outreach/Problem Solving (COPS) officer, Officer Steve Perry, now heads the City's Shoreline Watch and crime prevention efforts.

Shoreline Watch

Shoreline Watch is the new way neighbors and Police come together for crime prevention. This program replaces and updates the City's long standing participation in Block Watch. Shoreline Watch engages Shoreline officers with a broad array of community groups to help to build familiarity with law enforcement, to learn about specific crime prevention and safety strategies and to make important connections to each other. Topics frequently covered include residential security, the value of watching your neighborhood, recognizing and reporting suspicious behavior, preventing or reporting mail theft and local traffic enforcement issues. Through Shoreline Watch Police attended 52 community events engaging with groups as varied as the Cub Scouts and the Council of Neighborhoods in 2014.

National Night Out Against Crime

In addition to these efforts, National Night Out Against Crime continues to be a major event across the City. On August 6th, 2014 Shoreline was awash with hot grills, pot-luck salads and neighbors meeting neighbors in yards and closed streets for the annual National Night Out Against Crime. This event has grown substantially in the past several years and again in 2014 set a record for participation. There were 67 block parties taking place in every neighborhood across the City. This event engaged an estimated 2,775 residents. Police and City staff visits all events to deliver crime prevention messaging and to connect with residents so they understand the range of services the City offers, such as Shoreline Watch and Map Your Neighborhood. The increasing popularity of this event is indicative of the strong connection that exists among neighbors in Shoreline.

Ready Neighborhood

The same messages and activities that deter crime also help prepare for an emergency. Whether it is snow, a power outage, a big wind storm or earthquake preparation; understanding who is there to help you are keys to making it through an emergency event. The City's Emergency Management Program's offer assistance to neighbors through their Ready Neighborhood Program (<http://cityofshoreline.com/home/showdocument?id=5243>). In 2014, staff worked with 23 neighbors in support of their efforts to organize and prepare for emergencies.

Alert Shoreline

2014 also saw the full roll out of Alert Shoreline, the City's new mass communication system. Though this system is most frequently seen as a vehicle to communicate about ongoing City activities, like City Council and Planning Commission agendas and Parks and Recreation events, it has a very specific role in community safety. Staff now has the ability to send out tailored messages to specific areas of the City and to select audiences for those messages. If there is an immediate public safety concern, such as a school lock down or a traffic accident with a lengthy road closure, Alert Shoreline

allows the City to send a text or email to those who have signed up to receive that specific message. Thankfully, there have been very few times where this need arose this past year.

Staff has also developed protocols to communicate with key partners, such as METRO, local schools and Shoreline Community College, using Alert Shoreline, as an emergency or police incident is unfolding in order to keep our key City partners and institutions informed and able to take actions to ensure the safety of their students and customers.

Nurturing Trust

Shoreline and Lake Forest Park Police partnered in conducting two workshops with the Spanish speaking community called Nurturing Trust. The five-class workshops were held in November 2014 and again in March 2015, and 30 parents participated in each session. The workshops focused on positive parental discipline, domestic violence, child abuse, bullying, drugs in the community and leadership (Attachment A is the flyer that was produced for the March 2015 workshop). The workshops were facilitated by Shoreline Police Community Service Officer Dalia Corona, with a specific instructor leading each class. The workshops were advertised through Spanish-speaking radio and television channels. These workshops have been very successful in helping build trust between Shoreline Police and this underrepresented community, and Shoreline and Lake Forest Park Police are interested in exploring ways to continue these workshops in the future.

Safety Fair

In the spirit of innovation, staff held the Zombie Safety Fair in conjunction with the City's annual Monster Mash Dash, the fun run that takes place in October around Halloween. This event brought together Police, Emergency Management, Shoreline Fire, the City's Community Emergency Response Team (CERT) volunteers and 25 other vendors focused on emergency preparedness and community safety. Attendees were able to get information and tools that helped them heighten their personal safety and to be better prepared in the event of an emergency or disaster. Going forward staff will provide emergency management and community safety messaging by participating in other community events such as the Richmond Beach Community Association Strawberry Festival and Swingin' Summer's Eve.

Emergency Preparedness Collaboration

As an element of staff's on-going work to prepare for emergencies, staff meets regularly with partners across the City, including utilities, Shoreline Fire, METRO, the Washington State Public Health Lab, CERT and Auxiliary Communication Services (ACS) volunteers and schools to establish communication protocols and to conduct drills that hone our response abilities. These partners all regularly attend the City's Emergency Management Council. A continued focus on emergency management best practices and coordination at the Emergency Management Council has been highlighted by Council as one of the Action Steps under this ongoing 2015-2017 Council Goal.

Additionally, last fall, Shoreline Police and Lake Forest Park Police jointly conducted an active shooter response drill in a school building. Following that tactical exercise staff opened the Emergency Operations Center for a drill that tested our broader community

response and management of such a situation. Following the drill staff worked with the Shoreline Public Schools to refine their procedures for family reunification and communication among the responders. At that time, staff had no idea that the lessons from these drills would be put to the use in real life early in 2015 with the incident that originated at Meridian Park Elementary School.

All of these efforts taken together provide a broad menu of ways for citizens to connect to the City and law enforcement in a partnership that can address fears and anxieties and will provide more rapid and better informed responses in emergencies.

Safe Parks

January of 2014 brought in changes in park operation and park design that will improve safety and security for park users. Shoreline Police began locking park gates and restrooms at night, and this change in procedure has been a success. Not only does this procedure have some cost savings, having a nightly presence and check of activity brings an extra measure of security to parks across the City

Park and Police staff have also been working together to review park and recreation facilities to enhance the safety and security for the community. They are using Crime Prevention Through Environmental Design (CPTED) as strategies to evaluate our facilities. CPTED strategies rely upon the ability to influence offender decisions that precede criminal acts. CPTED principles of design affect elements of the built environment ranging from being able to easily see into and throughout a site, creating better defined public space, controlling entrance and exit points, and maintenance as an expression of ownership of property. Working together, these design elements create an opportunity for the community to keep good eyes on a park and call 911 if they perceive suspicious criminal behavior.

In May 2014, Park and Police staff conducted a CPTED site survey at Northcrest Park. After conducting the survey, staff met with the Ridgecrest Neighborhood through the fall to solicit concerns around public safety and develop a proposal of site improvements for the park. These were recommended for approval by the PRCS/Tree Board in December. Some identified improvements that are being implemented in 2015 include installing a new play area that allows for better visibility into the park from the 170th street entrance, clearing vegetation away from pathways, trails, entry fences including limbing trees at entry points, adding park entry signage at all three main entry points and organizing volunteer work parties to remove invasive plants from the park's forest canopy.

In the summer of 2014, Park and Police staff also completed CPTED surveys of the Spartan Recreation Center, the Richmond Highlands Recreation Center, and the Shoreline Pool. Enhancing outdoor security lighting, creating clear line of site from parking areas to main entry points and creating more secure front desk environments were all reviewed. Some vegetation improvements were made at the Richmond Highlands Recreation Center that fall. More improvements are identified for future capital projects.

Echo Lake Park saw the most dramatic application of CPTED principles as this park underwent a complete renovation in 2014. The CPTED design principles mentioned

above were used in designing the park's redevelopment. In addition to improving sight lines, the design included the new playground in an area that was not utilized by many park users. This new activity will increase the frequency of young children and families using the playground with the intent of increasing the opportunities to detect, and thus deter, undesirable activities.

The Park and Police staff will continue to conduct these reviews of other park and recreation facilities, share results with the City Council, and put needed improvements forward for review in the Capital Improvement Program budgeting process.

Safe Mobility

On March 30, Public Works and Police presented the Annual Traffic Report to the City Council. A new and significant finding of this report was that distracted driving is the major contributing factor to unsafe driving and accidents. As was noted, this issue will receive more attention from Police and Public Works in the future.

The past year saw significant activity to improve pedestrian, bicycle and traffic safety. The City completed six meetings under the support of the Neighborhood Traffic Safety Program. This established program brings together Public Works and residents to work to identify and develop solutions that address local traffic concerns such as speeding, pedestrian safety and traffic control. In 2014 the six meetings were held in the North City, Ridgecrest and Richmond Highlands neighborhoods. This program has worked in all areas of the City over the past decade and will continue in the coming year.

Pedestrian access and safety continues to be a priority. In 2014, the 195th St. Trail was extended to 5th Ave NE. Public Works continued its work to identify Safe School routes and updated the routes for all schools in the City.

To improve traffic flow the City implemented a new traffic signal coordination system along Aurora and updated 45 (map) signals there and around the City. We now have the ability to more quickly adjust signal timing as needed. These adjustments also included modifications to pedestrian walk times which improve safety and meet industry standards. Staff also applied for and received two grants to address local traffic safety concerns. One of these will be for intersection improvements at Meridian and 155th (\$352,385) and the other is for radar speed sign installations at five locations around the City (\$119,514.)

Finally, in response to parking, traffic, and other concerns raised by residents living along 12th Avenue NE, Public Works, Economic Development, Community Services, Police and Planning staff met with residents and the management from the Polaris Apartments. Through a series of meetings and discussions, the group came up with a set of actions that have eased the community concerns, including new signage and striping to better define parking areas. An effort was also made to inform Polaris residents about the changes and about what constituted permissible parking. A flyer was developed and distributed by Polaris to its residents (Attachment B). Staff continues to monitor the situation, and later this year, staff will be reviewing the lessons learned in a effort to develop a longer-range set of steps to take to manage similar scenarios where new, multi-family residences are located next to existing single-family areas.

Focused Interventions

Interurban Trail

As the Safe Neighborhoods/Safe Community Team met over the course of 2014, issues associated with the Interurban Trail also became a focus of attention. These issues included camping along and adjacent to the trail, drug and alcohol use, and a general sense of disorder. Staff heard from residents that they felt unsafe using the Trail, especially on the southern end of the trail.

The Team addressed these issues from a variety of perspectives. Community Services staff worked with Westminster Neighborhood representatives to pinpoint problems, more clearly define problem spots and generate a range of ideas for increasing use of the Trail. Parks staff increased the emphasis of their maintenance of the Trail, particularly near the 145th Street entrance. Shoreline Police also increased their presence along the trail through drive-bys and foot patrols.

An additional and significant improvement in the area came as the result of a private residential property adjacent to the trail redeveloping. The development cleared out an area where outdoor camps had been set up routinely. Reports indicate that these efforts have been successful in lessening the unsafe activity. As the weather improves this spring and into the summer, these increased efforts will continue.

Chronic Nuisance Ordinance

The City Council adopted two measures that will improve the City's ability to focus resources to address some nagging issues. The Chronic Nuisance Ordinance gives Police and Code Enforcement/Customer Response Team the tools necessary to effectively address nuisance properties. These are properties that have a history of frequent calls for Police Services and repeat code violations. The City now can, and has, intervened to either help or to compel a property owner to eliminate the nuisance and return the property to a standard that is more of an asset than a liability to the surrounding neighborhood. To date, one property in the Highland Terrace Neighborhood has been declared a Chronic Nuisance. Earlier this year, due to an attempted arson at the site, the City was able to move ahead and post the house as uninhabitable. The work done in advance paved the way for this swift action. The neighborhood is now freed from an ongoing nuisance and safety hazard.

Stay Out of Drug Areas (SODA)

The second measure, Stay Out of Drug Areas (SODA) allows the Police, in conjunction with the courts, to more effectively address problems associated with the sale of street drugs in the City's defined SODA area. A similar tool was used effectively to address prostitution issues shortly after incorporation. Pursuant to the SODA ordinance, a judge may issue an order that prohibits an individual from lingering in the designated area in Shoreline. This area extends roughly along the Interurban Trail and Aurora Avenue through Shoreline, including Aurora Village, Echo Lake Park and Aurora Square. Police believe that SODA will result in significant reductions in street drug activity and associated crime. To date, no SODA orders have been issued.

COUNCIL GOAL ADDRESSED

This item addresses Council Goal #5 - Promote and enhance the City's safe community and neighborhood programs and initiatives.

RESOURCE/FINANCIAL IMPACT

There are no financial impacts in providing this update to Council.

SUMMARY

The Safe Neighborhoods/Safe Community Team has integrated a broad range of activities that enhance residents' real and perceived level of safety. The Team members increased connection to one another has resulted in more rapid and better coordinated set of activities. We have seen success in our general outreach efforts as well as our work to target specific issues.

RECOMMENDATION

No action is Required. Staff recommends that the Council discuss the Safe Neighborhood/Safe Community Update and ask questions of the Community Services Division and Shoreline Police staff.

ATTACHMENTS

Attachment A: Nurturing Trust Flyer
Attachment B: 12th Avenue NE Flyer



NURTURING TRUST - WITH FAMILY, WITH COMMUNITY

Workshops for Parents

Join a series of 5 FREE workshops in Spanish where you will learn how to form a safe community for your children!

Participants completing the entire course of study will receive a certificate. There is no cost. **The workshops are for parents only.**

Workshops include child care.

Refreshments will be served.

RSVP

Space is limited –register by calling (206) 801-2719 or email dahlia.corona@kingcounty.gov with your name and phone number.



WORKSHOP SERIES II

TIME: 6:30 to 8:30 p.m.

PLACE: Shoreline City Hall, 3rd Floor, 17500 Midvale Avenue N

THURSDAY, MARCH 5

Positive Discipline and Effective Communication Skills: Learn skills about parenting strategies and effective communication styles; Ximena Grollmus, M.E.d.; Lupita Zamora, CPDPE

THURSDAY, MARCH 12

Domestic Violence and Child Abuse: Awareness, how it affects our communities and law enforcement intervention; Dahlia Corona, Community Service Officer, Shoreline Police Department

THURSDAY, MARCH 19

Bullying: The signs and effects of bullying and prevention strategies; Dahlia Corona, Community Service Officer, Shoreline Police Department

THURSDAY, MARCH 26

Drugs in our Community: The effects of drugs and the laws; Chris Kieland, Street Crimes Detective, Shoreline Police Department

THURSDAY, APRIL 2 6:30 to 9:00 p.m.

Leadership: Lupita Zamora, CPDPE

Commitment for Success – Supporting our Children: Giselle Carcamo, Presenter

Graduation: Chief Shawn Ledford and Chief Steve Sutton; Shoreline Police and Lake Forest Park Police

Your family – Your community – Your Police Department



Parking on 12th Ave NE

You may have noticed some changes to roadway striping and parking restriction signs on 12th Ave NE. These changes are in response to parking problems observed along the street from NE 175th Street to NE 180th Street. Unlawful parking inconveniences residents and can cause significant safety issues; we greatly appreciate your attention to these newly installed signs and markings and general obedience to parking laws.

Shoreline Police has been notified of these recent revisions and the ongoing parking problems and officers have been asked to step up parking enforcement on the street so be sure you know the rules before you park your car on 12th Ave NE. **Here are just a few parking laws that you can be ticketed for:**

- Double parking (parking beside another vehicle on the side of the road)
- Parking in front of or within five feet of a driveway
- Parking within fifteen feet of a fire hydrant
- Parking next to mail boxes
- Parking within 30 feet from a stop sign
- Parking any place where signs prohibit it

Polaris Residents: Consider purchasing a reserved on-site parking spot for just \$25/month!

Thank you for your consideration. Please contact Kendra Dedinsky, Acting City Traffic Engineer, at kdedinsky@shorelinewa.gov or (206) 801-2432 if you have any questions.