



AGENDA

SHORELINE CITY COUNCIL WORKSHOP DINNER MEETING

Monday, June 10, 2019
5:45 p.m.

Conference Room 303 · Shoreline City Hall
17500 Midvale Avenue North

TOPIC/GUESTS: EXECUTIVE SESSION: Personnel – RCW 42.30.110(1)(g)

SHORELINE CITY COUNCIL REGULAR MEETING

Monday, June 10, 2019
7:00 p.m.

Council Chamber · Shoreline City Hall
17500 Midvale Avenue North

	<u>Page</u>	<u>Estimated Time</u>
1. CALL TO ORDER		7:00
2. FLAG SALUTE/ROLL CALL		
(a) Proclaiming Student Champions Day	<u>2a-1</u>	
3. REPORT OF THE CITY MANAGER		
4. COUNCIL REPORTS		
5. PUBLIC COMMENT		
<i>Members of the public may address the City Council on agenda items or any other topic for three minutes or less, depending on the number of people wishing to speak. The total public comment period will be no more than 30 minutes. If more than 10 people are signed up to speak, each speaker will be allocated 2 minutes. Please be advised that each speaker's testimony is being recorded. Speakers are asked to sign up prior to the start of the Public Comment period. Individuals wishing to speak to agenda items will be called to speak first, generally in the order in which they have signed. If time remains, the Presiding Officer will call individuals wishing to speak to topics not listed on the agenda generally in the order in which they have signed. If time is available, the Presiding Officer may call for additional unsigned speakers.</i>		
6. APPROVAL OF THE AGENDA		7:20
7. CONSENT CALENDAR		7:20
(a) Approving Minutes of Regular Meeting of 4/22/2019	<u>7a-1</u>	
(b) Approving Expenses and Payroll as of May 24, 2019 in the Amount of \$3,416,169.94	<u>7b-1</u>	
(c) Authorizing the City Manager to Execute a Construction Contract with Doolittle Construction LLC in the Amount of \$444,100 for the 2019 Bituminous Surface Treatment Project	<u>7c-1</u>	
(d) Authorizing the City Manager to Execute a Professional Services Contract with Reid-Middleton, Inc. in the Amount of \$170,000 for Design of the 15 th Avenue NE Pavement Preservation Project	<u>7d-1</u>	
(e) Authorizing the City Manager to Execute an Amendment to the Commute Trip Reduction Interlocal Agreement with King County	<u>7e-1</u>	
(f) Authorizing the City Manager to Execute the Twin Ponds Park Possession and Use Agreement, Right of Entry Agreement,	<u>7f-1</u>	

Temporary Construction Easements, and Permanent Electrical
Easement with Sound Transit

8. STUDY ITEMS

- | | | |
|---|-------------|------|
| (a) Discussing Richmond Beach Road Post-Project Report | <u>8a-1</u> | 7:20 |
| (b) Discussing Ordinance No. 860 – Puget Sound Energy Franchise | <u>8b-1</u> | 7:50 |
| (c) Discussing Ordinance No. 859 – Establishing a New Chapter, SMC Chapter 5.25 Filming Regulations and Amending SMC Chapter 3.01 | <u>8c-1</u> | 8:10 |

9. ADJOURNMENT

8:40

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

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Proclamation of Shoreline Student Champions Day		
DEPARTMENT:	CMO/CCK		
PRESENTED BY:	Jessica Simulcik Smith, City Clerk		
ACTION:	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	<input checked="" type="checkbox"/> Proclamation

ISSUE STATEMENT:

Organizations and programs such as the Washington Interscholastic Activities Association (WIAA), West Coast Elite Dance, and DECA provide students with valuable life skills and are an integral part of the total education process.

The WIAA consists of nearly 800 member high schools and middle/junior high schools, both public and private. The WIAA oversees athletics in Washington State and hosts 120 WIAA State Championship events.

West Coast Elite Dance hosts dance and drill competitions throughout the United States. They promote an encouraging and inspiring environment to build self-confidence while providing an atmosphere where dancers feel that they can create artistry without restrictions or penalties.

DECA participation prepares emerging leaders and entrepreneurs for college and careers. The High School Division includes 200,000 members in 3,500 schools.

This year, the City Council recognizes Shoreline students from King's School, Shorecrest High School, and Shorewood High School for competing in and winning their WIAA, West Coast Elite Dance, and DECA events. Coaches and students will be on hand to accept the proclamation.

RECOMMENDATION

The Mayor should read the proclamation declaring June 10, 2019 as Student Champions Day in the City of Shoreline.

Approved By: City Manager City Attorney



PROCLAMATION

WHEREAS, the City Council recognizes the outstanding abilities and talents of Shoreline students and applauds them for competing in the 2019 Washington Interscholastic Activities Association State Championships, the West Coast Elite Nationals Dance competition, and DECA events; and

WHEREAS, the Shorecrest High School Hip Hop Team finished in Second Place in the WIAA 3A State Championships and finished First Place at the West Coast Elite Dance Nationals, with participants in the events including Adam Kurniawan, Ana McDade, Ava Flum, Destiny Stevens, Elena Tapia, Ellie Sidler, Emma Libby, Hannah Sy, Julianne Asuncion, Katrina Shih, MaeLea Willis, Maria Lazarou, Mellot Samuel, Neve Lin, Yemisi Bolonduro, Reva FrareDavis, Saphiah Montanez, Shiuan Chu, Trinity Howell and Wintana Eyob, and with the team coached by Rex Kinney with Assistant Tong Cha, and Coaches Kirsten Kinney, Alexa Vergara and Advisor Kim Wiley; and

WHEREAS, Shorecrest High School student Kiana Lino earned First Place in the WIAA 3A Shot Put State Championship in May; and

WHEREAS, King's Schools student Naomi Smith earned First Place in the WIAA 1A State Championship in Cross Country, 1600-meter, and 3200-meter events and was coached by Rod Wilcox; and

WHEREAS, Shorewood High School student Jonathan Birchman earned First Place in the WIAA 3A State Championship in 300-meter hurdles; and

WHEREAS, Shorewood students Karl Lapham and Jasmine Pritikin were finalists in DECA Internationals for the Entrepreneurship Team Decision Event;

NOW, THEREFORE, I, Will Hall, Mayor of the City of Shoreline, on behalf of the Shoreline City Council, recognize these students' accomplishments, dedication, hard work, perseverance, and love of their sport or activity, and hereby proclaim June 10, 2019 as

STUDENT CHAMPIONS DAY

in the City of Shoreline.

Will Hall, Mayor

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF REGULAR MEETING

Monday, April 22, 2019
7:00 p.m.

Council Chambers - Shoreline City Hall
17500 Midvale Avenue North

PRESENT: Mayor Hall, Deputy Mayor McConnell, Councilmembers McGlashan, Scully, Chang, Robertson, and Roberts

ABSENT: None

1. CALL TO ORDER

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

2. FLAG SALUTE/ROLL CALL

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

(a) Proclaiming Earth Day

Mayor Hall read a proclamation declaring April 22, 2019 as Earth Day in Shoreline. Bettelin Brown, a Shoreline resident and active volunteer, was on hand to accept the proclamation and shared reflections on the years of volunteer work done in South Woods Park to protect Shoreline's natural environment.

3. REPORT OF CITY MANAGER

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

4. COUNCIL REPORTS

Mayor Hall recognized Miranda Redinger, Senior Planner, for her leadership in Green Building and shared that she had been given the Green Globe Award by King County earlier in the day.

Councilmember McGlashan said he attended the Sound Transit System Expansion Committee meeting to speak on behalf of the five-city coalition on the 522/523 Bus Rapid Transit (BRT) Project. He said he thanked the Sound Transit Board and Staff for the work they are doing to meet the needs of all cities and reminded them of the work still to be done on 145th and 5th Avenue NE and the Lake City Way and NE 145th Interchanges. He informed Council that the

Committee moved forward with a contract with David Evans and Associates for the conceptual engineering and environmental review services for the BRT route.

Councilmember Chang said she attended the Regional Transit Committee meeting and reported that they discussed income inequality and electrification of the bus fleet.

Councilmember Roberts said he attended the Sound Cities' Association Public Issues Committee (PIC) Meeting. He said he heard a report on a request from King Conservation District to raise rates beyond what the inflation policy dictates. He added that the PIC adopted a policy proposal which calls on cities to review their policies for affordable housing.

5. PUBLIC COMMENT

Kelly Dahlman-Oeth, Kirkland resident and pastor at Ronald Methodist Church, spoke in strong support of a Community Court. He said in February the church opened its doors to people who had been living unsheltered under the overhang of the church building. He said they are all cycling through the legal system and that he and some volunteers have accompanied them to court appearances.

Alan Charnley, Shoreline resident, thanked the Council for the bike lanes in Richmond Beach. He urged the Council to approve the Salmon-Safe Pre-condition Agreement.

George Maurer, Shoreline resident, said the elimination of a traffic lane on Richmond Beach road constitutes fraud and said efforts are underway to hold the City politically and legally accountable for the mismanagement of a major public asset.

Janet Way, Shoreline resident, spoke on behalf of the Shoreline Preservation Society. She stated her concern with the expansion of the proposed City Maintenance Facility if it requires tree removal. She said since trees are being removed for the Light Rail, the City should not take down any more trees for City projects.

Laethan Wene, Shoreline resident, invited the community to support the May Special Olympics events at Shoreline Stadium.

6. APPROVAL OF THE AGENDA

The agenda was approved by unanimous consent.

7. CONSENT CALENDAR

Upon motion by Councilmember Scully and seconded by Councilmember McConnell and unanimously carried, 7-0, the following Consent Calendar items were approved:

- (a) Approving Minutes of Regular Meeting of March 4, 2019**
- Approving Minutes of Workshop Dinner Meeting of April 8, 2019**

(b) Approving Expenses and Payroll as of April 5, 2019 in the Amount of \$800,685.94

***Wire Transfers:**

Expense Register Dated	Wire Transfer Number	Amount Paid
3/25/2019	1144	\$2,501.06
		<u>\$2,501.06</u>

***Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
3/28/2019	73481	73503	\$137,583.00
3/28/2019	73504	73522	\$171,477.59
3/28/2019	73523	73533	\$1,650.50
3/28/2019	73534	73545	\$38,301.18
3/28/2019	73546	73573	\$184,645.98
3/28/2019	73015	73015	(\$200.00)
3/28/2019	73574	73579	\$1,679.12
4/3/2019	73580	73606	\$206,055.31
4/3/2019	73607	73612	\$13,129.01
4/3/2019	73613	73634	\$24,651.04
4/3/2019	73635	73648	\$19,212.15
			<u>\$798,184.88</u>

(c) Adoption of Ordinance No. 855 – 2019-2020 Biennial Budget Amendment – Amending Ord. No. 854 by Increasing Appropriations in Certain Funds (2019-2020 Biennial Budget Amendment)

(d) Adopting Ordinance No. 854 – 2019-2020 Biennial Budget Amendment – Amending Ord. No. 852 for Uncompleted 2018 Operating and Capital Projects by Increasing Appropriations in Certain Funds (2018 to 2019 Carryovers)

8. ACTION ITEMS

- (a) Authorizing the City Manager to Execute the Salmon-Safe Certification Pre-condition Agreement

Miranda Redinger, Senior Planner, summarized the Salmon-Safe pre-certification report and reviewed the two pre-conditions, twelve conditions, and implementation process. She said if the City Council authorizes the City Manager to commit to fulfilling the conditions, Salmon-Safe would declare Shoreline the first Salmon-Safe certified city in Washington.

Councilmember Roberts moved to authorize the City Manager to execute an agreement with Salmon-Safe that reflects the pre-conditions and conditions of certification as

reviewed and authorized by the City Manager. The motion was seconded by Councilmember Chang.

Councilmembers generally expressed support for the motion. There was a shared awareness and concern expressed about unidentified costs that may arise from the motivation to meet certification standards.

Councilmember Roberts stated that he is proud of the work done to get to this point and excited to see Shoreline become the first city in Washington to receive Salmon-Safe certification. He said the pre-certification work has helped target areas for improvement.

Councilmember Chang said she appreciated the opportunity to identify ways in which Shoreline can improve its practices.

Councilmember Scully said that although he supports the motion, he would have preferred to spend the money on infrastructure improvements rather than on certification. He stated that he hopes the City will be able to maintain a good balance of priorities when addressing environmental concerns and not be overly influenced by the certification standards.

Councilmember Robertson asked how the certification would impact staff's motivation and innovation in the work they do. Ms. Redinger replied that staff is focused on best practices for the region and the checklists will be used to encourage consideration of alternatives and identify appropriate locations for implementation. She said the Surface Water Master Plan will present big opportunities to evaluate and review the scope of the plan. The money already invested in Salmon-Safe offers the continued benefit of their expertise for the duration of the contract. She said she looks forward to seeing improvements in species and habitat recovery.

Mayor Hall reflected on how receptive and supportive the community has been to improvements in environmental issues. He said the Salmon-Safe certification process was more informative than he thought it would be and incorporating these standards will help the City improve conditions for salmon, and therefore whales.

The motion carried unanimously, 7-0.

9. STUDY ITEMS

(a) Discussing Shoreline Community Court

Christina Arcidy, Management Analyst, delivered the staff presentation. She was joined by King County District Court Chief Presiding Judge Donna Tucker, who acknowledged Shoreline District Court Judges Joe Campagna and Marcine Anderson, who were in attendance to show support for Community Court. Ms. Arcidy described Community Court as an alternative, problem-solving court that seeks to address the underlying challenges of court participants. She identified King County District Court as the lead agency and said the Court believes many of Shoreline's defendants could benefit from a Community Court model. She said the research on this was driven by one of Council's established Goals.

Judge Tucker described Community Court as a voluntary program that is a rethinking of criminal justice. She said it is a way to support individuals who might have personal challenges that make them more likely to cycle in and out of court. The goal is to problem-solve and break the cycle of lower level offenses in the system. She defined the model as compassionate accountability and shared examples of the approach and outcomes. She described Community Court as a neutral, safe space without the stigma of a courthouse and emphasized that a critical component is the co-located Resource Center that houses community partners who offer needed services to all community members. She said the Community Court cases are limited to misdemeanor violations and each community determines qualifying offenses.

Judge Tucker shared success stories and said participants recognize the value of the support. She said it is too early to tell if the Court is making changes to regional recidivism rates but said results from other parts of the United States are promising. She described the roles and importance of the volunteers in the resource centers and said the Community Court does not have a community service supervisor. She said the Court coordinators do a good job reaching out to organizations in the community to compile a list of appropriate opportunities.

Judge Tucker outlined the steps of the Community Court planning process and shared funding resources. She said she has secured funding for a third Community Court and is prepared to offer the opportunity to Shoreline. If Shoreline were to decide to pursue this option, the next step would be convening a steering committee and creating workgroups to plan the court.

Councilmembers expressed support for the Community Court concept, but several questioned whether a reduced recidivism rate would cover the increase in cost.

It was asked how the treatment plan for participants is determined. Judge Tucker described the needs assessment and said that prior to meeting with the judge, the prosecutor and defense attorney create a contract of what the defendant will be accountable for. She explained that the incentive for the defendant to follow a treatment plan is to avoid more impactful persecution. Most defendants who are referred to Community Court are motivated to follow through with their commitment if given adequate support through the process.

Upon questioning, Judge Tucker explained that creating the list of misdemeanors would be in collaboration with the Police Department, the Public Defender, and community stakeholders. Councilmember Scully encouraged the City to keep the list of Community Court eligible offenses as broad as possible. He said his belief is that with misdemeanor crimes, efforts should be made to keep violators from becoming repeat offenders.

When asked for details, Judge Tucker described the space requirements of the Community Court and Resource Center and said it is nice to have the distinct meeting spaces co-located.

It was asked how the Community Court works with individuals who might have active proceedings in more than one jurisdiction. Judge Tucker responded that the Resource Center could help support them in their processes in other cities, but that anyone with other Court involvements would still be accountable for those proceedings.

Councilmember Robertson asked if eligible individuals usually accept the offer of participation when made available. Judge Tucker described the steps to qualifying to participate in Community Court and said once a referred individual visits the Court they typically opt in.

Judge Tucker revealed that while the Community Court option would be available for both the City of Kenmore and City of Shoreline, Kenmore has decided that the Community Court concept is not a good fit for their community and she doubts they would take advantage of the opportunity to use it.

When asked for data on the measurements of success, Judge Tucker said that the issue is complicated because of the breadth of unique needs of the participants. She said she thinks this model will ultimately save money in court costs and emphasized that it will improve the health of the community. Mayor Hall said it would be easier to support the idea if the two pilot programs had some measurable, reportable outcomes.

When asked if the Shoreline Courthouse has space to host the Community Court, Judge Tucker explained the space limitations and reiterated how critical it is to have adequate space for the Resource Center. She said Shoreline Community College is interested in hosting it on their site, but she was concerned about how the limited transportation options might impact the accessibility. It was stated that site selection for a Community Court could become very community-intensive and Mayor Hall expressed concern about the short timeline for decision-making without a location identified. Judge Tucker said there has been no community backlash at the Burien and Redmond Courts. She said the planning process includes communication and education for those close by.

Mayor Hall said Community Court directly ties into the Vision 2029 goal of community sustainability, but financial sustainability is a concern since it would become an additional ongoing cost. He said before moving forward, he would like to hear where the potential location is and provide time for staff and the Community Court to document the savings potential.

Ms. Arcidy said that one of the suggested next steps is to assess the activity in the Courts in Redmond and Burien and report back to Council with more documented expenses and savings.

It was established that the site would only be used as a Community Court and Resource Center three hours a week. Councilmember Roberts said that if Shoreline Community College is willing to offer a space, it is a relatively good location. Mayor Hall said he does not want to overlook the complicated aspects of siting a Court. Deputy Mayor McConnell brainstormed possible alternative locations.

There was a request for data showing a comparison of a defendant going through Community Court versus traditional court and what the difference in jail bed days would be for both outcomes. Councilmember Scully said he does not mind taking educated guesses on the costs and savings, and said he hopes the City does not get too fixated on the cost because for him, the effectiveness is the value.

Ms. Tarry reminded Council that the purpose of the presentation was simply to have an initial discussion to make sure that Council was comfortable with staff moving forward with next steps.

(b) Update Discussion of the City Maintenance Facility

Randy Witt, Public Works Director; and John Featherstone, Capital Project Manager; delivered the staff presentation. Mr. Witt shared background on the City Maintenance Facility Project and reviewed the process that led to a distributed facilities approach analysis.

Mr. Featherstone reviewed the five sites that were considered in the analysis. He reminded Council that the addition of the new Grounds Maintenance Crew added an additional component to the needs and briefly touched upon the parameters for the facility as established by Council. He listed the program needs and shared the analysis results and the suggested best placements for operations as determined for each site. He said that Hamlin Park has been determined to be the optimal site for a new combined maintenance building. He reviewed the distributed facilities alternatives and displayed images of the existing facility, significant tree locations, and explained the details of the best two potential scenarios (A and D) for the facility development.

Mr. Featherstone listed the additional project elements to consider, and shared images related to project options and scenario comparisons. He said the estimated costs are virtually identical for either scenario.

Mr. Witt explained the elements and timeline of the three project phases for the City Maintenance Facility improvements. He reviewed the lists of potential projects that would be possible after the City Maintenance Facility project is completed. He stated the estimated cost of the project is \$30.6 Million and explained how the costs would break out in Phase 1 by fund and by activity. He said \$392,000 is funded through the current Capital Improvement Plan and listed the proposed funding for the remaining \$4.5 Million. Mr. Witt displayed a list of discussion questions for Councilmembers to consider.

Councilmembers discussed the covered parking plan at Hamlin Yard, and it was suggested that an investigation of alternative parking locations for City vehicles and a reduction in what is set aside for staff parking be considered. Mr. Witt clarified that the proposed number of staff parking spots does not accommodate all current, much less future, projections for needs.

Mayor Hall and Councilmembers Chang, Robertson, and McGlashan expressed a preference for Scenario A because it requires fewer trees to be removed. Mr. Featherstone said that the two presented scenarios impact the least number of trees while fulfilling the same amount of programming. It was mentioned that tree removal is a sensitive subject as Light Rail construction begins.

Councilmember Roberts asked if fleet projections have been considered, and if carports could be built in a manner that would support future electrification of the fleets. Mr. Witt explained that staff has attempted to estimate the future needs and he would note the electric charging suggestion. Councilmember Roberts asked if the standards of Salmon-Safe certification had been considered in this proposal, and Mr. Witt shared details on how they had been considered.

Councilmember Scully said he supports beginning Phase 1. He does not support Scenario A because it takes away park space and wondered if Scenario D could be adjusted to reduce impacts even further. He said he would like the design to work around existing trees as much as possible and suggested a reevaluation of design elements for Phases 2 and 3.

Deputy Mayor McConnell said she would prefer to keep the footprint of the facility as low-impact as possible.

Mayor Hall stated that he is comfortable moving forward with the project, and that it meets big picture needs while showing environmental benefits. He said one of the real wins is that there is not a huge impact on Hamlin Park and it opens up green space restoration opportunities at the North Maintenance Facility.

The benefits of related sidewalk improvements that would come in conjunction with the project were mentioned, and Mr. Witt said a more detailed discussion on sidewalks would be part of the design process.

Ms. Tarry confirmed that this topic would return to Council for discussion. Councilmember Scully asked that the topic be publicized so the community has ample opportunity to comment.

10. ADJOURNMENT

At 9:50 p.m., Mayor Hall declared the meeting adjourned.

Jessica Simulcik Smith, City Clerk

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Approval of Expenses and Payroll as of May 24, 2019
DEPARTMENT: Administrative Services
PRESENTED BY: Sara S. Lane, 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 \$3,416,169.94 specified in the following detail:

***Payroll and Benefits:**

Payroll Period	Payment Date	EFT Numbers (EF)	Payroll Checks (PR)	Benefit Checks (AP)	Amount Paid
4/7/19-4/20/19	4/26/2019	84351-84605	16249-16280	74035-74042	\$916,970.98
4/21/19-5/4/19	5/10/2019	84606-84870	16281-16311	74278-74283	\$733,379.23
					<u>\$1,650,350.21</u>

***Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
4/30/2019	73971	73971	\$47,358.57
5/2/2019	73972	73979	\$106,159.46
5/2/2019	73980	74014	\$1,818.93
5/2/2019	74015	74034	\$31,060.91
5/9/2019	74043	74073	\$283,085.66
5/9/2019	74074	74107	\$1,018.09
5/9/2019	74108	74117	\$13,337.80
5/9/2019	74118	74153	\$104,463.91
5/15/2019	74154	74186	\$205,010.79
5/15/2019	74187	74221	\$2,035.09
5/15/2019	74222	74252	\$595.00
5/15/2019	74253	74277	\$475,309.00

***Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
5/21/2019	74284	74285	\$63,471.84
5/23/2019	74286	74309	\$70,553.07
5/23/2019	74310	74362	\$8,142.18
5/23/2019	74363	74369	\$23,320.47
5/23/2019	74370	74404	\$261,270.77
5/23/2019	74405	74412	\$67,808.19
			<u>\$1,765,819.73</u>

Approved By: City Manager _____ City Attorney _____

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Authorizing the City Manager to Execute a Construction Contract with Doolittle Construction LLC in the Amount of \$444,100 for the 2019 Bituminous Surface Treatment Project
DEPARTMENT:	Public Works
PRESENTED BY:	Tricia Juhnke, City Engineer
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

Staff is requesting that Council authorize the City Manager to execute a contract with Doolittle Construction LLC for the construction of the 2019 Bituminous Surface Treatment (BST) Project in the amount of \$444,100. Doolittle Construction LLC was the apparent low bidder for this contract and staff has determined that their bid is responsive.

RESOURCE/FINANCIAL IMPACT:

This project is part of the Annual Road Surface Maintenance (ARSM) Program in the 2019-2024 CIP. The total 2019 budget for ARSM is \$2,690,000. The budget breakdown below for this element of the program is within the adopted CIP:

Project Expenditures:

Construction:

Staff and other Direct Expenses	\$40,000
Testing and Inspection Services	\$5,000
Construction Contract	<u>\$444,100</u>
Total Construction	\$489,100
Contingency	\$15,000

Total Project Expenditures **\$504,100**

Project Revenue:

Annual Road Surface Maintenance Program	\$504,100
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Total Project Revenue **\$504,100**

RECOMMENDATION

Staff recommends that Council move to authorize the City Manager to execute a construction contract with Doolittle Construction LLC in the amount of \$444,100 for the 2019 BST Project.

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

BACKGROUND

Staff is requesting that Council authorize the City Manager to execute a contract with Doolittle Construction LLC for the construction of the 2019 Bituminous Surface Treatment (BST) Project in the amount of \$444,100. This project will apply BST on various local streets. This is part of the pavement preservation program that the City is implementing to maintain the pavement condition of the streets citywide. The application of BST typically occurs in odd years (with street overlay occurring in even years). Attachment A to this staff report indicates the specific streets included in the 2019 BST Contract.

DISCUSSION

Between May 2nd and May 22nd, the City solicited bids for the construction of this project. The engineer's construction estimate was \$488,000. Two bids were received and opened on May 22, 2019. Doolittle Construction LLC was the apparent low bidder. The two bids received were as follows:

Contractor Name	Bid Received
Doolittle Construction LLC	\$444,100
Granite Construction Company	\$476,850

City staff has determined that Doolittle Construction has a responsive bid and that it has met contractor responsibility requirements. If this contract is awarded by the City Council, construction is anticipated to start in July 2019 with completion anticipated in August 2019.

COUNCIL GOAL(S) ADDRESSED

This project addresses Council Goal #2, "Improve Shoreline's infrastructure to continue the delivery of highly-valued public services". This project will address this goal by the application of preventative maintenance treatment to several road segments in the Hillwood and Richmond Highlands neighborhoods to preserve the pavement.

RESOURCE/FINANCIAL IMPACT

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Project Expenditures:

Construction:

Staff and other Direct Expenses	\$40,000
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Construction Contract	<u>\$444,100</u>
Total Construction	\$489,100
Contingency	\$15,000
Total Project Expenditures	<u>\$504,100</u>

Project Revenue:	
Annual Road Surface Maintenance Program	\$504,100
Total Project Revenue	\$504,100

RECOMMENDATION


Staff recommends that Council move to authorize the City Manager to execute a construction contract with Doolittle Construction LLC in the amount of \$444,100 for the 2019 BST Project.

ATTACHMENTS

Attachment A - 2019 BST Project Map

Puget Sound

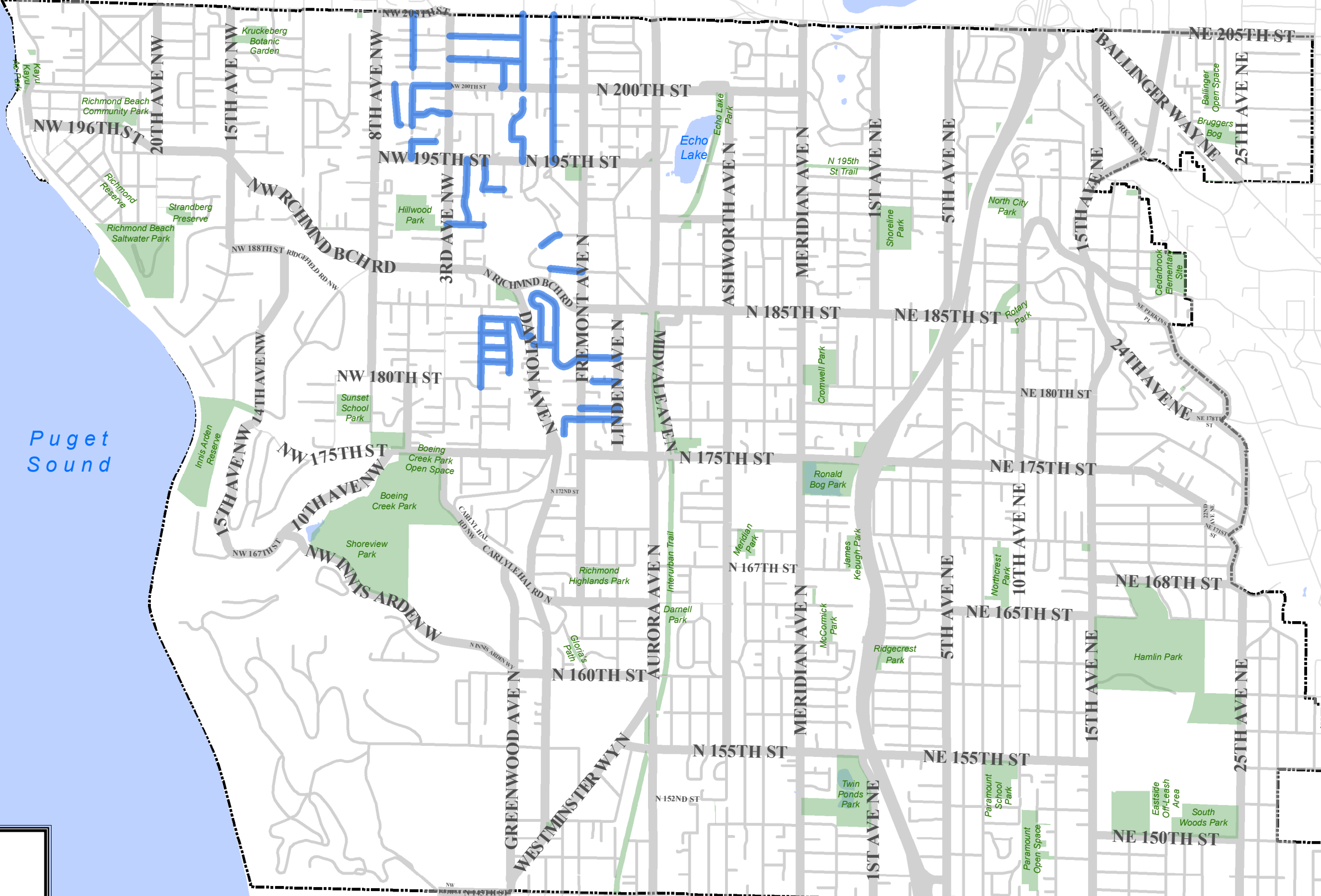
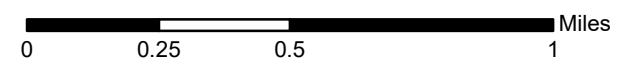
2019 BST

 Project Location

2019 Bituminous Surface Treatment Project (REV1)

This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

7c-4
Path: G:\PWORKS\ENGINEERING\CIP Projects\2019 Bituminous Surface Treatment Project\300 Design\90% Design\2019 BST Project Asset ID.mxd



CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Authorizing the City Manager to Execute a Professional Services Contract with Reid-Middleton, Inc. in the Amount of \$170,000 for Design of the 15 th Avenue NE Pavement Preservation Project
DEPARTMENT:	Public Works
PRESENTED BY:	Tricia Juhnke, City Engineer
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

In 2018, the Washington State Department of Transportation (WSDOT) awarded a Surface Transportation Program (STP) grant for design and construction of a pavement preservation (overlay) project on 15th Avenue NE between NE 155th Street and NE 160th Street. The project will use these grant funds, supplemented by the Annual Road Surface Maintenance (ARSM) Program, to complete the pavement overlay, reconstruct curb ramps to Americans with Disabilities Act (ADA) standards and replace pavement markings. The project will also rehabilitate several areas of sidewalk along the west side of the street utilizing funding from the Sidewalk Rehabilitation Program (SRP).

Consultant services are now needed to develop the final design 15th Avenue NE Pavement Preservation Project. Staff completed a selection process in March 2019 and selected Reid-Middleton, Inc. as the most qualified firm to provide the required professional services for the project. Subsequently, Staff negotiated contract scope and fee with Reid-Middleton, Inc. Council authorization is needed to enter into an agreement with the consultant.

RESOURCE/FINANCIAL IMPACT:

The 2019-2024 CIP includes \$2,690,000 for the ARSM Program in 2019 and \$775,017 for the Sidewalk Rehabilitation Program. Approximately \$1.9 million is committed to other 2019 ARSM projects and, from the SRP, approximately \$100,000 is committed to other SRP projects; therefore, sufficient funding is available for this project. The project budget is shown below:

Project Expenditures:

Staff and Other Direct Expenses	\$ 55,000
Design Consultant	\$ 170,000
Construction	\$ 487,713
Contingency	\$ 50,000
Total Project Expenditures	\$ 762,713

Project Revenue:

Federal Grant – Awarded by WSDOT (STP)	\$ 587,289
Sidewalk Rehabilitation Program	\$ 93,225
Annual Road Surface Maintenance Program	\$ 82,199
Total Available Revenue	\$ 762,713

RECOMMENDATION

Staff recommends that the City Council authorize the City Manager to execute a professional services contract with Reid Middleton, Inc. in the amount of \$170,000 for the 15th Avenue NE Pavement Preservation Project.

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

BACKGROUND

In 2018, the Washington State Department of Transportation (WSDOT) awarded a \$587,289 Surface Transportation Program (STP) grant for design and construction of an overlay project on 15th Avenue NE between NE 155th Street and NE 160th Street. On March 5, 2018, Council approved obligation of \$762,713 for the design and construction of this project through a Local Agency Agreement with WSDOT, including the \$587,289 in grant funds and \$175,424 in City funds. The staff report for this Council action is linked here:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2018/staffreport030518-7c.pdf>.

The 15th Avenue NE Pavement Preservation Project will complete a mill and overlay of the full width of the roadway within the project limits, including the intersection of NE 160th Street. A vicinity map of the project is attached to this staff report at Attachment A. Pavement markings will be replaced in the same four-lane configuration as the existing markings. Additionally, all curb ramps in the project area and many sidewalk sections on the west side of the street will be reconstructed to ADA standards, which will also necessitate replacing a number of street trees. Staff expects that the design and bidding documents will be completed in late 2019 and will be ready for bid advertisement in January 2020.

Due to staff resource limitations, the design will be completed by a consultant. A Request for Qualifications (RFQ) was prepared in late 2018 to find an appropriate consultant for this work.

DISCUSSION

On February 4th, 2019, the City advertised an RFQ for the Project. Statements of Qualifications (SOQs) were received from three consultant teams by the February 25th due date. The consultant teams were:

- Reid Middleton
- Otak
- Gray and Osborne

The selection committee reviewed the consultant SOQs and selected Reid Middleton and Otak for interviews, which were held on March 15th of this year. While both teams were found to be highly qualified, the selection committee selected the Reid Middleton team as the most qualified for this project. The proposed contract Scope of Work for Reid Middleton is attached to this staff report at Attachment B.

There are two primary alternatives regarding the award of this contract:

1. Award the contract to the selected consultant (*recommended*).
2. Do not award the contract.

The STP grant requires completion of design and obligation of grant funds for construction by December 31, 2019. Awarding the contract allows the project to move forward. Conversely, not awarding the contract would halt the project. If the project is

halted or delayed, the City will risk loss of the full amount of the grant funds. Consequently, this alternative is not recommended.

COUNCIL GOALS ADDRESSED

This project addresses Goal 2: *Improve Shoreline’s infrastructure to continue the delivery of highly-valued public service.* The sidewalk and ADA ramp portions of the project also satisfies Action Step #1 of Goal 2: *Identify and advocate for funding, including grant opportunities, to support construction of new and maintenance of existing sidewalks and other non-motorized facilities.*

RESOURCE/FINANCIAL IMPACT

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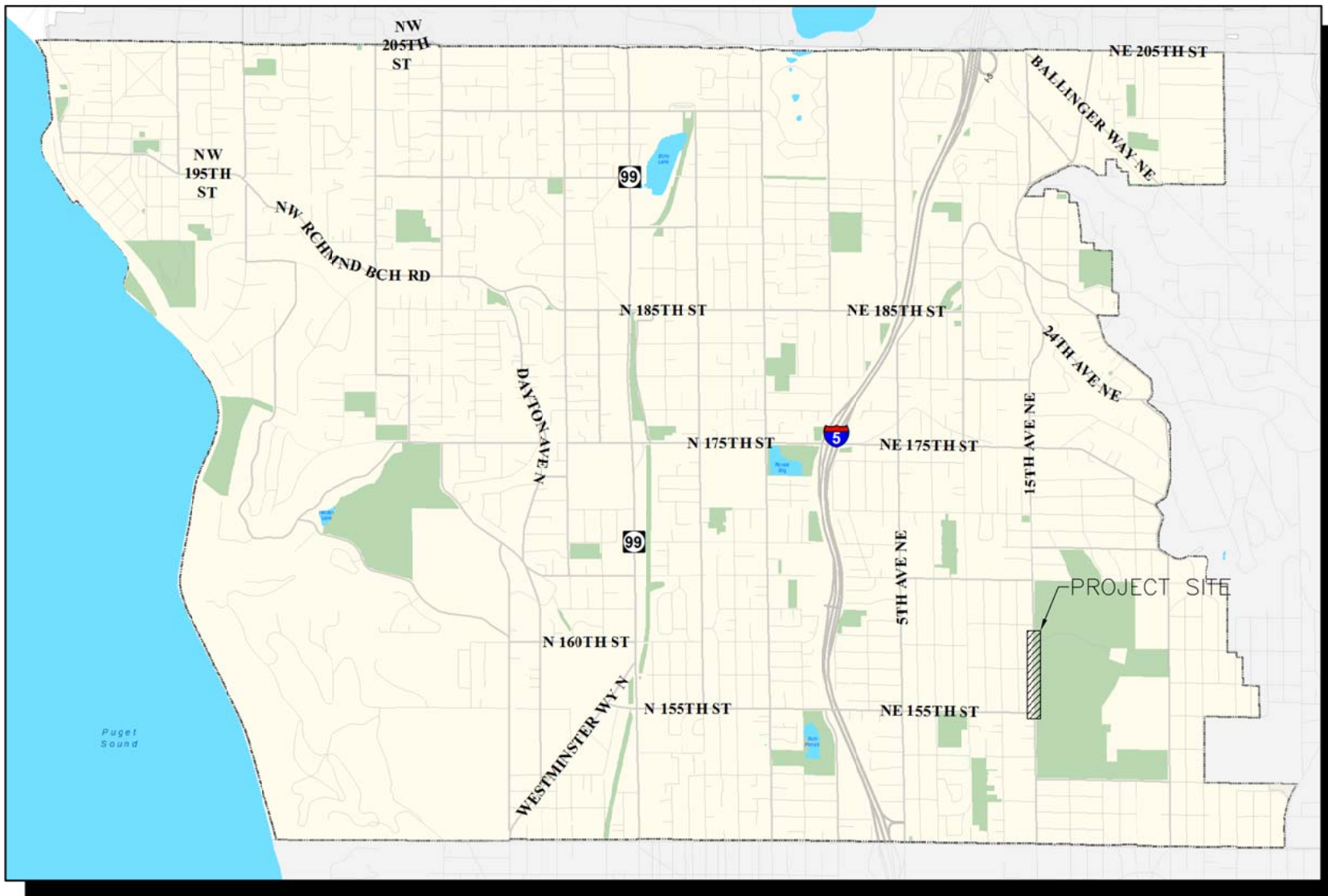
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RECOMMENDATION

Staff recommends that the City Council authorize the City Manager to execute a professional services contract with Reid Middleton, Inc. in the amount of \$170,000 for the 15th Avenue NE Pavement Preservation Project.

ATTACHMENTS

- Attachment A – 15th Avenue NE Pavement Preservation Project Vicinity Map
- Attachment B – Reid Middleton, Inc. Professional Services Contract Scope of Work



VICINITY MAP
SHORELINE, WA

NTS



**Scope of Services
City of Shoreline
15th Avenue NE Pavement Preservation Project
March 25, 2019**

A. PROJECT UNDERSTANDING

The City of Shoreline (City) requires the services of Reid Middleton, Inc. (Consultant) to prepare final plans, specifications, and estimates for the 15th Avenue NE Pavement Preservation project. The project is located between NE 155th Street and NE 160th Street and is federally funded by the WSDOT Surface Transportation Program (STP) with matching local funds. Improvements include pavement repair and rehabilitation, roadway resurfacing, sidewalk repair, upgraded pedestrian facilities for compliance with the Americans with Disabilities Act (ADA), signal modifications at NE 160th Street to include video detection and Accessible Pedestrian Signals (APS), and roadway channelization.

The City shall provide support services to the Consultant as described in the following text. The Consultant will cooperate and coordinate with City staff to facilitate the project.

B. DESIGN CRITERIA

Reports prepared as part of this scope of services, to the extent feasible, will be developed in accordance with the latest edition and amendments to the following documents, as of the date this Agreement is signed:

1. WSDOT Publications
 - a. Washington State Department of Transportation/American Public Works Association (WSDOT/APWA), Standard Specifications for Road, Bridge, and Municipal Construction, 2018 edition.
 - b. WSDOT/APWA Standard Plans for Road, Bridge, and Municipal Construction; 2018 edition.
 - c. WSDOT Design Manual, February 2019 edition.
2. AASHTO Publications

A Policy on Geometric Design of Highways and Streets, 2018 edition.
3. City of Shoreline Standards
 - a. Engineering Development Manual. 2019 edition.

- b. Standard Plans.
 - c. Shoreline Municipal Code as adopted January 7, 2019.
4. Other Standards and Publications
- a. FHWA Manual on Uniform Traffic Control Devices (MUTCD); 2009 edition.
 - b. WSDOT Americans with Disabilities Act (ADA) guidance.
 - c. Washington State Department of Ecology (DOE) 2014 Stormwater Management Manual for Western Washington (SWMMWW).
 - d. Base map and engineering CAD work will be done in Civil 3D 2018.

C. SCOPE OF SERVICES

The Consultant will perform the following:

1. Project Management

a. Invoices, Budget Review, and Administration

Monthly invoices will be prepared according to a City-approved format.

Progress reports will include discussion of work performed and estimated percentage of work completed. Budget status including supporting documentation for direct expenses will be furnished with each invoice.

The Consultant has based the fee proposal on an eight-month duration to complete PS&E. Monthly project management tasks to be performed beyond the specified duration shall be considered extra work if the project duration is beyond the control of the Consultant.

Deliverables:

- Monthly Invoice and Progress Report, PDF and 1 hard copy.

b. Contract and Amendments

The City shall prepare the contract and amendments as necessary. The Consultant will provide the City with scopes of services and fee proposals as required.

Deliverables:

- Scope of services, PDF.
- Fee proposal, PDF.

c. Project Schedule

The Consultant will prepare a critical path schedule using MS Project to track the progress of the deliverables. The project schedule will be based on the work identified in this scope of services and will identify major and support activities including significant work elements provided by the City. The Consultant will update the project schedule monthly (or as needed) to show progress and change.

Deliverables:

- Monthly Schedule Update, PDF, and MS Project copies.

d. File Management

The Consultant will provide file management which will include set-up, filing, and close out of project files.

e. Subconsultant Management

The Consultant will manage the subconsultants, process their invoices, and disseminate information to the project team.

Subconsultants are:

HWA (Geotechnical Investigation)
ESA (Environmental Services)
Abeyta & Associates (Right-of-Way Services)

f. Project Status Meetings

The Consultant and the City shall hold up to five meetings to discuss project progress and status.

Deliverables:

- Meeting minutes, PDF, and Word.

2. Project Initiation

a. Data Collection

The Consultant will require the following information, including but not limited to:

- (1) Available record drawing plans within project limits.
- (2) Design constraints, including areas that are not to be impacted.
- (3) Design vehicle for the project.
- (4) Available drainage information such as GIS information and drainage reports for areas in the project vicinity.
- (5) Relevant past geotechnical reports and pavement recommendations.
- (6) The City's current traffic and projected traffic data for the project vicinity.
- (7) City's design standards.
- (8) City's drainage standards.
- (9) City's drafting standards including Civil 3D requirements.
- (10) The City's current bid and contract documents and general conditions (project manual "front end" documents).
- (11) City's general special provisions

b. Project Kickoff Meeting

The Consultant will attend a kickoff meeting with the City. Attendees shall include the Consultant's project manager, design engineer, geotechnical engineer, and City representatives. The Consultant will prepare meeting minutes. The following items will be discussed:

- (1) Project scope of services
- (2) Project background
- (3) Project objectives and constraints
- (4) Define project priorities
- (5) Review material prepared to date
- (6) Confirm design criteria
- (7) Confirm project schedule

A site reconnaissance will be held the same day as the kickoff meeting. City representative(s) shall participate in the site visit and share project-relevant information and concerns.

Deliverables:

- Meeting minutes, PDF, and Word

3. Survey and Base Mapping

The Consultant will provide survey work necessary for preparation of the Construction Documents. The survey will be prepared in US Survey feet units. The Consultant will complete an existing conditions basemap between the sidewalks along 15th Avenue Northeast from NE 155th Street northerly to the Hamlin Park Road, including curb returns in each intersection.

a. Survey Control

- The survey will be on Washington State Plane NAD83-11 horizontal coordinate datum and NAVD88 vertical datum (GPS derived).
- The City shall provide any copies of datasheets for horizontal and vertical control in the immediate project area that they may have.

b. UAV Photogrammetric Survey

- The Consultant will use an Unmanned Aerial Vehicle to perform a photogrammetric survey of the site and will incorporate a high resolution ortho-rectified image of the site into the existing conditions base map.
- With the high prevalence of trees along 15th Ave NE it is not anticipated that high accuracy elevation information will be derived but in areas where results confirm an acceptable level of elevation precision the data will be incorporated into the base map in order to assist in keeping the field survey team safe and out of the roadways.

c. Utility Mapping

Underground utility lines will not be identified in this survey except for surface indications of subsurface utilities.

d. Topographic Survey

The topographic survey will include measurements and features within the survey limits as follows:

- Existing surface features including curb, gutter, sidewalk, ADA ramps and driveways.
- Existing utility features within the paved roadway and sidewalks as visible at the ground surface to include manholes, catch basins, fire hydrants, utility service panel locations, water meters and valve cases.
- Existing survey monuments in monument cases.

Survey mapping will be developed at one-foot contour intervals. Measurements will be taken on an approximate 50-foot grid. Elevations will be shown by contour lines.

e. Right-of-Way

- The consultant will incorporate GIS linework depicting rights of way and parcel boundaries into the existing conditions base map and will draft temporary construction easement legal descriptions and exhibit maps upon verification of the incorporated linework.

Deliverables:

- Base map, Civil 3D.
- Base map with pothole information, Civil 3D.
- Terrain model, landxml file.

4. Geotechnical Investigation and Analysis

The Consultant will perform the following:

a. Review Existing Soil and Ground Water Information

The Consultant will review readily available existing site information including geologic and existing geotechnical exploration information for the proposed alignment. Based on this review the Consultant will provide proposed locations for explorations for the proposed improvements.

b. Mark and Submit Locate Requests

The Consultant will finalize the proposed exploration locations and the requirements for accessing the locations, including any required traffic control. The Consultant will visit the site to mark the proposed

exploration locations and submit utility locates to the one-call center once the locations are finalized.

c. Prepare Exploration Plan Memo for Pavement Coring and PIT in City ROW

The Consultant will prepare a work plan and traffic control plan to perform 6 pavement cores and 1 PIT along the alignment and submit to the City for approval.

d. Conduct Exploration Program

The Consultant will conduct 1 Pilot Infiltration Test (PIT) at a location selected by Reid Middleton to assess infiltration rates. The Consultant will core the pavement in up to 6 locations in order to evaluate the existing pavement layer thicknesses.

e. Prepare Summary Logs and Assign Laboratory Testing

The Consultant will develop summary logs for each of the explorations based on the results from the test pit excavation and pavement coring and assign laboratory testing to characterize the soil observed in the explorations.

f. Evaluate Design Infiltration Rates

The Consultant will analyze the results of the PIT and use grain-size analyses from our PIT excavation to evaluate appropriate design infiltration rates.

g. Provide Pavement Design Recommendations

Based on the results of the pavement coring, the Consultant will make recommendations for depths of grinding and overlay for pavement rehabilitation.

h. Write Draft Report

The Consultant will provide a draft geotechnical report presenting a summary of the observations made in the field along with conclusions and recommendations for geotechnical aspects of the project including:

- Soil and groundwater conditions.
- Pavement design.
- Infiltration rates and feasibility.

- Materials likely to be encountered in excavations.
- Difficulty of excavations.
- Temporary excavations and shoring.
- Criteria for site preparation, fill placement, and compaction.
- Suitability of on-site materials for use as structural fill.
- Inclination of cut and fill slopes and benching requirements.
- Erosion control recommendations.

i. Prepare Final Report

The Consultant will finalize the geotechnical report once comments have been received from the City.

Deliverables:

- Draft geotechnical report, PDF.
- Final geotechnical report, PDF.

5. Coordination

a. Coordination with Utility Agencies

- (1) The Consultant will coordinate with the various utility agencies, including both franchise utilities and City-owned, regarding the relocation of existing facilities and provisions of new facilities within the project limits. Coordination with the utilities will include the following:
- (2) The Consultant will provide utility agencies with a copy of the completed base map for verification of their facilities.
- (3) The Consultant will initiate and maintain a utility contact database to log all correspondence (mail, e-mail, and phone logs) with all the utility agencies.
- (4) The Consultant will provide the utility agencies with a copy of the 30%, 60%, 90% and 100% design drawings.

b. The Consultant will provide follow up coordination via phone calls and emails with various utilities to resolve utility conflicts.

Deliverables:

- Meeting minutes, PDF and Word.

c. Coordination with Others

The City shall provide coordination with King County Metro, fire department, police department, school district, and the adjacent land owners as required.

d. Public Outreach

The Consultant will attend one (1) open house meeting to inform interested parties about the proposed improvements. The meeting will be informal, with graphics displayed showing the project. Three representatives from the design team will be present.

The Consultant will prepare supporting graphics that may include plan views of the improvements on roll maps (design superimposed over an aerial photo).

The Consultant will prepare a summary of open house comments.

The City shall organize, advertise, set up, and attend the meetings.

Deliverables:

- Roll plot exhibits.
- Open house summary.

e. Website Content

The City shall use open house materials on the website. No additional graphics are included.

6. Drainage Design

a. Preliminary Drainage Analysis

The Consultant will prepare preliminary drainage analysis including LID feasibility assessment in accordance with the City of Shoreline 2017 Stormwater Management Program Plan. The Consultant will prepare drainage basin maps, review existing stormwater conveyance, treatment and detention, and prepare new impervious and new pollution generating impervious surface (PGIS) maps. The Consultant will prepare preliminary sizing calculations in support of the preliminary drainage facility concept created during 30% design. The preliminary drainage design information will be provided in a Drainage Technical Memorandum, which will eventually be updated and incorporated into the Final Drainage Technical Memorandum corresponding to the 90% design.

Deliverables:

- Draft Drainage Technical Memorandum in PDF format.

- Final Drainage Technical Memorandum in PDF format.

b. Draft SWPPP

The Consultant will prepare a Draft SWPPP based on the 90% design.

Deliverables:

- Draft SWPPP, PDF and Word.

7. NEPA Evaluation and Documentation (Categorical Exclusion)

The Consultant will perform the work to prepare documentation to satisfy WSDOT Local Programs NEPA requirements. For the purposes of this scope and budget, it is assumed the appropriate level of documentation will be a Categorical Exclusion (CE). This includes the completion of a Categorical Exclusion (CE) form and supporting documentation per WSDOT requirements.

a. WSDOT CE Form and Coordination

The Consultant will prepare a Draft WSDOT CE form for the project to document compliance with NEPA. The CE form is the WSDOT-approved format for documenting projects that qualify for a CE. The CE form will be completed per the guidance and requirements in the WSDOT Local Programs Environmental Classification Summary Guidebook and WSDOT's Environmental Manual at the time a notice to proceed is received by Consultant. The Consultant will complete the Draft CE form using field data and existing information from the technical reports completed for the project (described herein), the project design plans, and other available information. The City shall review and edit the CE form and will be responsible for finalizing and submitting the form and supporting documentation to WSDOT for review and approval.

The Consultant will attend up to two (2) meetings, including a kick-off meeting with WSDOT and the project team to verify NEPA documentation requirements.

Deliverables:

- Draft WSDOT CE form (electronically in MSWord format).
- Final CE Form – (provided electronically in Adobe PDF format) includes edits based on one round of review comments by Reid Middleton and the City. All comment/edits made to the Word document will be provided in track changes mode.
- Revised Final CE Form (provided electronically in Adobe PDF format) includes edits based on one round of review comments by WSDOT.

Assumptions:

- Based on the project description provided by the City, it is assumed that a CE is the appropriate environmental classification for this project. This scope of work will need to be amended if WSDOT and FHWA determine that the project requires an environmental assessment or Environmental Impact Statement to complete NEPA documentation.
- Based on the developed conditions of the project area, it is assumed no wetlands, streams or other critical areas are present on the project site.
- Based on the project description, the project will not require a noise analysis and the project is assumed to be exempt from air quality analysis and a hot-spot analysis is not required.
- It is assumed that the project would not utilize or affect Section 4(f) properties. If it is determined that the project does utilize or affect 4(f) properties, this agreement would require amendment to comply with WSDOT 4(f) documentation requirements.
- It is assumed the project can be found exempt from Section 106 review and Environmental Justice analysis, and no Discipline Reports or Technical Reports/Memos will be required by WSDOT to support the CE Form.
- It is assumed the project will not trigger any other environmental or land use permits.
- It is assumed the City will find the project Categorically Exempt from SEPA review.

8. Right-of-Way Support Services

The Consultant will provide Right-of-Way acquisition services for the City. These services will be furnished in accordance with the processes and procedures as outlined in the WSDOT LAG Manual, M36-63 and Right of Way Manual M26-01.

a. Right-of-Way Evaluation and Support

The Consultant will provide the following services:

- Review title reports. Provide the City of Shoreline with a parcel summary memo listing ownership, title exceptions, existing easements, or other rights of record, and comments or concerns.
- Provide overall coordination for right-of-way activities; maintain records, parcel diary reports, files, documents and reports.

- Review the Right of Way Plan for compliance with WSDOT LAG manual requirements.
- Coordinate and assist in the WSDOT Right of Way Certification.

b. Temporary Construction Easements (TCEs)

The Consultant will provide the following services in support of obtaining Temporary Construction Easements. It is assumed that the majority of parcels along the project corridor will involve minor work that is strictly beneficial and acceptable to the landowner and will be accomplished by Right-of-Entry. The TCE documentation and acquisition assumes up to three (3) parcels for the project.

- Prepare and setup parcel files.
- Prepare a PFE and Administrative Offer Summary reports and worksheets.
- Prepare acquisitions forms needed to obtain temporary construction easements.
- Provide negotiation services for the purchase of temporary construction easements from landowners with greater than minor impacts resulting from the project's grade changes to the road.
- Coordinate with the title company to obtain titles vested in the City, prepare payment vouchers title policy and recording fees, and submit to City to process payment for the parcel (The City will issue actual payment of all fees and closing costs such as title policies, recording fees, and escrow services if necessary).

Deliverables:

- Completed Right-of-Way file, PDF.

Assumptions:

- Those services related to obtaining releases of encumbrances from title, which require legal action are not included.
- Condemnation assistance, preparation of and negotiating P&U agreement, and subsequent litigation is not included in this scope.
- Closing costs such as recording fees, escrow services, title insurance fees, title reports, transfer taxes, etc., penalty costs for pre-payments; costs of a pre-existing mortgage; and the pro rate

share of real property taxes paid subsequent to vesting title to the CITY are not included.

- Continuing negotiations for those parcels that are listed for condemnation or for possession and use agreements are not included.
- Appraisal and appraisal review fees are not included.
- Relocation assistance is not included in this scope of work.

9. PS&E Development Common to all Phases of Design

The following elements will be performed at each of the following submittals:

- Schematic Design Phase (30 percent)
- Design Development Phase (60 percent)
- Final Design Development (90 percent)
- Construction Documents (final)

a. Opinion of Probable Construction Costs

The Consultant will calculate bid item quantities and prepare an opinion of probable construction costs based on each design phase. The opinion will include appropriate contingencies, and waste and compaction factors.

b. Project Manual

The Consultant will prepare the general and final special provisions based on the *WSDOT Standard Specifications for Road, Bridge, and Municipal Construction*. The contents will include bid form items, the City's general conditions, contracts, supplemental general conditions, amendments to the standard specifications, special provisions, and standard plans. The Special Provisions will address items of work which are not addressed by the APWA and Washington State Standard Specifications as may be required to properly cover the work contemplated by the drawings.

The Consultant will prepare the project manual to include:

- (1) Signature page
- (2) Vicinity map
- (3) Bidding requirements
- (4) Advertisement for Bid
- (5) Contract documents
- (6) Amendments
- (7) Special Provisions based on the *WSDOT Standard Specifications for Road, Bridge, and Municipal Construction* plus APWA

- Supplement (English Version)
- (8) Prevailing Wages
 - (9) Standard plans
 - (10) Addenda (if any)
 - (11) Project plans
 - (12) City of Shoreline Construction Forms

The City shall provide the Consultant with bidding requirements, advertisement for bid, and contract documents.

A project manual will not be included in the 30 percent submittal. The 60 percent project manual will include special provisions only.

c. Quality Control Review

The Consultant will conduct quality control reviews by selected senior staff members with appropriate experience and expertise. In the review, the staff will scrutinize and question the major elements of the design for adequacy of response to the major design challenges and conformance to the accepted design practices.

d. Submit Documents to City for Review

The Consultant will provide the following at each review submittal unless otherwise noted:

Deliverables:

- Plans, 11" x 17" PDF.
- Opinion of probable construction costs, Excel.
- Project Manual, Word and PDF.

e. Annotate Review Comments

The City shall provide electronic review comments for each submittal in a mutually acceptable format, such as Bluebeam®. The City shall consolidate the review comments into a single document that shall be reviewed by the City's Project Manager in order to provide consistent direction to the Consultant and avoid duplicate comments.

The Consultant will provide written responses to comments provided by the City.

Deliverables:

- Annotated review comments, mutually accepted format.

f. Meet with City to Review Submittal

The Consultant will meet with the City for each submittal to discuss each review submittal.

10. Schematic Development (30 Percent)

a. 30 Percent Plans

The 30% landscape/hardscape plans will be based on the approved schematic plan. No major changes to the layout and design elements are anticipated at 30% design.

The schematic development submittal package will contain the following plans (number of sheets shown is approximate):

- (1) Cover (1 sheet)
- (2) Legend and Abbreviations (1 sheet)
- (3) Alignment and Survey Control (1 sheets)
- (4) Typical Roadway Sections (1 sheet)
- (5) Roadway Plan/Profile (3 sheets)
- (6) Roadway/Misc. Details (2 sheets)
- (7) Channelization Plans (3 sheets)
- (8) Signal Plans (2 sheets)

11. Design Development (60 percent)

a. 60 Percent Plans

The 60 Percent design development submittal package will contain the following plans (number of sheets shown is approximate):

- (1) Cover (1 sheet)
- (2) Legend and Abbreviations (1 sheet)
- (3) Alignment and Survey Control Plan (1 sheet)
- (4) TESC Plans and Details (3 sheets)
- (5) Site Preparation Plans (3 sheets)
- (6) Typical Roadway Sections (1 sheet)
- (7) Roadway Plan/Profile (3 sheets)
- (8) Drainage Details (1 sheet)
- (9) Miscellaneous Details (2 sheets)
- (10) Channelization and Signing Plans (3 sheets)
- (11) Signal Plans (3 sheets)
- (12) Traffic Control Plans and Details (4 sheets)

b. Field Verify Design

The Consultant will visit the site with the City's Project Manager to check the design against site conditions. The examination will include checks for accuracy, constructability, and conflicts.

12. Final Design Development (90 Percent)

a. 90 Percent Plans

The 90 Percent final design development submittal package will contain the following plans (number of sheets shown is approximate):

(1) Cover Sheet; 1 sheet

The cover sheet will include the following:

- (a) Project title and project number
- (b) Vicinity map
- (c) Drawing index

(2) General Notes, Abbreviations, and Legend; 1 sheet

This sheet will include the following:

- (a) City's General Notes
- (b) Abbreviations
- (c) Existing and Proposed Legend

(3) Alignment and Survey Control Plan; 1 sheet

The Consultant will prepare an alignment plan to present the construction alignments of the project. The drawings will include:

- (a) Construction limits
- (b) Curve data for construction centerlines
- (c) Survey notes
- (d) Survey control
- (e) Project benchmarks
- (f) Quarter section, township, and range

(4) Temporary Erosion and Sedimentation Control (TESC) Plan and Details; 3 sheets

The Consultant will prepare TESC plan and details of the erosion control design to meet site conditions. The TESC plan will incorporate current Best Management Practices (BMPs).

(5) Site Preparation Plan; 3 sheets

The Consultant will prepare a site preparation plan that will denote the limits of clearing and grubbing, removal or relocation of obstructions, utilities, pavement, and striping removal.

(6) Typical Roadway Sections; 1 sheet

The Consultant will prepare drawings of typical roundabout cross sections. The pavement section will be based on the City's standard section. The drawings will include:

- (a) Pavement layer types and depths
- (b) Curb types
- (c) Material types for non-motorized facilities
- (d) General cross section notes

(7) Roadway Plan/Profile; 3 sheets

The Consultant will prepare plans to present the horizontal and vertical design elements. The plans will include:

- (a) Right-of-way, easements, and property lines
- (b) Construction centerlines
- (c) Project limits
- (d) Paving limits
- (e) Construction notes
- (f) General notes
- (g) Curve and alignment data
- (h) Curb locations
- (i) Wall location
- (j) Driveway restoration limits
- (k) Mailbox locations
- (l) Utility elements (adjustments) for Water and Sewer
- (m) Overhead utilities

The profiles will include:

- Existing roadway and ground-line profile
- Proposed roadway construction center line profile
- Storm drainage profiles for any new facilities
- Profile grid
- Vertical datum
- Utility crossings of any new storm drain lines

(8) Drainage Details; 1 sheet

The Consultant will prepare drainage details for new stormwater facilities.

(9) Miscellaneous Details; 4 sheets

The Consultant will include details as necessary. These details will include modifications to standard details for items such as curb ramps and driveways. Driveway profiles will be provided as needed.

(10) Channelization and Signing Plans and Details; 3 sheets

The Consultant will prepare channelization and signing plans and details.

The plans will include:

- (a) Pavement striping and markings and locations
- (b) Dimensions of lanes and shoulders
- (c) General channelization notes
- (d) Construction notes
- (e) Channelization details
- (f) Sign locations
- (g) General signing notes
- (h) Construction notes
- (i) Size and location of signs
- (j) Signing details

(11) Signal Plans and Details; 3 sheets

The Consultant will prepare signal plans and details. Signal plans shall include a layout plan, conduit/wire schedule and pole schedule, controller and electrical details including detection camera(s) and references to City standards.

(12) Traffic Control Plans and Details; 4 sheets

The Consultant will prepare traffic control plans and details to show Class A construction sign locations, typical lane closures, and pedestrian detours. Detailed construction phasing plans and site-specific traffic control plans are not included.

b. Field Verify Design

The Consultant will examine the project site to verify the design development drawings. The examination will include checks for accuracy, constructability, and conflicts.

13. Finalize PS&E

a. Construction Documents (Final)

The Consultant will finalize the plans, project manual and opinion of probable construction costs in response to the City's comments. The Consultant will present a final submittal of the PS&E to the City for approval.

Deliverables:

- 1 copy of Final Plans bearing the engineer's stamp and signature, full-size (22" x 34") bound hard copy on paper.
- Final Opinion of Probable Cost, electronic Excel.
- Final Project Manual, electronic Word and PDF.

E. SERVICES PROVIDED BY THE CITY

The City shall provide the following information or services not included elsewhere in this scope of services:

1. Bid, ad, and award administration.
2. Rights of entry for survey, geotechnical explorations, environmental, and general engineering reconnaissance.
3. Traffic volume data for the intersections.
4. Construction management.
5. Payment of applicable review and/or permit fees.
6. Maintenance of project website.
7. Preparation of PIF requests for approval.
8. Obtain any needed title reports.

F. ASSUMPTIONS

1. The Consultant reserves the opportunity to shift budget between work tasks and subconsultants.

2. It is assumed that all new curb ramps will be fully ADA compliant and that MEF documentation will not be necessary. If MEF documentation is required, the work will be performed under an amendment to this agreement.
3. The Spill Prevention Control and Countermeasures Plan (SPCC) and final Stormwater Pollution Prevention Plan (SWPPP) shall be prepared by the construction contractor.
4. No structural walls will be provided.
5. Bidding assistance and construction support are not included, but may be performed under an amendment to this agreement.
6. A City stormwater permit and Notice of Intent (NOI) will not be required.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Authorizing the City Manager to Execute an Amendment to the Commute Trip Reduction Interlocal Agreement with King County
DEPARTMENT:	Public Works
PRESENTED BY:	Nytasha Walters, Transportation Services Manager
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

For many years, the City of Shoreline has contracted with the King County Department of Transportation Metro Transit Division to help implement the City’s Commute Trip Reduction (CTR) program. The current biennial agreement expires on June 30, 2019. A new biennial agreement prepared by King County will not be available until fall 2019. This will leave a gap of several months without an executed agreement and potential loss of King County related CTR service during this time period. Council is being asked to amend the current agreement and extend its duration until November 30th, 2019 in order to ensure CTR services provided by King County are uninterrupted.

RESOURCE/FINANCIAL IMPACT:

The State of Washington funds the CTR program for all affected jurisdictions. Through the King County-Shoreline implementation agreement, Shoreline’s State funds are passed through to King County for their implementation support. No additional funding is required as a result of this amendment. Although the State-King County contract will be signed in fall 2019, the State has confirmed that King County will be able to retroactively bill from the start of the biennium (July 1, 2019).

RECOMMENDATION

Staff recommends that Council move to authorize the City Manager to sign the Amendment to the Commute Trip Reduction Program Implementation Agreement with King County which extends the term of the agreement.

Approved By: City Manager

City Attorney

INTRODUCTION

For many years, the City of Shoreline has contracted with the King County Department of Transportation Metro Transit Division to help implement the City's Commute Trip Reduction (CTR) program. The current biennial agreement expires on June 30, 2019. A new biennial agreement prepared by King County will not be available until fall 2019. This leaves a gap of several months. Amending the current agreement to extend the term will fill this gap.

BACKGROUND

The State Commute Trip Reduction (CTR) Efficiency Act directs governments to develop plans that reduce vehicle miles traveled (VMT) per employee and drive-alone commute trips. The CTR Efficiency Act also requires major employers to develop, implement, and promote employee transportation programs to encourage their employees to shift away from drive-alone commutes and reduce VMT. In accordance with the Commute Trip Reduction Efficiency Act, the City of Shoreline must manage the programs of the affected CTR sites in Shoreline. The six CTR sites in Shoreline include Shoreline Community College, Washington State Department of Transportation (WSDOT), Crista Ministries Campus, State of Washington Public Health Lab, Fircrest School, and the City of Shoreline City Hall Campus.

King County is able to work with multiple jurisdictions to help them manage their CTR programs. Shoreline opts for this support through a biennial agreement with King County. Council was presented with the current Commute Trip Reduction Interlocal Agreement with King County for authorization on June 12, 2017. The staff report for that presentation can be found at:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2017/staffreport061217-7b.pdf>.

The term of the current agreement began July 1, 2017 and expires June 30, 2019.

DISCUSSION

The current CTR Interlocal Agreement continues the City of Shoreline and King County Department of Transportation Metro Transit Division relationship for CTR program implementation. As part of this interlocal agreement, King County provides technical assistance and promotional materials as well as ensures that all CTR sites in the City meet the requirements of the state CTR law.

The biennial implementation agreement between King County and Shoreline expires June 30, 2019. Shoreline benefits by executing a new biennial contract with King County for CTR implementation after King County has executed their contract with the State. This contract with the State allows King County to build a contract for jurisdictions that includes the most recent State requirements. The State anticipates that their contract with King County will not be executed until fall 2019.

An amendment to extend the term of the current contract will allow King County to continue the scope of work under the existing contract with Shoreline through November 30, 2019. This should allow time for the State-King County biennial contract to be

executed. This fall, staff will return to Council with a biennial King County-Shoreline CTR implementation agreement (July 1, 2019 – June 30, 2021). Per the State, King County will be able to retroactively bill from the start of the biennium (July 1, 2019).

COUNCIL GOAL(S) ADDRESSED

This program supports Council Goal 2: Continue to deliver highly-valued public services through management of the City’s infrastructure and stewardship of the natural environment. The major goals for the CTR program are to improve transportation system efficiency, conserve energy, and improve air quality.

RESOURCE/FINANCIAL IMPACT

The State of Washington funds the CTR program for all affected jurisdictions. Through the King County-Shoreline implementation agreement, Shoreline’s State funds are passed through to King County for their implementation support. No additional funding is required as a result of this amendment. Although the State-King County contract will be signed in fall 2019, the State has confirmed that King County will be able to retroactively bill from the start of the biennium (July 1, 2019).

RECOMMENDATION

Staff recommends that Council move to authorize the City Manager to sign the Amendment to the Commute Trip Reduction Program Implementation Agreement with King County which extends the term of the agreement.

ATTACHMENTS

Attachment A – Amendment to the Commute Trip Reduction Program Implementation Agreement

Attachment A
CONTRACT AMENDMENT

Project Name: Commute Trip Reduction	Contract No.: Inter-local 8825
Contractor: City of Shoreline	Amendment Date : 6/10/19
Address: 17500 Midvale Ave N	Amendment No.: 001
Shoreline, WA 98133	

AMENDMENT REQUESTED BY
Market and Business Development
Organization
Debbie Jaksich
Name
Program Manager III
Title

AMENDMENT EFFECTS
<input type="checkbox"/> Change of Scope
<input type="checkbox"/> Method of Payment
<input checked="" type="checkbox"/> Time of Performance
<input type="checkbox"/> Compensation
<input checked="" type="checkbox"/> Terms and Conditions
<input type="checkbox"/> Results of Services
<input type="checkbox"/> Other

This Short-Termed Amendment extends the term of the current agreement and scope of work for the Commute Trip Reduction (CTR) Agreement between King County Metro Transit and the City of Shoreline until November 30, 2019. The extension allows the work to continue with an agreement in place while giving WSDOT the time needed to execute a new State-King County Implementation Agreement. Per WSDOT, the timeframe and process will be similar as to what was experienced last biennium: contracts will be signed in the fall and billing can begin retroactively from the start of the biennium (July 1, 2019).

King County CTR staff will continue to implement all elements of the City of Shoreline CTR scope of work as specified in Exhibit A of the agreement, attached. In addition, King County CTR Staff will continue to provide the City and its CTR worksites ETCs technical assistance, and the support, they need in the development and implementation of their CTR programs.

IN WITNESS HEREOF, THE PARTIES HERETO HAVE CAUSED THIS AMENDMENT TO BE EXECUTED AND INSTITUTED ON THE DATE FIRST ABOVE WRITTEN.

King County, Washington

By _____
Chris O'Claire

Title Director, Mobility Division,
Metro Transit Department

Date _____

Contractor

By _____
Debbie Tarry

Title City Manager,
City of Shoreline

Date _____

COMMUTE TRIP REDUCTION PROGRAM IMPLEMENTATION AGREEMENT
Between
King County, Department of Transportation, Metro Transit Division
and
The City of Shoreline

This Commute Trip Reduction Program Implementation Agreement (the "Agreement") is entered into by and between King County, a home rule charter county of the State of Washington, through its Department of Transportation, Metro Transit Division (the "County" or "Metro Transit") and the City of Shoreline (the "City"), either of which entity may be referred to hereinafter individually as "Party" or collectively as the "Parties," for the purpose of implementing the Washington State Commute Trip Reduction Law of 1991.

WHEREAS, the purpose of RCW 70.94.521, *et seq.*, the "Commute Trip Reduction (CTR) Law," is to reduce air pollution, traffic congestion and fuel consumption by encouraging commuters to use alternative modes of transportation, such as buses, carpools, vanpools, bicycles, and walking, instead of single occupancy vehicles ("SOV"); and

WHEREAS the CTR Law requires local governments in those counties experiencing the greatest automobile-related air pollution and traffic congestion to develop and implement Commute Trip Reduction ("CTR") plans to reduce vehicle miles traveled per employee and drive alone commute trips; and

WHEREAS, the CTR Law also requires major employers to develop, implement and promote employee transportation programs to encourage their employees to shift away from drive alone commutes; and

WHEREAS, the City has within its jurisdictional boundaries one or more "major employers" and is required by RCW 70.94.527 to develop and implement a commute trip reduction plan; and

WHEREAS, the Parties hereto are authorized to enter into this Agreement pursuant to RCW 70.94.527(5); and

WHEREAS, King County Code Section 28.94.110 also authorizes the King County Executive to enter into agreements with state and local agencies for assistance in implementing the CTR Law; and

WHEREAS, CTR plans developed by local jurisdictions are required to be coordinated and consistent with the CTR plans of adjacent jurisdictions as well as applicable regional plans; and

WHEREAS, the Legislature appropriated funds to provide technical assistance funding to local jurisdictions required to develop and implement commute trip reduction plans; and



WHEREAS, the County in a separate Commute Trip Reduction Act Agreement with the State, Agreement Number (available in June, 2017) is authorized to receive CTR funds on behalf of local jurisdictions in exchange for the County's implementation of Commute Trip Reduction Plans and Programs on behalf of those local jurisdictions and retain such funds as payment for the work performed; and

WHEREAS, the City desires to have the County perform the work necessary to satisfy the City's statutory obligations under the Commute Trip Reduction Act and to retain the City's allocation of state funds as payment for those services; and

WHEREAS, the City and the County desire through this Agreement to implement the CTR Law consistent with the rules established by the state Commute Trip Reduction Board; and

WHEREAS, the City can achieve cost efficiencies and administrative consistency by contracting with the County for CTR implementation;

NOW THEREFORE, in consideration of the terms, conditions, mutual promises and covenants set forth herein, the Parties agree as follows:

1. **PURPOSE**

The purpose of this Agreement is to establish a mechanism that will allow for certain tasks to be undertaken by the County on behalf of the City to implement the City's obligations under the CTR Law and to set forth the responsibilities of the Parties with respect to that objective.

2. **DEFINITIONS**

The following definitions shall apply for purposes of this Agreement:

"Administrative Representative" means the primary administrative contact for issues related to this Agreement as designated in Section 9.2 of the Agreement.

"Affected Employer" means an employer required by RCW 70.94.521 and the City's CTR Plan to implement a CTR program (see also "major employer").

"Commute Trip Reduction Plan (CTR Plan)" means a plan adopted by the City designed to reduce the proportion of drive alone commute trips and commute trip vehicle miles and to administer and enforce the CTR programs of affected employers located within its jurisdiction

"Commute Trip Reduction Program (CTR Program)" means a program designed by an Affected Employer to reduce the proportion of drive alone commute trips and vehicle miles traveled by its employees.

"Employer Transportation Coordinator (ETC)" means point of contact between the employer and its employees to implement, promote and administer the employer's CTR program.

"CTR Funds" means state funds appropriated by the state and allocated to counties and cities for implementation of commute trip reduction plans.

"Major Employer" means a private or public employer that employs one hundred or more full-time employees at a single worksite who are scheduled to begin their regular workday between 6:00 a.m. and 9:00 a.m. on weekdays for at least twelve continuous months during the year, as provided in RCW 70.94.521 (herein also known as an "Affected Employer").

"State" is the Washington State Department of Transportation (WSDOT) unless otherwise noted.

3. DUTIES AND RESPONSIBILITIES

3.1 Provision of CTR Services. Metro Transit will perform the CTR implementation services specified with particularity in the Scope of Work (the "Work") set forth as Exhibit A, which is attached hereto and incorporated herein by this reference.

3.2 Authorization. The City shall authorize and direct the State to reimburse the County directly.

4. PAYMENT AND BILLING

The County will invoice the State on a quarterly basis for direct reimbursement for the CTR functions to be performed pursuant to this agreement.

5. WORK SCHEDULE AND PROGRESS REVIEW

5.1 Progress Reviews. The County will submit a quarterly report of progress and anticipated activities to jurisdiction representatives. On-going, periodic review of issues and materials will also be conducted with the jurisdiction representatives.

5.2 State Evaluation Requirements. At the request of the City, the County will provide information to the State for monitoring or evaluation activities.

6. EFFECTIVE DATE AND TERM OF AGREEMENT

This Agreement shall be effective July 1, 2017 and will remain in effect through June 30, 2019, unless earlier terminated pursuant to the terms of this Agreement.

7. **TERMINATION**

- 7.1 **Termination for Default.** Either Party may terminate this Agreement in the event the other Party fails to perform a material obligation of this Agreement. Written notice of a Party's intention to terminate this Agreement pursuant to this Subsection 7.1 shall be provided to the other Party not less than fifteen (15) calendar days prior to the effective date of termination.
- 7.2 **Termination for Convenience.** Either Party to this Agreement may terminate the Agreement, in whole or in part, for convenience and without cause. Written notice of a Party's intention to terminate this Agreement pursuant to this Subsection 7.2 shall be provided to the other Party not less than thirty (30) days prior to the effective date of termination.
- 7.3 **County Funding and Termination for Non-Appropriation.** Performance of any Work undertaken by the County pursuant to this Agreement in advance of receiving reimbursement by the City beyond the current appropriation year is conditioned upon the appropriation by the County Council of sufficient funds to support the performance of the Work. Should such an appropriation not be approved, the Agreement shall terminate at the close of the current appropriation year. The appropriation year ends on December 31st of each year.
- 7.4 **Termination Due to Loss of State Funding.** If at any time during the Agreement period the State acts to terminate, reduce, modify, or withhold CTR State Funds allotted to the City pursuant to RCW 79.94.544 then either Party may terminate this Agreement by giving thirty (30) days advance written notice to the other Party.

8. **CHANGES AND MODIFICATIONS**

Either Party may request changes to the provisions of this Agreement. Any such changes must be mutually agreed upon and incorporated by written amendment to this Agreement. No variation or alteration of the terms of this Agreement will be valid unless made in writing and signed by authorized representatives of the Parties hereto.

9. **NOTIFICATION AND IDENTIFICATION OF CONTACTS**

- 9.1 **Administrative Representatives.** Both Parties shall designate an administrative representative to act as the contact person for matters pertaining to this Agreement.

9.2 Contact Persons and Addresses.

For the County: Christi Masi, Project Manager
King County Metro Transit
201 S. Jackson St., KSC-TR-0326
Seattle, WA 98104-2615
(206) 477-3843

For the City: Ms. Nytasha Sowers, Transportation Services Manager
City of Shoreline
17500 Midvale Ave. N
Shoreline, WA 98133-4905
206-801-2481

9.3 Notice. Any notice or communication required or permitted to be given pursuant to this Agreement shall be in writing and shall be sent postage prepaid by U.S. Mail, return receipt requested, to the Parties' respective administrative representatives at the addresses identified in Subsection 9.2 of this Agreement.

10. DISPUTE RESOLUTION PROCESS

The Parties, through their designated representatives identified in Subsection 9.2 of this Agreement, shall use their best efforts to resolve any disputes pertaining to this Agreement that may arise between the Parties. If these designated representatives are unable to resolve a dispute, the responsible project managers of both Parties shall review the matter and attempt to resolve it. If they are unable to resolve the dispute, the matter shall be reviewed by the department directors of both Parties or his or her designee. The Parties agree to exhaust each of these procedural steps before seeking to resolve disputes in a court of law or any other forum.

11. AUDITING OF RECORDS, DOCUMENTS AND REPORTS

The State Auditor shall have full access to and the right to examine during normal business hours, and as often as the State Auditor may reasonably deem necessary, the non-privileged records of the City and the County with respect to the matters covered by this Agreement. Both Parties shall have similar access and rights with respect to the records of the other Party. The Parties' representatives shall be permitted to audit, examine, and make excerpts or transcripts from such records and to make audits of all contracts, invoices, materials, payrolls, and records of matters covered by this Agreement. Such rights last for three (3) years from the date final payment is made hereunder.

12. INDEMNIFICATION AND HOLD HARMLESS

Each Party hereto agrees to be responsible and assumes liability for its own negligent acts or omissions, and those of its officers, agents or employees, while performing work pursuant to this Agreement, to the fullest extent required by law, and agrees to save, indemnify, defend, and hold the other Parties harmless from any such liability. In the case of negligence of multiple Parties, any damages allowed shall be assessed in proportion to the percentage of negligence attributable to each Party, and each Party shall have the right to seek contribution from the other Parties in proportion to the percentage of negligence attributable to the other Parties.

The City acknowledges it is solely responsible for its compliance with the CTR Act, and for the adoption, implementation, and enforcement of any ordinances, plans, and programs related to the CTR Act. The City shall indemnify and hold King County harmless from, and shall process and defend, at its own expense, any and all claims, demands, suits at law of equity, actions, penalties, losses, damages, or costs arising out of, in connection with, or incidental to any act or omission of the City or any of its officers, employees, subcontractors or agents in adopting or enforcing any ordinances, plans and programs related to the CTR Act.

13. LEGAL RELATIONS

13.1 No Third Party Beneficiaries. It is understood that this Agreement is solely for the benefit of the Parties hereto and gives no right to any other person or entity.

13.2 No Partnership or Joint Venture. No joint venture, agent-principal relationship or partnership is formed as a result of this Agreement. No employees or agents of one Party or any of its contractors or subcontractors shall be deemed, or represent themselves to be, employees or agents of the other Party.

13.3 Applicable Law. This Agreement shall be governed by and construed in accordance with the laws of the State of Washington.

13.4 Jurisdiction and Venue. The King County Superior Court, situated in Seattle, Washington, shall have exclusive jurisdiction and venue over any legal action arising under this Agreement.

13.5 Mutual Negotiation and Construction. This Agreement and each of the terms and provisions hereof shall be deemed to have been explicitly negotiated between, and mutually drafted by, both Parties, and the language in all parts of this Agreement shall, in all cases, be construed according to its fair meaning and not strictly for or against either Party.

13.6 Severability. If any provision of this Agreement is held invalid by a court of competent jurisdiction, the remainder of the Agreement shall not be affected thereby if such remainder would then continue to serve the purposes and objectives originally contemplated by the Parties.

- 13.7 Waiver of Default.** Waiver of any default shall not be deemed to be a waiver of any subsequent default. Waiver of breach of any provision of this Agreement shall not be deemed to be a waiver of any other or subsequent breach and shall not be construed to be a modification of the terms of this Agreement unless stated to be such in writing, signed by duly authorized representatives of the Parties, and attached to the original Agreement.
- 13.8 Assignment.** Neither this Agreement, nor any interest herein, may be assigned by either Party without the prior written consent of the other Party.
- 13.9 Binding on Successors and Assigns.** This Agreement and all of its terms, provisions, conditions, and covenants, together with any exhibits and attachments now or hereafter made a part hereof, shall be binding on the Parties and their respective successors and assigns.
- 13.10 Rights and Remedies.** Both Parties' rights and remedies in this Agreement are in addition to any other rights and remedies provided by law.
- 13.11 Entire Agreement.** This Agreement embodies the Parties' entire understanding and agreement on the issues covered by it, except as may be supplemented by subsequent written amendment to this Agreement, and supersedes any prior negotiations, representations or draft agreements on this matter, either written or oral.
- 13.12 Survival.** The provisions of this Section 13 (Legal Relations) shall survive any termination of this Agreement.

14. FORCE MAJEURE

Either Party to this Agreement shall be excused from performance of any responsibilities and obligations under this Agreement, and shall not be liable for damages due to failure to perform, during the time and to the extent that it is prevented from performing by a cause directly or indirectly beyond its control, including, but not limited to: any incidence of fire, flood, snow, earthquake, or acts of nature; strikes or labor actions; accidents, riots, insurrection, terrorism, or acts of war; order of any court of competent jurisdiction or authorized civil authority commandeering material, products, or facilities by the federal, state or local government; or national fuel shortage; when satisfactory evidence of such cause is presented to the other Party to this Agreement, and provided that such non-performance is beyond the control and is not due to the fault or negligence of the Party not performing. In no event should this provision eliminate the obligation of the City to make payment to the County for the Work performed pursuant to this Agreement.

15. COMPLIANCE WITH APPLICABLE LAWS

The Parties agree to comply with all applicable federal, state, and local laws, rules, and regulations, including those pertaining to nondiscrimination and agree to require the same of any subcontractors providing services or performing any of the Work using funds provided under this Agreement.

16. EXECUTION OF AGREEMENT – COUNTERPARTS


This Agreement may be executed in two (2) counterparts, either of which shall be regarded for all purposes as an original.

Dated this 26th day of JUNE, 2017.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the latest date written below.

KING COUNTY
DEPARTMENT OF TRANSPORTATION
METRO TRANSIT DIVISION

CITY OF SHORELINE

By: 
Matt Hansen
Manager, Customer
Communications and Services
King County Metro Transit

By: 
Debbie Tarry
City Manager

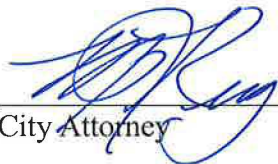
Date: 6-26-17

Date: 6/21/17

Approved as to form:

K.C.P.A.O.

Approved as to form:

By: 
City Attorney

Date: 6-20-17

Exhibit A
City of Shoreline
Commute Trip Reduction Implementation Agreement Scope of Work
Period: July 1, 2017 through June 30, 2019

King County will implement all elements of the City of Shoreline CTR work plan through the following strategies and deliverables:

Strategy 1: Train all new ETC's and new sites to ensure that they have an understanding of the requirements of the law, implementation strategies and their site's performance to date.

Description:

Consult with ETCs at new sites and with new ETCs at existing sites, offer on-line interactive ETC training on the CTR program and Employee survey, update and maintain CTR website and printed information.

Deliverables:

- Offer on-line interactive training and a live CTR program and Employee survey training annually
- Consult with new ETCs at new sites and at existing sites
- Maintain CTR website as a source of information, materials and tools

Strategy 2: Track and notify employers of legally required activities and provide technical assistance to all employers for legal compliance.

Description:

Notify new sites; assist them with baseline survey and initial program development. Send survey and program notifications to all sites, review extensions and exemptions requests, set up and assist sites with paper and online surveys and program reporting. Negotiate steps for compliance with non-compliant worksites. Maintain database and master file records on all sites. Provide WSDOT with an electronic copy of city's CTR-affected employers and ETCs quarterly or as required by WSDOT.

Deliverables:

- Notify new and existing sites of survey and program reporting requirements within timeframes specified in Law and/or Ordinance
- Maintain electronic and paper records in accordance with WSDOT requirements
- Document sites' compliance with required activities

Strategy 3: Focus program review and survey analysis time on sites that have not made progress towards goal and spend less time reviewing program reports for sites that have made progress or goal.

Description:

- For sites that have met or made progress towards goal, focus program review for completeness of report and approve using electronic submittal.

- For no progress sites, conduct survey analysis and make recommendations for program improvements to ETC. Review programs for inclusion of recommendations, as well as completeness and program summary.

Deliverables:

- Review all programs for completeness
- Approve programs for sites that have made progress or goal
- Consult with sites that have not made progress or goal and recommend improvements to program
- Document on quarterly CTR progress report: 1) the number of CTR programs reviewed: 2) the number of consultations with no-progress sites

Strategy 4: Assist ETCs with marketing of commute programs and ensure they meet their program information distribution requirements. Help ETCs become a major resource to their employees by providing them with up-to-date commute information, tools for communicating with employees, turn-key commuter promotions, and opportunities to attend employer network group meetings.

Description:

- Review program summary and make marketing recommendations at sites that did not make progress towards goals.
- Send transportation related news and announcements via email to all ETCs; send information for promotions such as Wheel Options and Bike to Work Day; schedule, promote, engage speakers and invite ETCs to employer network group meetings, as needed.

Deliverables:

- Send regular emails to ETCs on transportation related issues that they can share with their employees
- Inform ETCs of program summary template on website
- Send ETCs updated commute options marketing materials in an electronic format
- Distribute promotional materials to sites for county and state-wide promotions
- Notify ETCs of network group meetings

Strategy 5: Actively promote alternatives to drive-alone commuting at worksites targeted by location, corridor, industry or lack of progress toward goal.

Description:

- Identify highly congested employment areas and/or sites that have not made progress toward goals for targeted outreach.
- Develop strategies to help ETCs communicate and promote program to employees, implement targeted promotions.

Deliverables:

- Organize promotions or events at select targeted areas, corridors or industries.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Authorizing the City Manager to Execute the Twin Ponds Park Possession and Use Agreement, Right of Entry Agreement, Temporary Construction Easements, and Permanent Electrical Easement with Sound Transit
DEPARTMENT:	City Manager’s Office
PRESENTED BY:	Juniper Nammi, Sound Transit Project Manger
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

Sound Transit is proposing to underground Seattle City Light electrical distribution circuits on N/NE 155th Street between Fire Station 65 and Twin Ponds Park to eliminate the conflict with the proposed Lynnwood Link Extension (LLE) light rail system. The circuits need to transition from underground to overhead in front of Twin Ponds Park and current power pole configuration requirements will result in overhead electrical lines overhanging into the park. Both temporary and permanent easements are needed for construction and the permanent installation of these overhead utilities across the north ten (10) feet of Twin Ponds Park.

Due to the late identification of this scope of work for the LLE Project, Sound Transit has not yet completed the appraisal and determined the appropriate compensation amount for the easements. Sound Transit is requesting an administrative Possession and Use Agreement to keep the question of compensation amount open until the appraisal and compensation calculations can be completed.

Tonight, Council is scheduled to authorize the City Manager to execute the following agreements and easements affecting Twin Ponds Park:

- Possession and Use Agreement (*Attachments A and B*),
- Right of Entry Agreement (*Attachment C*),
- Temporary Construction Easement 1 – 12 months (*Attachment D*),
- Temporary Construction Easement 2 – six (6) months (*Attachment E*), and
- Electrical Easement – Permanent easement over the northern most ten (10) feet (*Attachment F*).

RESOURCE/FINANCIAL IMPACT:

Sound Transit will be compensating the City for the necessary temporary and permanent easements for this work within the northern ten (10) feet of Twin Ponds Park. The final amount of compensation has not yet been determined, however City

staff estimate compensation of approximately \$46,100. This revenue is not budgeted at this time.

RECOMMENDATION

Staff recommends that Council authorize the City Manager to execute the Twin Ponds Park Possession and Use Agreement, Right of Entry Agreement, two Temporary Construction Easements, and the Permanent Electrical Easement.

Approved By: City Manager ____ City Attorney ____

BACKGROUND

Sound Transit's Lynnwood Link Extension (LLE) Light Rail Project proposes to temporarily and permanently impact the northern ten (10) feet of Twin Ponds Park for construction of the western terminus of the undergrounding of two electrical distribution circuits that would otherwise conflict with the future overhead power for the light rail trains along the east side of I-5.

Design of the LLE Project originally proposed to increase the height of all the overhead electrical utility crossings over I-5. As the project design was advanced however, Sound Transit's design team and Seattle City Light (SCL) determined that the two distribution circuits that cross I-5 at 155th Street could not be raised high enough for clearance of the light rail power and therefore needed to be undergrounded under I-5 instead.

City staff worked with Sound Transit's team and SCL to explore design options for this undergrounding that would minimize the permanent impacts to Twin Ponds Park. The proposed design necessitates both temporary construction and permanent electrical easements for this scope of the project.

Sound Transit 155th Street Undergrounding Project Description

Although the scope of the project involves undergrounding electrical power lines under I-5, in front of Twin Ponds Park, to make the undergrounding work, overhead power lines will need to be reconfigured in front of the park. The overhead power lines that currently exist along N 155th Street adjacent to Twin Ponds Park were originally installed in a vertical arrangement on the poles and did not require an electrical easement. Storm damage to the western most pole adjacent to the Park lead to emergency replacement of the pole consistent with SCLs current requirement for a "T-top configuration" of the cables on the poles (this is the type of power pole configuration that is most common throughout the City). Sound Transit's modification of these circuits will replace the remaining vertically arranged poles with T-top poles necessitating a permanent overhead electrical easement over the northern ten (10) feet of the park along 155th Street.

The final design replaces one existing pole in front of the park and adds one new one along the current alignment of the poles, which sit right on the north property line of Twin Ponds Park. It also replaces the vertical arrangement of power lines with the SCL required T-top poles as noted above. The permanent easement over the park for the pole and overhead powerline encroachment is ten (10) feet wide over the northern portion of the park and covers both the changes made by SCL when poles were damaged, and the changes proposed by Sound Transit for undergrounding to the east at the I-5 crossing.

Modification of utilities, such as overhead electrical, is part of the LLE Project early work and Sound Transit's contractors are schedule to start work in this area in the next few months.

DISCUSSION

Tonight, Council is scheduled to authorize the City Manager to execute the following agreements and easements affecting Twin Ponds Park:

- Possession and Use Agreement,
- Right of Entry Agreement,
- Temporary Construction Easement 1 – 12 months,
- Temporary Construction Easement 2 – six (6) months, and
- Electrical Easement – Permanent easement over the northern most ten (10) feet.

Due to the late identification of this scope of work for the LLE Project, Sound Transit has not yet completed the appraisal and determined the appropriate compensation amount for the easements. Sound Transit is therefore requesting an administrative Possession and Use Agreement to keep the question of compensation amount open until the appraisal and compensation calculations can be completed. Two separate documents need to be executed to grant administrative possession and use. Attachment A provides a Memorandum of Possession and Use Agreement and would be recorded as a notice on title. Attachment B provides the actual Administrative Possession and Use Agreement specifying the estimated value of the easements to be acquired by Sound Transit and the details of depositing this amount in escrow to be held until the appraisal is completed and the final compensation amount is determined and accepted.

Three separate documents are required for the construction of this area of electrical undergrounding work for the LLE Project. A Right of Entry Agreement (Attachment C) is needed for limited entry to carry out documentation and monitoring for the Project as listed in the Agreement. Additionally, two separate Temporary Construction Easement are necessary for this utility work. Attachment D is a 12-month temporary construction easement needed for Sound Transit's contractors (SKH) to construct the vaults and duct banks for the proposed undergrounding. Attachment E is a six (6)-month temporary construction easement that is needed for SCL to install the cables and make the new connections between existing overhead lines and the new portions of undergrounded circuits. City staff estimates the temporary construction easements value at approximately \$3,200 and \$1,600 respectively.

Finally, a permanent electrical and communications easement (Attachment F) is necessary for the placement and maintenance of the electrical circuits and the SCL fiber communications wires and the supporting poles, within or over the northern ten (10) feet of the park. City staff estimates the value of the permanent electrical easement at approximately \$41,200.

City staff is satisfied that the final design for this utility work minimizes the permanent impact to the park to the extent that is feasible within the scope of the LLE Project.

COUNCIL GOAL(S) ADDRESSED

Authorization to execute these temporary and permanent agreements and easements would support the 2019-2021 Council *Goal 3 – Continued preparation for regional mass transit in Shoreline, Action Step 2: Work collaboratively with Sound Transit to permit the*

Lynnwood Link Extension Project and coordinate on project construction and work proactively with Sound Transit to develop plans to minimize, manage, and mitigate anticipated impacts to Shoreline neighborhoods from construction and operation of the Lynnwood Link Extension Project.

RESOURCE/FINANCIAL IMPACT

Sound Transit will be compensating the City for the necessary temporary and permanent easements for this work within the northern ten (10) feet of Twin Ponds Park. The final amount of compensation has not yet been determined, however City staff estimate compensation of approximately \$46,100. This revenue is not budgeted at this time.

RECOMMENDATION

Staff recommends that Council authorize the City Manager to execute the Twin Ponds Park Possession and Use Agreement, Right of Entry Agreement, two Temporary Construction Easements, and the Permanent Electrical Easement.

ATTACHMENTS

- Attachment A – Sound Transit Memorandum of Possession and Use Agreement
- Attachment B – Sound Transit Administrative Possession and Use Agreement
- Attachment C – Sound Transit Right of Entry Agreement
- Attachment D – Sound Transit Temporary Construction Easement 1 (12 months)
- Attachment E – Sound Transit Temporary Construction Easement 2 (6 months)
- Attachment F – Sound Transit Permanent Electrical Easement

WHEN RECORDED RETURN TO:

Sound Transit
 Real Property Division
 401 S. Jackson Street
 Seattle, WA 98104-2826

MEMORANDUM OF POSSESSION AND USE AGREEMENT

Grantor(s):	City of Shoreline, a municipal corporation
Grantee:	Central Puget Sound Regional Transit Authority
Abbreviated Legal Description:	Portion of Tract 2 in Block 3 & Portions of Tracts 3-4 & 13-16 in Block 4, Volume 11 of Plats, Page 72.
Assessor's Tax Parcel No(s):	2881700590
ROW No(s):	LL168.1

THIS MEMORANDUM OF POSSESSION AND USE AGREEMENT (this "Memorandum") is made and entered into effect as of the last date signed below by and between Central Puget Sound Regional Transit Authority, a regional transit authority of the State of Washington ("Sound Transit"), and City of Shoreline, a Washington municipal corporation ("Owner").

1. Property. Owner is the owner of certain real property located in **Shoreline**, Washington, **King** County Tax Parcel No. LL168.1, and having an address of 15401 1st Avenue NE, Shoreline, Washington 98155 (the "Property"). The Property is legally described in **Exhibit A** hereto.

2. Project. Sound Transit is authorized pursuant to Sound Transit Board Resolution No. **R2018-15** to acquire the Property for its Lynnwood Link light rail project and its related facilities (the "Project").

3. Possession and Use. Pursuant to that certain Administrative Possession and Use Agreement (the "Agreement") dated Insert Date of Admin P&U the Owner has granted to Sound Transit, for purposes of the Project, possession and use of the Property. Sound Transit shall be granted legal possession and use of the Property upon deposit of Sound Transit's offer of just compensation for the Property into an escrow account for disbursement to the Owner.

4. Term: The term of the Agreement shall run from the date the Agreement is last signed through to the date the title to the Property transfers to Sound Transit whether by deed, or decree, or by court order of immediate possession and use.

5. Public Use and Necessity. Sound Transit and the Owner have agreed that the Property is necessary for public use. If it becomes necessary for Sound Transit to institute condemnation proceedings, the Owner has waived any objection to the entry of an Order Adjudicating Public Use and Necessity and stipulated and acknowledges that the Agreement shall be treated as accorded the same effect as an Order for Immediate Possession and Use.

6. Purpose of Memorandum. This Memorandum is prepared for the purpose of recordation to give notice of the Agreement and certain rights thereunder, and shall not be construed to define, limit, amend or modify the Agreement. In the event of a conflict between the terms hereof and the terms of the Agreement, the terms of the Agreement shall control. This Memorandum may be executed in counterparts.

(Signatures on following page)

Dated and signed on this _____ day of _____, 201____.

Day

Month

Year

Grantor: **City of Shoreline, a municipal corporation**

By: _____

Debbie Tarry

Its: _____

City Manager

Approved as to Form:

By _____

Margaret J. King, City Attorney

Julie Ainsworth-Taylor, Assistant City Attorney

STATE OF WASHINGTON

}
} SS.
}

COUNTY OF KING

I certify that I know or have satisfactory evidence that Debbie Tarry is the person who appeared before me, and said person acknowledged that she signed this instrument, on oath stated that she is authorized to execute the instrument and acknowledged it as the City Manager of the City of Shoreline, to be the free and voluntary act of such party for the uses and purposes mentioned in this instrument.

Dated: _____

Signature: _____

Notary Public in and for the State of Washington

Notary (print name): _____

Residing at: _____

My appointment expires: _____

Dated and signed on this _____ day of _____, 201____.
Day Month Year

Grantee: Central Puget Sound Regional Transit Authority

By: _____

Its: _____

STATE OF WASHINGTON }
 } SS.
COUNTY OF KING }

I certify that I know or have satisfactory evidence that _____
_____ is the person who appeared before me, and said person
acknowledged that (he/she) signed this instrument, on oath stated that (he is/she is) authorized
to execute the instrument and acknowledged it as the
_____ of **CENTRAL PUGET
SOUND REGIONAL TRANSIT AUTHORITY** to be the free and voluntary act of such party for
the uses and purposes mentioned in this instrument.

Dated: _____
Signature: _____
Notary Public in and for the State of Washington
Notary (print name): _____
Residing at: _____
My appointment expires: _____

EXHIBIT A

Legal Description of the Premises

ROW No.: LL168.1

Memorandum of Administrative Possession and Use Agreement
Form approved by Legal 4/9/19
[Last saved by James ChungJuniper Nammi on 4/10/19]

EXHIBIT "A"

R/W No. LL-168.1
 PIN 2881700590
 CITY OF SHORELINE, A MUNICIPAL CORPORATION

Grantor's Parcel:

PARCEL 1:

THE SOUTH 165 FEET OF TRACT 3; AND TRACT 4, EXCEPT THE SOUTH 180 FEET THEREOF; ALL IN BLOCK 4 OF GREEN LAKE FIVE ACRE TRACTS TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 72, IN KING COUNTY, WASHINGTON; EXCEPT THE WEST 10 FEET THEREOF CONVEYED TO KING COUNTY FOR MERIDIAN AVENUE, BY DEEDS RECORDED UNDER AUDITOR'S FILE NOS. 2884689 AND 2884692.

PARCEL 2:

THAT PORTION OF TRACT 2, IN BLOCK 3 OF GREEN LAKE FIVE ACRE TRACTS TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 72, IN KING COUNTY, WASHINGTON, LYING WESTERLY OF PRIMARY STATE HIGHWAY No. 1, SEATTLE FREEWAY, E. 145TH STREET TO E. 200TH STREET, CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NO. 588865; EXCEPT THE WEST 10 FEET THEREOF CONVEYED TO KING COUNTY FOR ROAD UNDER AUDITOR'S FILE NO. 2307202.

PARCEL 3:

TRACTS 15 AND 16 IN BLOCK 4 OF GREEN LAKE FIVE ACRE TRACTS TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 72, IN KING COUNTY, WASHINGTON; EXCEPT THAT PORTION LYING EASTERLY OF A LINE DRAWN PARALLEL WITH AND 40 FEET WESTERLY, WHEN MEASURED AT RIGHT ANGLES AND/OR RADIALLY FROM THE RELOCATED 1ST AVENUE NORTHEAST SURVEY LINE OF PRIMARY STATE HIGHWAY NO. 1, SEATTLE FREEWAY, EAST 145TH STREET TO EAST 200TH STREET, CONVEYED TO THE STATE OF WASHINGTON BY DEED RECORDED UNDER AUDITOR'S FILE NO. 5464938; AND EXCEPT THAT PORTION OF SAID TRACT 16, AS FOLLOWS: BEGINNING AT A POINT ON THE NORTH LINE OF SAID TRACT 16, WHICH IS 272.50 FEET EAST FROM THE NORTHWEST CORNER OF SAID TRACT 16; THENCE EASTERLY ALONG SAID NORTH LINE TO INTERSECT THE WESTERLY MARGIN OF RELOCATED 1ST AVENUE NORTHEAST AS ESTABLISHED BY DEED RECORDED UNDER AUDITOR'S FILE NO. 5483419, IN KING COUNTY, WASHINGTON; THENCE SOUTHERLY ALONG SAID WESTERLY MARGIN TO THE INTERSECTION OF THE EASTERLY PROJECTION OF THAT CERTAIN LINE 118.26 FEET IN LENGTH AS DESCRIBED IN A DEED RECORDED UNDER AUDITOR'S FILE NO. 4312110, IN KING COUNTY, WASHINGTON; THENCE WEST ALONG SAID CERTAIN LINE AND EASTERLY PROJECTION TO THAT CERTAIN POINT REFERRED TO AS THE TRUE POINT OF BEGINNING IN DESCRIBING THAT CERTAIN TRACT OF LAND AS CONVEYED BY DEED RECORDED UNDER AUDITOR'S FILE NO. 4312110; THENCE NORTHWESTERLY ALONG THE WESTERLY LINE OF SAID CERTAIN TRACT, 52.88 FEET TO AN ANGLE POINT IN SAID WESTERLY LINE; THENCE NORTH 68 FEET TO THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; EXCEPT THE NORTH 10 FEET OF SAID TRACT 16 CONDEMNED FOR NORTH 155TH STREET IN KING COUNTY SUPERIOR COURT CAUSE NO. 118650.

PARCEL 4:

TRACT 13 IN BLOCK 4 OF GREEN LAKE FIVE ACRE TRACTS TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 72, IN KING COUNTY, WASHINGTON; EXCEPT THE WEST 30 FEET OF THE SOUTH 60 FEET, CONVEYED TO KING COUNTY FOR ROAD BY DEED RECORDED UNDER AUDITOR'S FILE NO. 4066472; AND EXCEPT ANY PORTION THEREOF LYING WITHIN THE RIGHT OF WAY FOR 1ST AVENUE NORTHEAST.

PARCEL 5:

TRACT 14 IN BLOCK 4 OF GREEN LAKE FIVE ACRE TRACTS TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 72, IN KING COUNTY, WASHINGTON; EXCEPT THE EAST 10 FEET THEREOF AS CONVEYED TO KING COUNTY BY DEED RECORDED UNDER AUDITOR'S FILE NO. 2307201.

EXHIBIT "A" (CONTINUED)

R/W No. LL-168.1
PIN 2881700590
CITY OF SHORELINE, A MUNICIPAL CORPORATION

PARCEL 6:

THAT PORTION OF TRACT 16, BLOCK 4, GREEN LAKE FIVE ACRE TRACTS TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 72, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTHERLY LINE OF TRACT 15 IN SAID BLOCK 4 WHICH IS 399.05 FEET EAST OF THE SOUTHWEST CORNER THEREOF AND RUNNING THENCE NORTHERLY PARALLEL WITH THE EAST LINE OF SAID TRACTS 15 AND 16, A DISTANCE OF 513.89 FEET, MORE OR LESS, TO A POINT WHICH IS 130 FEET SOUTHERLY OF THE NORTH LINE OF SAID TRACT 16; THENCE WESTERLY PARALLEL WITH THE NORTHERLY LINE OF SAID TRACT 16 A DISTANCE OF 118.46 FEET TO THE TRUE POINT OF BEGINNING;
THENCE EASTERLY PARALLEL WITH THE NORTHERLY LINE OF SAID TRACT 16 TO THE WESTERLY LINE OF 1ST AVENUE NORTHEAST AS DEEDED TO KING COUNTY BY DEEDS RECORDED UNDER AUDITOR'S FILE NOS. 2307206, 2383278 AND 2410821, IN KING COUNTY, WASHINGTON;
THENCE NORTHERLY ALONG SAID WESTERLY LINE TO THE SOUTHERLY LINE OF NORTH 155TH STREET AS CONDEMNED UNDER KING COUNTY SUPERIOR COURT CAUSE NO. 118650;
THENCE WESTERLY ALONG SAID SOUTHERLY LINE TO A POINT 272.50 FEET EASTERLY OF THE INTERSECTION OF SAID SOUTHERLY LINE WITH THE WESTERLY LINE OF SAID TRACT 16;
THENCE SOUTHERLY PARALLEL WITH SAID WESTERLY LINE A DISTANCE OF 68 FEET;
THENCE SOUTHEASTERLY TO THE TRUE POINT OF BEGINNING.

Earl J. Bone 2/19/19

ADMINISTRATIVE POSSESSION AND USE AGREEMENT

This Administrative Possession and Use Agreement (this “Agreement”) is made and entered into by and between CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY, a Washington regional transit authority, and its successors and assigns (“Sound Transit”), and **City of Shoreline, a municipal corporation** (“Owner”). This Agreement is and shall be effective as of the date last signed below (“Effective Date”). Sound Transit and Owner may be referred to as “Party” or collectively as “Parties.”

RECITALS

A. Owner is the owner of certain real property located in **Shoreline** Washington, identified as **King** County Tax Parcel No. **2881700590** and having an address of 15401 1st Avenue NE, Shoreline, Washington 98155 (the “Property”). The Property is legally described in **Exhibit A** hereto.

B. Sound Transit is authorized pursuant to Sound Transit Board Resolution No. **R2018-15** to acquire the Property for its **Lynnwood** Link light rail project and its related facilities (the “Project”).

C. Sound Transit has offered to purchase the Property from Owner, under threat of condemnation, for **\$TBD**. Sound Transit’s appraisal and offer for purchase are still pending completion.

D. The Owner roughly estimates the purchase value at approximately **FOURTY SIX THOUSAND ONE HUNDRED and 00/100ths Dollars (\$46,100.00)**.

E. Sound Transit and Owner have not yet come to an agreement as to the value of the Property, but intend to continue negotiating to work toward a mutually agreeable resolution as to the appropriate amount of just compensation to be paid for the Property.

F. Pending such negotiations, the Parties have agreed that Owner will deliver immediate possession and use of the Property to Sound Transit as provided for herein.

AGREEMENT

Now, therefore, in consideration of the mutual covenants contained herein, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. **Deposit.** As soon as practicable after mutual execution of this Agreement but in no event later than **July 3, 2019** (the “Date of Deposit”), Sound Transit shall deposit into an escrow account with Chicago Title Company (the “Escrow Agent”) the sum of **FOURTY SIX THOUSAND ONE HUNDRED and 00/100ths Dollars (\$46,100.00)** (the “Deposit”), which shall be disbursed by the Escrow Agent as soon thereafter as practicable in accordance with the escrow instructions attached hereto as **Exhibit B**. The disbursement of the Deposit Amount shall be a credit against the purchase price for the Property.

2. **Use and Possession.** Upon deposit by Sound Transit of the Deposit Amount, Sound Transit shall be deemed to have, and Owner shall be deemed to have surrendered and conveyed, immediate possession and use of the Property. The date of value for the determination of just compensation to be paid for the Property shall be the Date of Deposit. Interest shall be awarded on the difference, if any, between the Deposit and the final award of just compensation for the

Property, as determined at trial by the court or jury, as the case may be. Interest, if any, shall be calculated at a rate of eight percent (8%) per annum from the Date of Deposit until the date of payment of the final award of just compensation for the Property as determined at trial.

3. **No Waiver.** Execution of this Agreement shall not waive Owner's right to seek compensation for the Property above and beyond the amount of the Deposit or any reduced offer amount as contemplated in Paragraph 1, nor shall it impair Owner's right to recover relocation compensation under applicable law.

4. **Acquisition of the Property.** Owner and Sound Transit shall continue negotiations regarding the just compensation to which Owner is entitled for the Property. If Owner and Sound Transit reach agreement in this regard, the Parties shall enter into a purchase and sale agreement and Owner shall convey the Property to Sound Transit via statutory warranty deed. The parties shall cooperate in negotiating, executing, and delivering such documents, along with any and all additional documents and agreements that are reasonably necessary to accomplish the conveyance contemplated herein. Should Owner and Sound Transit be unable to reach agreement regarding the just compensation to which Owner is entitled for the Property, Sound Transit may at any time, in its sole discretion, formally initiate eminent domain proceedings to determine the just compensation to be paid for the Property and to obtain a judgment and decree of appropriation for the Property.

5. **Public Use.** Owner acknowledges and agrees that the Project is for a public purpose, that there is public use and necessity for Sound Transit's acquisition of the Property, and that Sound Transit is acquiring the Property under threat of condemnation pursuant to Washington state law. Owner hereby waives any objection to entry of an order and judgment adjudicating public use and necessity in the event Sound Transit commences formal eminent domain proceedings, and shall stipulate to entry of such order upon request by Sound Transit.

6. **Order of Immediate Possession and Use; Attorney Fees.** Owner hereby stipulates and agrees that, upon the commencement of formal eminent domain proceedings, Sound Transit may ask the Court to enter an agreed order for immediate possession and use of the Property, and Sound Transit may file a copy of this Agreement as full and complete evidence of Owner's consent to entry of such agreed order. Owner shall join in the motion if requested. Sound Transit acknowledges and agrees that Owner's execution and delivery to Sound Transit of, and performance of its obligations under, this Agreement satisfies the statutory requirements of RCW 8.25.070(3) and that Owner may, if the other requirements of RCW 8.25.070 are met, be entitled to an award of fees and costs pursuant to that statute if this matter proceeds to trial.

7. **Indemnity.** Sound Transit shall defend, indemnify, and hold harmless Owner from any and all claims, injuries, damages, losses, suits, and expenses, including attorneys' fees, for loss or liability made against or incurred by Owner by any person or entity related to or arising from Sound Transit's possession and use of the Property as provided in this Agreement, including without limitation those arising out of bodily injury, property damage, or any fine, assessment, or penalty.

8. **Notices.** All notices, demands, requests or other communications required or permitted to be given under this Agreement must be in writing and shall be deemed to have been properly given if addressed to the party to receive same at its address set forth below, by certified mail, return receipt requested, by hand delivery, by reputable overnight courier service, or by facsimile with receipt confirmed. Any party may, by notice given in accordance with this Section, designate

a different address for notices, demands, requests and any other communications. Notices, demands, requests and other communications shall be deemed given as follows: (i) when duly tendered for receipt, if given by hand or by reputable overnight courier service; (ii) when received, if given by facsimile, or (iii) two (2) business days after same is deposited in the mail, if given by certified mail.

Owner: **City of Shoreline**
17500 Midvale Avenue N.
Shoreline, WA 98133

|
with a copy to:

Sound Transit: Real Property Division
401 S. Jackson
Seattle, WA 98104

w/ a copy to: Sound Transit Legal Department
401 S. Jackson
Seattle, WA 98104

|
9. **Miscellaneous.**

a. **Governing Law; Venue.** This Agreement shall be governed by and in accordance with the laws of the State of Washington. Venue shall be proper in the Superior Court of **King** County.

b. **Merger.** All understandings and agreements heretofore between the parties are merged into this Agreement and any attachments hereto, which alone fully and completely expresses their agreement.

c. **Amendment.** This Agreement may not be amended orally or in any manner other than by a written agreement executed by Owner and Sound Transit.

d. **Recording.** This Agreement shall be recorded in the real property records of King County.

e. **Successors and Assigns.** This Agreement shall run with the land and shall be binding upon the Parties and their respective successors and assigns.

f. **Authority.** Each Party represents and warrants that the individuals executing this Agreement are duly authorized to do so and to bind their respective Parties. In signing this Agreement, the Parties represent to each other that no other person, entity, or public agency is required to authorize that Party's signature before such signature is binding.

g. **Counterparts.** This Agreement may be executed in one or more counterparts, each of which shall constitute an original agreement, but all of which together shall constitute one and the same agreement. |

IN WITNESS WHEREOF, the parties hereto have executed this Amendment as of the date first written above.

GRANTOR:	GRANTEE:
City of Shoreline 17500 Midvale Avenue N Shoreline, WA 98133	Central Puget Sound Regional Transit Authority
By: Debbie Tarry Its: City Manager	By: Its:
Approved as to Form: By: _____ Margaret J. King, City Attorney Julie Ainsworth-Taylor, Assistant City Attorney	Approved as to Form By: _____ Sound Transit Legal Counsel

EXHIBIT "A"

Legal Description of the Premises

]

Exhibit "B"
Escrow Instructions



DATE

Paula K. Adams
Commercial Escrow Officer
Escrow: 0087026
Chicago Title Insurance Company
10500 NE 8th Street, Suite 600
Bellevue, WA 98004

Re: ROW# LL180 & LL181
Title and Escrow # _____

Greetings Paula,

This letter will serve as escrow instructions from Central Puget Sound Regional Transit Authority (hereinafter "**Sound Transit**") to **Chicago Title Company of Washington ("Escrow Agent")** in connection with the above-referenced escrow, whereby _____ and Sound Transit have agreed that the Seller shall grant certain real property rights to Sound Transit.

A. Confirmation of Certain Information. Sound Transit confirms to you the following information relevant to this transaction:

1. This escrow is to be closed per the terms of the **Administrative Possession and Use Agreement ("Possession and Use Agreement")** between _____ and Sound Transit as deposited herein.

2. _____ is the owner of a fee interest in certain real property described in the above referenced Administrative Possession and Use Agreement and related instruments.

3. You will receive a deposit from Sound Transit representing \$ _____ ("**Just Compensation**") plus all fees and cost per your estimated settlement statement.

B. Closing Documents. The following documents are enclosed, have been, or will be delivered to you, or will be prepared by the Escrow Agent before the date of closing:

1. Administrative Possession and Use Agreement;
2. Payoffs providing full reconveyance (insert loan and DOT reference);
3. Settlement Statement (Chicago Title)

C. Conditions to Closing. You are instructed to close this escrow in accordance with this letter when the following conditions have been satisfied:

1. You have received all documents and funds set forth in A and B hereof
2. You have received verbal or email confirmation from Cheree Kennedy, 206-903-7134, that all other conditions of closing required by Sound Transit to be fulfilled outside of this escrow have been fulfilled to the satisfaction of Sound Transit.

D. Closing Procedures. In closing escrow, you will adhere strictly to the procedures set forth below. All requirements with respect to closing shall be considered as having taken place simultaneously, and no delivery or payment shall be considered as having been made until all deliveries, payments and closing transactions have been accomplished.

1. Insert the Closing Date in the appropriate blanks in all documents referred to in Section B as of the closing date.
2. Record the document referred to in Section B (1)
3. Disburse to Seller the Just Compensation less any charges or offsets owed by the Seller, including but not limited to loans, liens and pro-rated taxes to the County.
4. Within seventy two hours after closing, deliver take-off copies of the recorded documents, to Sound Transit in care of the undersigned, together with a copy.
5. Hold funds due Sound Transit in an amount equal to the sum of any excess funds sent to escrow by Sound Transit to be applied to final closing costs.

E. General Instructions. The instructions contained in this letter may be amended only by written amendment signed by Sound Transit. To the extent that these instructions conflict with the Escrow Instructions Form submitted by Escrow Agent, these instructions will supercede. If you are unable to comply with these instructions and close this escrow on or before 5:00pm on , you are not to proceed without further written authorization from the undersigned. If there are any questions concerning the above, please call the undersigned immediately.

Please acknowledge your receipt of and your agreement to comply with these instructions by signing and returning a copy of this letter to me.

Sincerely,

Joseph Gray, Real Property Director

Real Property Division
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

The undersigned acknowledges receipt of these escrow instructions and agrees to proceed in strict accordance with them.

Chicago Title Insurance Company

By: _____

Paula Adams, Escrow Officer

|

Lynnwood Link Extension
ENTRY AGREEMENT
 Form C

This Entry Agreement (“Agreement”) is between the **CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY (“SOUND TRANSIT”)**, a regional transit authority of the State of Washington and **City of Shoreline** (“Owner” or “the City”). This Agreement is effective as of the date Owner signs below (the “Effective Date”).

RECITALS

Owner owns certain real property (“Property”) described below. Sound Transit wishes to gain access to the Property for the purpose(s) described below. Owner is willing to grant Sound Transit access to the Property on the terms and conditions of this Agreement. The Property is described as follows:

Parcel Address(es): 15401 1ST Avenue NE, Shoreline, WA 98155

Parcel Number(s): 2881700590

1. Grant of License.

A. The City hereby grants permission to Sound Transit and its authorized employees, agents, representatives, and contractors (collectively, “Sound Transit”) to enter onto the Property for the limited purposes of conducting some or all of the activities listed below (the “Access Rights Activities”):

- Video Recording and/or Photographic Baseline Survey (Exterior only)
- Video Recording and/or Photographic Baseline Survey (Exterior and Interior)
- Structural Settlement Points
- Utility Locates
- Ambient Noise Monitoring
- Ambient Vibration Monitoring
- Construction Noise Monitoring
- Construction Vibration Monitoring
- Dewatering Wells
- Automatic Monitoring Total Station
- Optical Survey Points
- Time Lapse Camera
- Other (For internal use only)

(See Attachment A for detailed description of Access Rights Activities.)

B. Sound Transit will not permit any other party except Sound Transit's duly authorized representatives, employees, agents and independent contractors (collectively "Representatives") and, in the case of utility locates, third-party utility companies to enter or use the Property.

C. Sound Transit and its Representatives agree to exercise due care while performing any and all Access Rights Activities so as not to interfere with the City's or any other party's activities on the Property, and not to cause damage.



D. Sound Transit and its agents shall remove any equipment and personal property in connection with the Access Rights Activities and shall restore the Property at the end of its activities to a condition as good as or better than that which existed immediately prior to Sound Transit’s or its Representatives’ entry onto the Property.

E. Sound Transit agrees to comply with all local, state, and federal laws, and rules, ordinances applicable to the Access Rights Activities including obtaining any necessary permits.

F. Sound Transit shall provide the City with copies of any and all reports or analyses of all data collected from the Property, if any. The City may also choose to have a City representative present with Sound Transit during any data collection and/or may request that in addition to any data or reports that Sound Transit provide to the City all information related to the collection of the data upon request.

2. Contacts.

In the event Sound Transit and/or its designated Representatives cannot access some or all of the Property, the following representatives of the owner (the “Contact Person(s)”) can arrange for access to the Property.

Property Access:

Name: Kirk Peterson

Title: Parks Superintendent

Telephone #: 206-801-2614 (desk) or 206-391-2398 (cell)

Email: kpeterson@shorelinewa.gov

3. Liability.

Sound Transit and its Representatives will be responsible for any damage done to the Property by Sound Transit or its Representatives. Sound Transit and its Representatives shall remove any equipment and personal property in connection with the Access Rights Activities and shall restore the Property at the end of its activities to a condition as good as or better than that which existed immediately prior to Sound Transit’s or its Representatives’ entry onto the Property. Sound Transit shall be responsible for any damages caused by the acts and/or omissions of Sound Transit while on the Property in connection with the Access Rights Activities, unless solely caused by the negligence or willful misconduct of City or any of its elected officials, officers, employees, agents, representatives, invitees, other licensees, or volunteers. Sound Transit and its agents shall indemnify and hold the City and its elected officials, officers, employees, agents, volunteers, successors, and assigns harmless from, and defend the City against, any and all losses, damages, costs, penalties, expenses, liabilities, judgments, liens, suits, claims, or demands relating to or arising out of the Access Rights Activities conducted on the Property pursuant to this Agreement, unless solely caused by the negligence or willful misconduct of City or any of its elected officials, officers, employees, agents, representatives, invitees, licensees, or volunteers. This obligation shall survive the termination of this Agreement.

4. Governing Law/Captions.

The validity, meaning, and effect of this Agreement shall be determined in accordance with the laws of the State of Washington and venue shall be in the King County Superior Court.

5. No Third Party Rights/Assignment.

Nothing in this Agreement, express or implied, is intended to confer any rights or remedies upon any person other than the parties and their respective employees and representatives.

6. **Insurance.** Sound Transit and its Representatives shall procure and maintain the following insurance coverage for all employees or agents performing any Access Rights Activities on the Property:

A. **Commercial General Liability.** Sound Transit agrees that it will, at its own expense, procure and maintain Commercial General Liability insurance covering premises, operations, independent contractor’s liability and damages for personal injury and property damage. Coverage shall be in amounts not less than \$1,000,000 per occurrence and \$2,000,000 general aggregate. Certificates of insurance will be provided by Sound Transit indicating that the City is included as an Additional Insured on the policy(ies) and Sound Transit shall provide thirty (30) days prior written notice to the City of any cancellation of the required policy(ies), where there is no intent to timely acquire a new policy. Notwithstanding the forgoing, Sound Transit shall have the right to self-insure any of the insurance obligations set forth herein or provide other proof of coverage that may be accepted by the City in the City’s sole discretion.

B. **Automobile Liability insurance** with combined single limits of liability not less than \$1,000,000 for bodily injury, including personal injury or death and property damage shall be required if delivery of service directly involves Attorney use of motor vehicles.

7. **Termination.** Either party may terminate this Agreement upon thirty (30) calendar days prior written notice to the other party specifying its intention to terminate this Agreement and setting forth the termination date.

8. **License Agreement.**

This license does not constitute a real property interest and does not confer any rights upon Sound Transit other than the rights expressly granted herein. This license may be revoked by Owner at any time by providing notice to Sound Transit at 206-398-5300 or by email at lynnwoodlink@soundtransit.org.

CITY OF SHORELINE

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

By: _____

By: _____

Name: _____

Name: _____

Debbie Tarry

Janni Baugh

Title: _____

Title: _____

Date: _____

Date: _____

Approved as to form:

By: _____

Margaret J. King, City Attorney
Julie Ainsworth-Taylor, Assistant City Attorney



Attachment A – Definitions of Work

Video Recording and/or Photographic Baseline Survey (Exterior only)

Establishing a video recording and/or photographic baseline survey of property condition prior to the proposed construction and its related facilities. Survey activities shall entail Sound Transit and its Representatives documenting the general preconstruction condition of the Property by preparing a video recording and/or taking photographs of areas such as, but not limited to, existing driveways and parking areas, sidewalks, curbs, ditches, roadways, landscaping, trees, headwalls, equipment structures, pavements, manholes, handrails, surface improvements (e.g., walkways, stairs, retaining walls, etc.), foundations, building exteriors, and/or other features of the Property. Survey activities may typically be completed in one day. However, under certain circumstances, more than one day may be required.

Video Recording and/or Photographic Baseline Survey (Exterior and Interior)

Same as above and building interiors.

Structural Settlement Points

Installing, monitoring and removal of the structural settlement points or crack gauges to be placed on the foundation or walls of buildings and selected surface features located on the Property. Monitoring activity will occur primarily from city streets and alleys, but in some cases will be needed to be conducted from locations on the subject property. Before commencing any installation activities, Sound Transit will notify owners with door hangers and/or mailings that will have a description of the typical equipment to be installed, the frequency and duration of the testing and an estimated date of removal of the test equipment. If a monitoring point needs to be placed in a locked yard, or other secure area, Sound Transit, or their representative, will contact the Contact Person(s) identified in this Entry Agreement to develop a monitoring schedule.

Utility Locates

The utility companies that serve the Property, or have easements on the Property, will locate their utilities and mark their subsurface locations on the surface of the Property.

Ambient Noise Monitoring

This will include installing, establishing, monitoring and removing sound equipment to document existing ambient noise levels. The noise monitoring may be conducted in both indoor and outdoor areas and the monitoring duration will generally take one (1) day to complete. However, under certain circumstances, more than one day may be required.

Ambient Vibration Monitoring

This will include setting up vibration testing equipment, monitoring and removing equipment to document how vibration might travel from the proposed light rail tracks to nearby buildings. The vibration testing will be conducted in both indoor and outdoor areas and will generally take one (1) day to complete which includes set up, testing, and take down. However, under certain circumstances, more than one day may be required.

Construction Noise Monitoring

This will include installing, establishing, monitoring and removing sound equipment to monitor noise levels from construction activities. The noise monitoring may be conducted in both indoor and outdoor areas and the outdoor monitoring duration will generally range from several days to several weeks. In some cases, the monitoring may extend up to 5 years.

Construction Vibration Monitoring

This will include installing, establishing, monitoring and removing equipment to monitor vibration levels from construction activities. The vibration monitoring may be conducted in both indoor and outdoor areas and the outdoor monitoring duration will generally range from several days to several weeks. In some cases, the monitoring may extend up to 5 years.



Dewatering Well(s)

This will include drilling, installation and decommission of the dewatering well(s) and discharge piping. Prior to commencing work Sound Transit will provide the Owner with a detailed work plan, accompanied by a sketch of proposed well location(s) and site including truck parking where the work will take place. The dewatering well(s) will be decommissioned in accordance with state regulations.

Automatic Monitoring Total Station

This will be for placing, maintaining, and removing of an Automatic Monitoring Total Station (AMTS) for settlement monitoring on the roof of the building. The AMTS is free standing and will not require any penetrations into the building and weighs less than ___ pounds. Access to a standard 110 electrical outlet and minor electricity usage will be required. Sound Transit shall bear the cost of installing an electrical outlet, if one is not available. Sound Transit shall also bear the cost of electricity usage, if it is practical for Owner to allocate billing of such usage. Before installation of any monitoring equipment and at any time thereafter when access is required, Sound Transit or its representative will contact the Contact Person(s) identified in this Entry Agreement at least 48 hours in advance to coordinate entry onto the Property and into the building.

Optical Survey Points

This will include installing, monitoring and removal of the optical survey points (OSP) to be placed on the roof of the building. Installation of the OSP will be completed in less than one day. Installation of the OSP shall not penetrate any roof membrane and all installation shall be done in a weather-resistive manner. At the end of the project the OSP will be removed. Once installed, the monitoring activity will occur from off site. Before installation of any monitoring equipment and at any time thereafter when access is required, Sound Transit or their representative will contact the Contact Person(s) identified in this Entry Agreement at least 48 hours in advance to coordinate entry onto the Property and into the building.

Time Lapse Camera

Placing, maintaining, and removing a time-lapse camera on the roof of the building. The camera will automatically take periodic pictures of the adjacent station construction site and transmit the pictures via a cellular transmission. Camera will be free standing on a weighted base which will not require any penetrations into the building. Access to a standard 110 electrical outlet and minor electricity usage will be required. Sound Transit shall bear the cost of installing an electrical outlet, if one is not available. Sound Transit shall also bear the cost of electricity usage, if it is practical for Owner to allocate billing of such usage. Before installation of the camera and at any time thereafter, when access is required, Sound Transit or their representative will contact the Contact Person(s) identified in this Entry Agreement at least 48 hours in advance to coordinate entry onto the Property and into the building.

WHEN RECORDED RETURN TO:

Sound Transit
Real Property Division
401 S. Jackson Street
Seattle, WA 98104-2826

**TEMPORARY CONSTRUCTION EASEMENT
(STAGING AND LONG-TERM GENERAL CONSTRUCTION
– ELECTRICAL DUCTBANKS/VAULTS AND ROAD RESTORATION)**

Grantor(s): [City of Shoreline]
Grantee: Central Puget Sound Regional Transit Authority
Abbreviated Legal Description: [Portion of Tract 2 in Block 3 & Portions of Tracts 3-4 & 13-16 in Block 4, Volume 11 of Plats, Page 72]
Assessor’s Tax Parcel No(s): [2881700590]
ROW No(s): [LL168.1 (TCE1)]

[City of Shoreline, a Washington municipal corporation], (“Grantor”), is the owner of real property located in the City of [Shoreline] commonly known as [15401 1st Avenue NE, Shoreline, WA 98155], and more particularly described in the legal description attached as Exhibit "A" [Grantor’s Entire Parcel (“Property”).

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY, a regional transit authority of the State of Washington (“Grantee”), is developing high capacity transit service in the central Puget Sound region, including the Link light rail system. Grantee is constructing a portion of the Link light rail system called the [Lynnwood Link Extension] (“Project”).

Grantee desires to use a certain portion of the Property in connection with the construction, operation and maintenance of the Link light rail system.

AGREEMENT

1. Grant of Easement. Grantor, for and in consideration of the public good and other good and valuable consideration, receipt and sufficiency of which is hereby acknowledged by Grantor, hereby grants to Grantee, its successors and assigns, a temporary construction easement (“Easement”) within, over, across, through, under, and upon the portion of the Property, more particularly described in the attached **Exhibit “B”** and depicted in **Exhibit “C”** (“Easement Area”).

2. Purpose of Easement. Grantee, its contractors, agents, and permittees may use the Easement Area, including entry into private or public improvements located in the Easement Area, for the purpose of staging and construction (which may include, but not be limited to: staging and construction of utilities, utility connections; to re-grade slopes and make cuts and fills to match new street grade, sidewalks,; and parking lot or park fence reconstruction) (“Grantee’s Work”). When deemed necessary by Grantee for staging or construction, Grantee may fence all or a portion of the Easement Area from time to time during the performance of Grantee’s Work described herein. Grantee shall ensure that the Easement Area is maintained in a safe and sanitary manner throughout the Term and any extension thereto. Grantee shall at all times ensure that the Easement does not unreasonably interfere with Grantor’s access to the Property from the adjacent public right-of-way.

In the event Grantee’s utility connection work requires access to portions of the Property in addition to that depicted in Exhibit C, Grantee may enter into such additional property

for the purpose of reconnecting utilities that serve the Property and such entry will be governed by the terms of the Easement.

Grantee shall be entitled to apply to public authorities having jurisdiction for any and all permits necessary for the purposes described herein. Grantee shall be responsible for all work performed under such permit(s), along with any and all fees which may accrue during review of Grantee's permit application and after issuance of such permit(s).

3. Restoration. Subject to Paragraph 4, below, in the event private or public improvements in the Easement Area are disturbed or damaged by any of Grantee's Work, upon completion of such Work, Grantee shall, at Grantee's discretion, replace such improvements or restore such improvements to a condition that is as good as or better than that which existed prior to the use, or as negotiated separately by the Grantee and Grantor; provided, however, that such restoration shall be consistent with Grantee's project improvements and the purposes described in Paragraph 2. In the event Grantee does not comply with the foregoing requirement, Grantor may, upon reasonable advance notice to Grantee, take the actions to restore the property at Grantee's sole cost and expense.

During the Term, Grantee may, on an interim basis, restore the Easement Area to a reasonably safe and sanitary condition.

4. Term of Easement. The term of the Easement (the "Term") shall commence upon mutual execution of this Easement. Following commencement of the Term, Grantor shall not make any material modifications or improvements to the physical condition of the Easement Area that would interfere with Grantee's use of the Easement Area for the purposes described in Paragraph 2. Grantee will provide fourteen (14) calendar days written notice to Grantor before commencing Grantee's Work within the Easement Area. Grantee shall be entitled to use the Easement Area for the performance of Grantee's Work for a period of **TWELVE (12)** consecutive months (the "Construction Period"). During the Construction Period, Grantee's use of the Easement Area shall be exclusive. The Easement will remain in effect until **December 31, 2023** or until completion of restoration of the Easement Area, if any, as provided for in Section 3 of this Easement, whichever occurs first. Grantee may, at its option, extend the Term, including the exclusive Construction Period, for up to an additional **SIX (6) consecutive months**, upon thirty (30) calendar days prior written notice of the Grantor.

5. Payment for Easement. Grantee will pay Grantor **THREE THOUSAND TWO HUNDRED and 00/100ths Dollars (\$3,200.00)** upon recording of this Easement. If Grantee requires additional use past the Construction Period, Grantee will pay **TWO HUNDRED SIXTY FOUR and 00/100ths Dollars (\$264.00)** per month for each month or portion of a month, that Grantee uses the Easement Area for the purpose described in Paragraph 2.

6. Representations and Indemnifications. Grantee will exercise its rights under this Easement in accordance with the requirements of all applicable statutes, orders, rules and regulations of any public authority having jurisdiction. The Grantee shall defend, indemnify and hold the Grantor, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or in connection with the performance of this Agreement, except to the extent such injuries and damages are caused by the sole negligence or intentional misconduct of the Grantor or its elected officials, officers, employees, agents, representatives, invitees, licensees, or volunteers. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Grantee and the Grantor, its officers, officials, employees, and volunteers, the Grantee's liability hereunder shall be only to the extent of the Grantee's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the Grantee's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

7. Binding Effect. This Easement is solely for the benefit of Grantee, and is personal to Grantee, its successors in interest and assigns. Grantee may permit third parties to enter the Easement Area to accomplish the purposes described herein, provided that all such parties abide by the terms of this Easement. This Easement, and the duties, restrictions, limitations and obligations herein created, run with the land, burden the Property and are binding upon Grantor and its successors, assigns, mortgagees and sublessees and each and every person who, at any time, has a fee, leasehold, mortgage or other interest in any part of the Easement Area.

8. Insurance. During the Term, Grantee and its agents, contractors and subcontractors shall procure and maintain the following insurance coverage for all employees or agents performing any work on the Easement Area.

Commercial General Liability. Grantee agrees that it shall, at its own expense, procure and maintain Commercial General Liability insurance covering premises, operations, independent contractor's liability and damages for personal injury and property damage. Coverage shall be in amounts not less than \$1,000,000 per occurrence and \$2,000,000 general aggregate. Certificates of insurance shall be provided by Grantee indicating that the Grantor is included as an Additional Insured on the policy(ies) and Grantee shall provide thirty (30) calendar days prior written notice to the Grantor of any cancellation of the required policy(ies), where there is no intent to timely acquire a new policy. Notwithstanding the forgoing, Grantee shall have the right to self-insure any of the insurance obligations set forth herein or provide other proof of coverage that may be accepted by the Grantor in the Grantor's sole discretion.

Automobile Liability insurance with combined single limits of liability not less than \$1,000,000 for bodily injury, including personal injury or death and property damage shall be required if delivery of service directly involves Attorney use of motor vehicles.

If the Grantee maintains higher insurance limits than the minimums shown above, the Grantor shall be insured for the full available limits of Commercial General and Excess or Umbrella liability maintained by the Grantee, irrespective of whether such limits maintained by the Grantee are greater than those required by this contract or whether any certificate of insurance furnished to the Grantor evidences limits of liability lower than those maintained by the Grantee.

Other Insurance Provision. The Grantee's Automobile Liability and Commercial General Liability insurance policies are to contain, or be endorsed to contain that they shall be primary insurance as respect the Grantor. Any insurance, self-insurance, or self-insured pool coverage maintained by the Grantor shall be excess of the Grantee's insurance and shall not contribute with it.

Grantee must provide Grantor, on request, certificates of insurance evidencing such coverage. Grantee may provide the coverage required herein under blanket policies provided that the coverage is not diminished as a result. Grantee shall file with the Grantor's Risk Manager on an annual basis proof of an appropriate program of insurance, self-insurance, or any combination thereof in amounts and types sufficient to satisfy its liabilities. When commercial insurance is utilized, Grantee shall provide certificates of insurance reflecting evidence of the required insurance and naming the Grantor as an additional insured where appropriate. The certificates shall contain a provision that coverage will not be canceled until at least thirty (30) calendar days' prior written notice has been given to the Grantor.

9. Legal Proceedings. Grantor and Grantee agree that in the event it becomes necessary for either of them to defend or institute legal proceedings as a result of the failure of the other to comply with this Easement, the prevailing party in such litigation will be entitled to be reimbursed for all costs incurred or expended in connection therewith, including, but not limited to, reasonable attorney's fees (including paralegal fees and fees for any appeals) and court costs.

10. Recording. Grantee will record at its sole cost and expense this Easement in the real property records of **King** County, Washington. Grantee shall file a release of this Easement at its sole cost and expense at the termination of this Easement.

Dated and signed this _____ day of _____, 201 ____.

Grantor: **City of Shoreline, a municipal corporation**

By: _____
Debbie Tarry

Its: _____ City Manager

Approved as to Form:

By _____
Margaret J. King, City Attorney
Julie Ainsworth-Taylor, Assistant City Attorney

STATE OF WASHINGTON }
 } SS.
COUNTY OF _____ }

I certify that I know or have satisfactory evidence that Debbie Tarry is the person who appeared before me, and said person acknowledged that she signed this instrument, on oath stated that (he is/she is /they are) authorized to execute the instrument and acknowledged it as the City Manager of the City of Shoreline, to be the free and voluntary act of such party for the uses and purposes mentioned in this instrument.

Dated: _____

Signature: _____

Notary Public in and for the State of Washington

Notary (print name): _____

Residing at: _____

My appointment expires: _____

Dated and signed on this _____ day of _____, 201____.

Day

Month

Year

Grantee: Central Puget Sound Regional Transit Authority

By: _____

Its: _____

Approved as to Form

By: _____
Sound Transit Legal Counsel

STATE OF WASHINGTON }
 } SS.
COUNTY OF _____ }

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that (he/she) signed this instrument, on oath stated that (he is/she is) authorized to execute the instrument and acknowledged it as the _____ of **CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY** to be the free and voluntary act of such party for the uses and purposes mentioned in this instrument.

Dated: _____
Signature: _____
Notary Public in and for the State of Washington
Notary (print name): _____
Residing at: _____
My appointment expires: _____

EXHIBIT "A"

R/W No. LL-168.1
 PIN 2881700590
 CITY OF SHORELINE, A MUNICIPAL CORPORATION

Grantor's Parcel:

PARCEL 1:

THE SOUTH 165 FEET OF TRACT 3; AND TRACT 4, EXCEPT THE SOUTH 180 FEET THEREOF; ALL IN BLOCK 4 OF GREEN LAKE FIVE ACRE TRACTS TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 72, IN KING COUNTY, WASHINGTON; EXCEPT THE WEST 10 FEET THEREOF CONVEYED TO KING COUNTY FOR MERIDIAN AVENUE, BY DEEDS RECORDED UNDER AUDITOR'S FILE NOS. 2884689 AND 2884692.

PARCEL 2:

THAT PORTION OF TRACT 2, IN BLOCK 3 OF GREEN LAKE FIVE ACRE TRACTS TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 72, IN KING COUNTY, WASHINGTON, LYING WESTERLY OF PRIMARY STATE HIGHWAY No. 1, SEATTLE FREEWAY, E. 145TH STREET TO E. 200TH STREET, CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NO. 588865; EXCEPT THE WEST 10 FEET THEREOF CONVEYED TO KING COUNTY FOR ROAD UNDER AUDITOR'S FILE NO. 2307202.

PARCEL 3:

TRACTS 15 AND 16 IN BLOCK 4 OF GREEN LAKE FIVE ACRE TRACTS TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 72, IN KING COUNTY, WASHINGTON; EXCEPT THAT PORTION LYING EASTERLY OF A LINE DRAWN PARALLEL WITH AND 40 FEET WESTERLY, WHEN MEASURED AT RIGHT ANGLES AND/OR RADIALLY FROM THE RELOCATED 1ST AVENUE NORTHEAST SURVEY LINE OF PRIMARY STATE HIGHWAY NO. 1, SEATTLE FREEWAY, EAST 145TH STREET TO EAST 200TH STREET, CONVEYED TO THE STATE OF WASHINGTON BY DEED RECORDED UNDER AUDITOR'S FILE NO. 5464938; AND EXCEPT THAT PORTION OF SAID TRACT 16, AS FOLLOWS: BEGINNING AT A POINT ON THE NORTH LINE OF SAID TRACT 16, WHICH IS 272.50 FEET EAST FROM THE NORTHWEST CORNER OF SAID TRACT 16; THENCE EASTERLY ALONG SAID NORTH LINE TO INTERSECT THE WESTERLY MARGIN OF RELOCATED 1ST AVENUE NORTHEAST AS ESTABLISHED BY DEED RECORDED UNDER AUDITOR'S FILE NO. 5483419, IN KING COUNTY, WASHINGTON; THENCE SOUTHERLY ALONG SAID WESTERLY MARGIN TO THE INTERSECTION OF THE EASTERLY PROJECTION OF THAT CERTAIN LINE 118.26 FEET IN LENGTH AS DESCRIBED IN A DEED RECORDED UNDER AUDITOR'S FILE NO. 4312110, IN KING COUNTY, WASHINGTON; THENCE WEST ALONG SAID CERTAIN LINE AND EASTERLY PROJECTION TO THAT CERTAIN POINT REFERRED TO AS THE TRUE POINT OF BEGINNING IN DESCRIBING THAT CERTAIN TRACT OF LAND AS CONVEYED BY DEED RECORDED UNDER AUDITOR'S FILE NO. 4312110; THENCE NORTHWESTERLY ALONG THE WESTERLY LINE OF SAID CERTAIN TRACT, 52.88 FEET TO AN ANGLE POINT IN SAID WESTERLY LINE; THENCE NORTH 68 FEET TO THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; EXCEPT THE NORTH 10 FEET OF SAID TRACT 16 CONDEMNED FOR NORTH 155TH STREET IN KING COUNTY SUPERIOR COURT CAUSE NO. 118650.

PARCEL 4:

TRACT 13 IN BLOCK 4 OF GREEN LAKE FIVE ACRE TRACTS TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 72, IN KING COUNTY, WASHINGTON; EXCEPT THE WEST 30 FEET OF THE SOUTH 60 FEET, CONVEYED TO KING COUNTY FOR ROAD BY DEED RECORDED UNDER AUDITOR'S FILE NO. 4066472; AND EXCEPT ANY PORTION THEREOF LYING WITHIN THE RIGHT OF WAY FOR 1ST AVENUE NORTHEAST.

PARCEL 5:

TRACT 14 IN BLOCK 4 OF GREEN LAKE FIVE ACRE TRACTS TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 72, IN KING COUNTY, WASHINGTON; EXCEPT THE EAST 10 FEET THEREOF AS CONVEYED TO KING COUNTY BY DEED RECORDED UNDER AUDITOR'S FILE NO. 2307201.

EXHIBIT "A" (CONTINUED)

R/W No. LL-168.1
PIN 2881700590
CITY OF SHORELINE, A MUNICIPAL CORPORATION

PARCEL 6:

THAT PORTION OF TRACT 16, BLOCK 4, GREEN LAKE FIVE ACRE TRACTS TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 72, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTHERLY LINE OF TRACT 15 IN SAID BLOCK 4 WHICH IS 399.05 FEET EAST OF THE SOUTHWEST CORNER THEREOF AND RUNNING THENCE NORTHERLY PARALLEL WITH THE EAST LINE OF SAID TRACTS 15 AND 16, A DISTANCE OF 513.89 FEET, MORE OR LESS, TO A POINT WHICH IS 130 FEET SOUTHERLY OF THE NORTH LINE OF SAID TRACT 16; THENCE WESTERLY PARALLEL WITH THE NORTHERLY LINE OF SAID TRACT 16 A DISTANCE OF 118.46 FEET TO THE TRUE POINT OF BEGINNING;
THENCE EASTERLY PARALLEL WITH THE NORTHERLY LINE OF SAID TRACT 16 TO THE WESTERLY LINE OF 1ST AVENUE NORTHEAST AS DEEDED TO KING COUNTY BY DEEDS RECORDED UNDER AUDITOR'S FILE NOS. 2307206, 2383278 AND 2410821, IN KING COUNTY, WASHINGTON;
THENCE NORTHERLY ALONG SAID WESTERLY LINE TO THE SOUTHERLY LINE OF NORTH 155TH STREET AS CONDEMNED UNDER KING COUNTY SUPERIOR COURT CAUSE NO. 118650;
THENCE WESTERLY ALONG SAID SOUTHERLY LINE TO A POINT 272.50 FEET EASTERLY OF THE INTERSECTION OF SAID SOUTHERLY LINE WITH THE WESTERLY LINE OF SAID TRACT 16;
THENCE SOUTHERLY PARALLEL WITH SAID WESTERLY LINE A DISTANCE OF 68 FEET;
THENCE SOUTHEASTERLY TO THE TRUE POINT OF BEGINNING.

Earl J. Bone 2/19/19

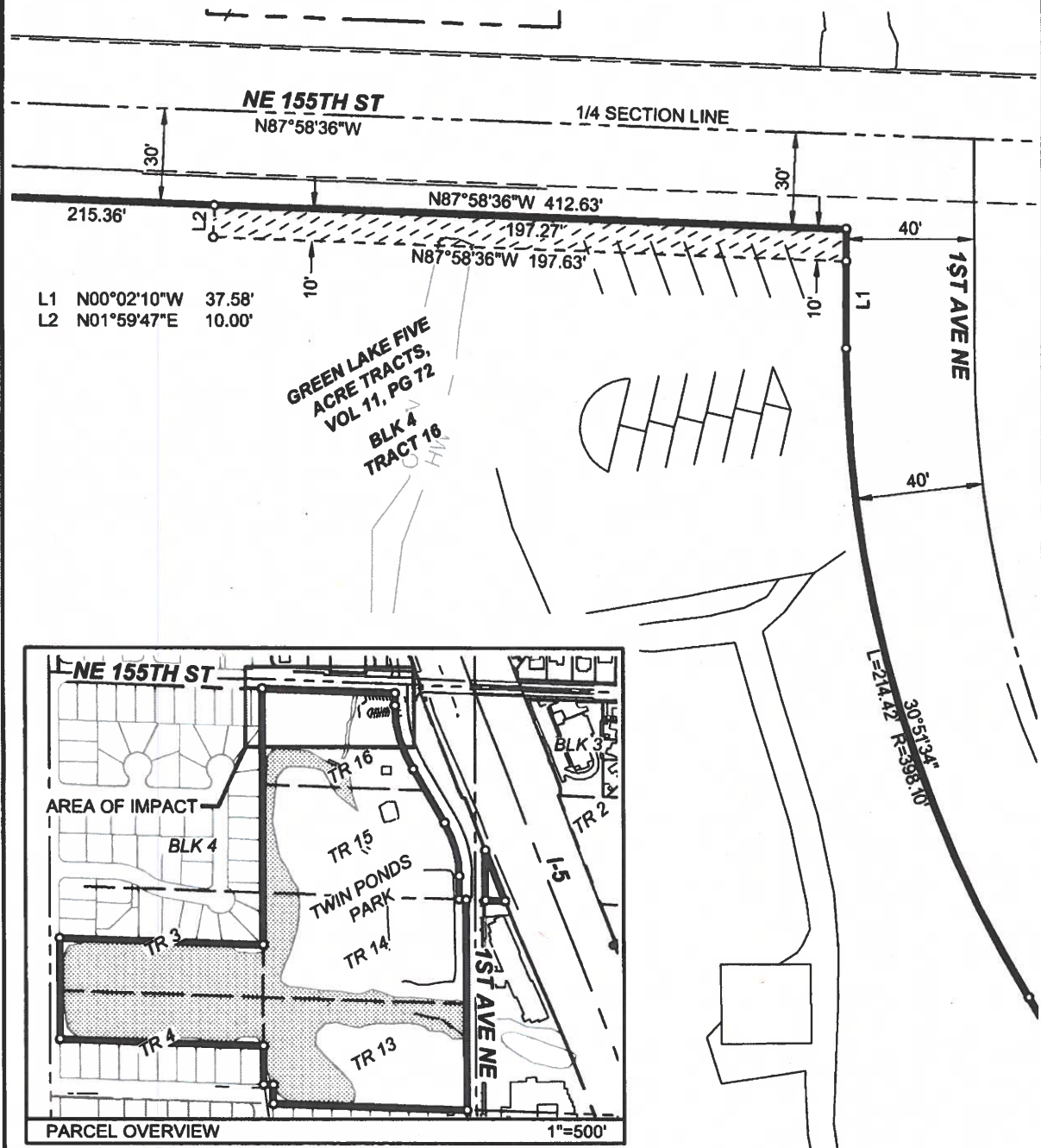
EXHIBIT "B"

R/W No. LL-168.1
PIN 2881700590
CITY OF SHORELINE, A MUNICIPAL CORPORATION

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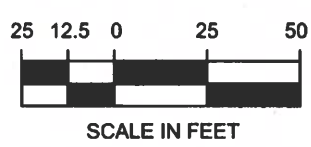
TEMPORARY CONSTRUCTION EASEMENT

NW 1/4 SW 1/4 SEC 17, T 26 N, R 4 E, W.M.



LEGEND

	EASEMENT LINE PERMANENT
	EASEMENT LINE TEMPORARY
	EXISTING RIGHT-OF-WAY LINE
	STREET CENTER LINE
	PLATTED LOT LINE
	PROPERTY LINE
	PARENT PARCEL



SHEET 1 OF 2

 SOUNDTRANSIT HNTB Jacobs <small>trusted design partners</small> L & A LIN & ASSOCIATES LINK LIGHT RAIL TRANSIT SYSTEM		PARCEL AREA: 956,425 SF CONST ESMT: 1,975 SF
		<p align="center">EXHIBIT "C" R/W NO. LL-168.1 PARCEL MAP</p> ASSESSOR NO.: 2881700590 DATE: 02/19/2019 OWNER: CITY OF SHORELINE BLOCK NO.: 3 & 4 LOT NO.: BLK 3 - TR2, BLK 4 TR3,4,13,14,15&16 CITY OF SHORELINE KING COUNTY, WA

WHEN RECORDED RETURN TO:

Sound Transit
 Real Property Division
 401 S. Jackson Street
 Seattle, WA 98104-2826

**TEMPORARY CONSTRUCTION EASEMENT
 (SHORT TERM GENERAL CONSTRUCTION – THIRD PARTY UTILITY WORK)**

Grantor(s): [City of Shoreline]

Grantee: Central Puget Sound Regional Transit Authority

Abbreviated Legal Description: [Portion of Tract 2 in Block 3 & Portions of Tracts 3-4 & 13-16 in Block 4, Volume 11 of Plats, Page 72]

Assessor's Tax Parcel No(s): [2881700590]

ROW No(s): [LL168.1 (TCE2)]

[City of Shoreline, a municipal corporation], ("Grantor"), is the owner of real property located in the City of [Shoreline] commonly known as [15401 1st Avenue NE, Shoreline, WA], and more particularly described in the legal description attached as **Exhibit "A"** [Grantor's Entire Parcel ("Property")].

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY, a regional transit authority of the State of Washington ("Grantee"), is developing high capacity transit service in the central Puget Sound region, including the Link light rail system. Grantee is constructing a portion of the Link light rail system called the **Lynnwood Link Extension** ("Project").

Grantee desires to use a certain portion of the Property in connection with the construction, operation and maintenance of the Link light rail system.

AGREEMENT

1. Grant of Easement. Grantor, for and in consideration of the public good and other good and valuable consideration, receipt and sufficiency of which is hereby acknowledged by Grantor, hereby grants to Grantee, its successors and assigns, a temporary construction easement ("Easement") within, over, across, through, under, and upon the portion of the Property, more particularly described in the attached **Exhibit "B"** and depicted in **Exhibit "C"** ("Easement Area").

2. Purpose of Easement. Grantee, its agents, contractors and permittees may use the Easement Area, including entry into private or public improvements located in the Easement Area, for the purpose of construction (which may include, but not be limited to: utilities and utility connections) ("Grantee's Work"). When deemed necessary by Grantee, Grantee may fence all or a portion of the Easement Area from time to time during the performance of Grantee's Work described herein Grantee shall ensure that the Easement Area is maintained in a safe and sanitary manner throughout the Term and any extension thereto. Grantee shall at all times ensure that the Easement does not unreasonably interfere with Grantor's access to the Property from the adjacent public right-of-way.

In the event Grantee's utility connection work requires access to portions of the Property in addition to that depicted in Exhibit "C", Grantee may enter into such additional property for the purpose of reconnecting utilities that serve the Property and such entry will be governed by the terms of the Easement.

Grantee shall be entitled to apply to public authorities having jurisdiction for any and all permits necessary for the purposes described herein. Grantee shall be responsible for all work performed under such permit(s), along with any and all fees which may accrue during review of Grantee's permit application and after issuance of such permit(s).

3. Restoration. Subject to Paragraph 4, below, in the event private or public improvements in the Easement Area are disturbed or damaged by any of Grantee's Work, upon completion of such Work, Grantee shall, at Grantee's discretion, replace such improvements, or restore such improvements to a condition that is as good as or better than that which existed prior to the use, or as negotiated separately by the Grantee and Grantor; provided, however, that such restoration shall be consistent with Grantee's project improvements and the purposes described in Paragraph 2. In the event Grantee does not comply with the foregoing requirement, Grantor may, upon reasonable advance notice to Grantee, take the actions to restore the property at Grantee's sole cost and expense.

During the Term, Grantee may, on an interim basis, restore the Easement Area to a reasonably safe and convenient condition.

4. Term of Easement. The term of the Easement (the "Term") shall commence upon mutual execution of this Easement. Following commencement of the Term, Grantor shall not make any material modifications or improvements to the physical condition of the Easement Area that would interfere with Grantee's use of the Easement for the purposes described in Paragraph 2. Grantee will provide fourteen (14) calendar days written notice to Grantor before commencing Grantee's Work within the Easement Area. Grantee shall be entitled to use the Easement Area for the performance of Grantee's Work for a period of ~~SIX~~ **(6)** consecutive months (the "Construction Period"). During the Construction Period, Grantee's use of the Easement Area shall be exclusive. The Easement will remain in effect until ~~December 31, 2023~~ or until completion of restoration of the Easement Area, if any, as provided for in Section 3 of this Easement, whichever occurs first. Grantee may, at its option, extend the Term, including the exclusive Construction Period, for up to an additional ~~SIX~~ **(6) consecutive months**, upon thirty (30) calendar days prior written notice to the Grantor.

5. Payment for Easement. Grantee shall pay Grantor **ONE THOUSAND SIX HUNDRED and 00/100ths Dollars (\$1,600.00)** upon recording of this Easement. If Grantee requires additional use past the Construction Period, Grantee will pay **TWO HUNDRED SIXTY FOUR and 00/100ths Dollars (\$264.00)** per month for each month or portion of a month, that Grantee uses the Easement Area for the purpose described in Paragraph 2.

6. Representations and Indemnifications. Grantee will exercise its rights under this Easement in accordance with the requirements of all applicable statutes, orders, rules and regulations of any public authority having jurisdiction. The Grantee shall defend, indemnify and hold the Grantor, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or in connection with the performance of this Agreement, except to the extent such injuries and damages are caused by the sole negligence or intentional misconduct of the Grantor or its elected officials, officers, employees, agents, representatives, invitees, licensees, or volunteers. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Grantee and the Grantor, its officers, officials, employees, and volunteers, the Grantee's liability hereunder shall be only to the extent of the Grantee's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the Grantee's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

7. Binding Effect. This Easement is solely for the benefit of Grantee, and is personal to Grantee, its successors in interest and assigns. Grantee may permit third parties to enter the Easement Area to accomplish the purposes described herein, provided that all such parties abide by the terms of this Easement. This Easement, and the duties, restrictions, limitations and obligations herein created, run with the land, burden the Property and are binding upon Grantor and its successors, assigns, mortgagees and sublessees and each and every person who, at any time, has a fee, leasehold, mortgage or other interest in any part of the Easement Area.

8. Insurance. During the Term, Grantee and its agents, contractors and subcontractors shall procure and maintain the following insurance coverage for all employees or agents performing any work on the Easement Area.

Commercial General Liability. Grantee agrees that it shall, at its own expense, procure and maintain Commercial General Liability insurance covering premises, operations, independent contractor's liability and damages for personal injury and property damage. Coverage shall be in amounts not less than \$1,000,000 per occurrence and \$2,000,000 general aggregate. Certificates of insurance shall be provided by Grantee indicating that Grantor is included as an Additional Insured on the policy(ies) and Grantee shall provide thirty (30) calendar days prior written notice to Grantor of any cancellation of the required policy(ies), where there is no intent to timely acquire a new policy. Notwithstanding the forgoing, Grantee shall have the right to self-insure any of the insurance obligations set forth herein or provide other proof of coverage that may be accepted by Grantor in the Grantor's sole discretion.

Automobile Liability insurance with combined single limits of liability not less than \$1,000,000 for bodily injury, including personal injury or death and property damage shall be required if delivery of service directly involves Attorney use of motor vehicles.

If the Grantee maintains higher insurance limits than the minimums shown above, the Grantor shall be insured for the full available limits of Commercial General and Excess or Umbrella liability maintained by the Grantee, irrespective of whether such limits maintained by the Grantee are greater than those required by this contract or whether any certificate of insurance furnished to the Grantor evidences limits of liability lower than those maintained by the Grantee.

Other Insurance Provision. The Grantee's Automobile Liability and Commercial General Liability insurance policies are to contain, or be endorsed to contain that they shall be primary insurance as respect the Grantor. Any insurance, self-insurance, or self-insured pool coverage maintained by the Grantor shall be excess of the Grantee's insurance and shall not contribute with it.

Grantee must provide Grantor, on request, certificates of insurance evidencing such coverage. Grantee may provide the coverage required herein under blanket policies provided that the coverage is not diminished as a result. Grantee shall file with the Grantor's Risk Manager on an annual basis proof of an appropriate program of insurance, self-insurance, or any combination thereof in amounts and types sufficient to satisfy its liabilities. When commercial insurance is utilized, Grantee shall provide certificates of insurance reflecting evidence of the required insurance and naming the Grantor as an additional insured where appropriate. The certificates shall contain a provision that coverage will not be canceled until at least thirty (30) calendar days' prior written notice has been given to the Grantor.

9. Legal Proceedings. Grantor and Grantee agree that in the event it becomes necessary for either of them to defend or institute legal proceedings as a result of the failure of the other to comply with this Easement, the prevailing party in such litigation will be entitled to be reimbursed for all costs incurred or expended in connection therewith, including, but not limited to, reasonable attorney's fees (including paralegal fees and fees for any appeals) and court costs.

10. Recording. Grantee will record at its sole cost and expense this Easement in the real property records of King County, Washington. Grantee shall file a release of this Easement at its sole cost and expense at the termination of this Easement.

Dated and signed this _____ day of _____, 201 __.

Grantor: **City of Shoreline, a municipal corporation**

By: _____
Debbie Tarry

Its: City Manager

Approved as to Form:
By _____
Margaret J. King, City Attorney
Julie Ainsworth-Taylor, Assistant City Attorney

STATE OF WASHINGTON }
 } SS.
COUNTY OF _____ }

I certify that I know or have satisfactory evidence that Debbie Tarry is the person who appeared before me, and said person acknowledged that she signed this instrument, on oath stated that (he is/she is /they are) authorized to execute the instrument and acknowledged it as the City Manager of the City of Shoreline, to be the free and voluntary act of such party for the uses and purposes mentioned in this instrument.

Dated: _____
Signature: _____
Notary Public in and for the State of Washington
Notary (print name): _____
Residing at: _____
My appointment expires: _____

EXHIBIT "A"

R/W No. LL-168.1
 PIN 2881700590
 CITY OF SHORELINE, A MUNICIPAL CORPORATION

Grantor's Parcel:

PARCEL 1:

THE SOUTH 165 FEET OF TRACT 3; AND TRACT 4, EXCEPT THE SOUTH 180 FEET THEREOF; ALL IN BLOCK 4 OF GREEN LAKE FIVE ACRE TRACTS TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 72, IN KING COUNTY, WASHINGTON; EXCEPT THE WEST 10 FEET THEREOF CONVEYED TO KING COUNTY FOR MERIDIAN AVENUE, BY DEEDS RECORDED UNDER AUDITOR'S FILE NOS. 2884689 AND 2884692.

PARCEL 2:

THAT PORTION OF TRACT 2, IN BLOCK 3 OF GREEN LAKE FIVE ACRE TRACTS TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 72, IN KING COUNTY, WASHINGTON, LYING WESTERLY OF PRIMARY STATE HIGHWAY No. 1, SEATTLE FREEWAY, E. 145TH STREET TO E. 200TH STREET, CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NO. 588865; EXCEPT THE WEST 10 FEET THEREOF CONVEYED TO KING COUNTY FOR ROAD UNDER AUDITOR'S FILE NO. 2307202.

PARCEL 3:

TRACTS 15 AND 16 IN BLOCK 4 OF GREEN LAKE FIVE ACRE TRACTS TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 72, IN KING COUNTY, WASHINGTON; EXCEPT THAT PORTION LYING EASTERLY OF A LINE DRAWN PARALLEL WITH AND 40 FEET WESTERLY, WHEN MEASURED AT RIGHT ANGLES AND/OR RADIALLY FROM THE RELOCATED 1ST AVENUE NORTHEAST SURVEY LINE OF PRIMARY STATE HIGHWAY NO. 1, SEATTLE FREEWAY, EAST 145TH STREET TO EAST 200TH STREET, CONVEYED TO THE STATE OF WASHINGTON BY DEED RECORDED UNDER AUDITOR'S FILE NO. 5464938; AND EXCEPT THAT PORTION OF SAID TRACT 16, AS FOLLOWS: BEGINNING AT A POINT ON THE NORTH LINE OF SAID TRACT 16, WHICH IS 272.50 FEET EAST FROM THE NORTHWEST CORNER OF SAID TRACT 16; THENCE EASTERLY ALONG SAID NORTH LINE TO INTERSECT THE WESTERLY MARGIN OF RELOCATED 1ST AVENUE NORTHEAST AS ESTABLISHED BY DEED RECORDED UNDER AUDITOR'S FILE NO. 5483419, IN KING COUNTY, WASHINGTON; THENCE SOUTHERLY ALONG SAID WESTERLY MARGIN TO THE INTERSECTION OF THE EASTERLY PROJECTION OF THAT CERTAIN LINE 118.26 FEET IN LENGTH AS DESCRIBED IN A DEED RECORDED UNDER AUDITOR'S FILE NO. 4312110, IN KING COUNTY, WASHINGTON; THENCE WEST ALONG SAID CERTAIN LINE AND EASTERLY PROJECTION TO THAT CERTAIN POINT REFERRED TO AS THE TRUE POINT OF BEGINNING IN DESCRIBING THAT CERTAIN TRACT OF LAND AS CONVEYED BY DEED RECORDED UNDER AUDITOR'S FILE NO. 4312110; THENCE NORTHWESTERLY ALONG THE WESTERLY LINE OF SAID CERTAIN TRACT, 52.88 FEET TO AN ANGLE POINT IN SAID WESTERLY LINE; THENCE NORTH 68 FEET TO THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; EXCEPT THE NORTH 10 FEET OF SAID TRACT 16 CONDEMNED FOR NORTH 155TH STREET IN KING COUNTY SUPERIOR COURT CAUSE NO. 118650.

PARCEL 4:

TRACT 13 IN BLOCK 4 OF GREEN LAKE FIVE ACRE TRACTS TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 72, IN KING COUNTY, WASHINGTON; EXCEPT THE WEST 30 FEET OF THE SOUTH 60 FEET, CONVEYED TO KING COUNTY FOR ROAD BY DEED RECORDED UNDER AUDITOR'S FILE NO. 4066472; AND EXCEPT ANY PORTION THEREOF LYING WITHIN THE RIGHT OF WAY FOR 1ST AVENUE NORTHEAST.

PARCEL 5:

TRACT 14 IN BLOCK 4 OF GREEN LAKE FIVE ACRE TRACTS TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 72, IN KING COUNTY, WASHINGTON; EXCEPT THE EAST 10 FEET THEREOF AS CONVEYED TO KING COUNTY BY DEED RECORDED UNDER AUDITOR'S FILE NO. 2307201.

EXHIBIT "A" (CONTINUED)

R/W No. LL-168.1
PIN 2881700590
CITY OF SHORELINE, A MUNICIPAL CORPORATION

PARCEL 6:

THAT PORTION OF TRACT 16, BLOCK 4, GREEN LAKE FIVE ACRE TRACTS TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 72, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTHERLY LINE OF TRACT 15 IN SAID BLOCK 4 WHICH IS 399.05 FEET EAST OF THE SOUTHWEST CORNER THEREOF AND RUNNING THENCE NORTHERLY PARALLEL WITH THE EAST LINE OF SAID TRACTS 15 AND 16, A DISTANCE OF 513.89 FEET, MORE OR LESS, TO A POINT WHICH IS 130 FEET SOUTHERLY OF THE NORTH LINE OF SAID TRACT 16; THENCE WESTERLY PARALLEL WITH THE NORTHERLY LINE OF SAID TRACT 16 A DISTANCE OF 118.46 FEET TO THE TRUE POINT OF BEGINNING;
THENCE EASTERLY PARALLEL WITH THE NORTHERLY LINE OF SAID TRACT 16 TO THE WESTERLY LINE OF 1ST AVENUE NORTHEAST AS DEEDED TO KING COUNTY BY DEEDS RECORDED UNDER AUDITOR'S FILE NOS. 2307206, 2383278 AND 2410821, IN KING COUNTY, WASHINGTON;
THENCE NORTHERLY ALONG SAID WESTERLY LINE TO THE SOUTHERLY LINE OF NORTH 155TH STREET AS CONDEMNED UNDER KING COUNTY SUPERIOR COURT CAUSE NO. 118650;
THENCE WESTERLY ALONG SAID SOUTHERLY LINE TO A POINT 272.50 FEET EASTERLY OF THE INTERSECTION OF SAID SOUTHERLY LINE WITH THE WESTERLY LINE OF SAID TRACT 16;
THENCE SOUTHERLY PARALLEL WITH SAID WESTERLY LINE A DISTANCE OF 68 FEET;
THENCE SOUTHEASTERLY TO THE TRUE POINT OF BEGINNING.

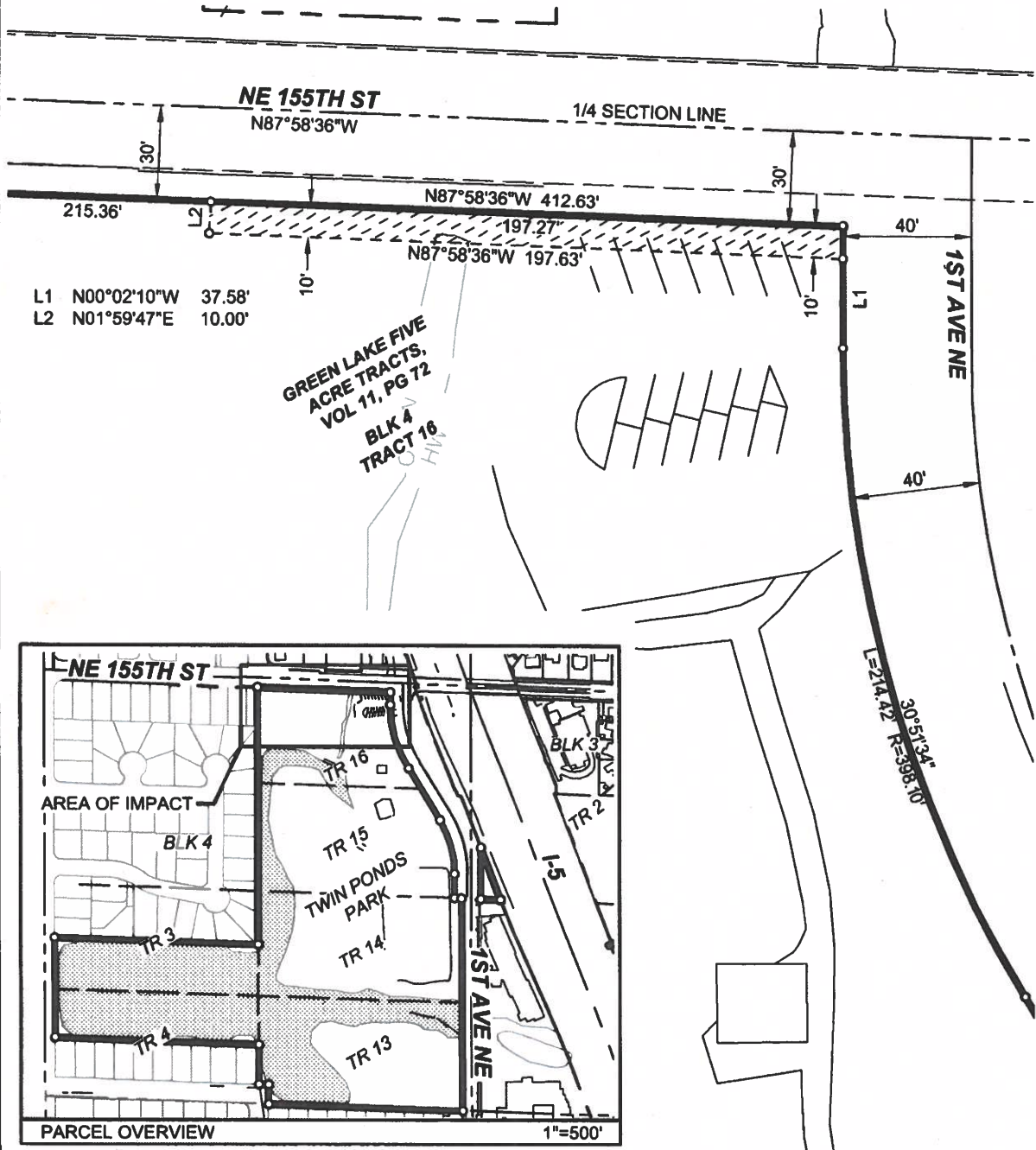
EXHIBIT "B"

R/W No. LL-168.1
PIN 2881700590
CITY OF SHORELINE, A MUNICIPAL CORPORATION

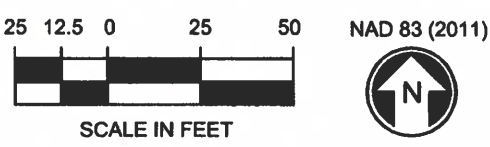
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TEMPORARY CONSTRUCTION EASEMENT

NW 1/4 SW 1/4 SEC 17, T 26 N, R 4 E, W.M.



LEGEND	
	EASEMENT LINE PERMANENT
	EASEMENT LINE TEMPORARY
	EXISTING RIGHT-OF-WAY LINE
	STREET CENTER LINE
	PLATTED LOT LINE
	PROPERTY LINE
	PARENT PARCEL



TEMP CONST ESMT

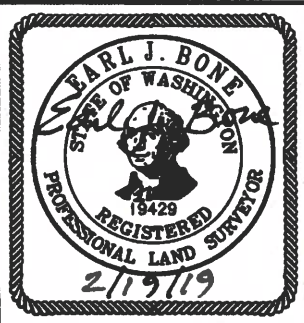
SHEET 1 OF 2

SOUNDTRANSIT

HNTB Jacobs Trusted design partners

L & A LIN & ASSOCIATES

LINK LIGHT RAIL TRANSIT SYSTEM



PARCEL AREA: 956,425 SF	CONST ESMT: 1,975 SF
EXHIBIT "C"	
R/W NO. LL-168.1 PARCEL MAP	
ASSESSOR NO.: 2881700590	DATE: 02/19/2019
OWNER: CITY OF SHORELINE	
BLOCK NO.: 3 & 4	LOT NO.: BLK 3 - TR2, BLK 4 TR3,4,13,14,15&16
CITY OF SHORELINE KING COUNTY, WA	

WHEN RECORDED RETURN TO:

Sound Transit
Real Property Division
401 S. Jackson Street
Seattle, WA 98104-2826

ELECTRICAL AND COMMUNICATIONS EASEMENT

Grantor(s): City of Shoreline
Grantee: Central Puget Sound Regional Transit Authority
Abbreviated Legal Description: Portion of Tract 2 in Block 3 & Portions of Tracts 3-4 & 13-16 in Block 4, Volume 11 of Plats, Page 72.
Assessor's Tax Parcel No(s): 2881700590
ROW No(s): LL168.1

City of Shoreline, a municipal corporation ("Grantor") is the owner of real property located in the City of Shoreline, commonly known as Twin Ponds Park, 15401 1st Avenue NE, Shoreline, WA 98155, and more particularly described in the legal description attached as Exhibit "A", ("Property").

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY, a regional transit authority of the State of Washington, ("Grantee") is developing high capacity transit service in the central Puget Sound region, including the Link light rail system. Grantee is constructing a portion of the Link light rail system called the Lynnwood Link Extension ("Project").

Grantee desires to use a certain portion of the Property in connection with the construction, operation and maintenance of the Link light rail system.

AGREEMENT

1. Grant of Easement. Grantor, for and in consideration of the public good and other good and valuable consideration, receipt and sufficiency of which are hereby acknowledged by Grantor, hereby grants to Grantee, its successors and assigns, a permanent electrical and communications easement ("Easement") within, over, across, through, under, and upon the portion of the Property, more particularly described in the attached Exhibit "B" and depicted in the attached Exhibit "C" ("Easement Area").

2. Purpose of Easement. Grantee, its agents, contractors and permittees may use the Easement Area, including entry into private improvements located in the Easement Area, for purposes of electrical and communications work including, but not limited to, the construction, operation, inspection, maintenance, replacement, improvement, removal and use of electrical and communication systems, which will include, but not be limited to vaults, conduits, and handholes ("Work").

Grantee shall be entitled to apply for any and all permits necessary for the purposes described herein. Grantee shall be responsible for all work performed under such permit(s), along with any and all fees which may accrue during review of Grantee's permit application and after issuance of such permit(s).

3. Restoration. In the event private or public improvements in the Easement Area are disturbed or damaged by any of Grantee's Work, upon completion of such Work, Grantee shall, at Grantee's discretion, replace such improvements or restore such improvements to a

condition that is as good as or better than that which existed prior to the use, or as negotiated separately by the Grantee and Grantor; provided, however, that such restoration shall be consistent with Grantee's project improvements and the purposes described in Paragraph 2. In the event Grantee does not comply with the foregoing requirement, Grantor may, upon reasonable advance notice to Grantee, take the actions to restore the property at Grantee's sole cost and expense.

4. Grantor's Use of Easement Area. Grantor may use the property within the Easement Area, so long as Grantor's use does not interfere with Grantee's use of the Easement Area. Any other use is subject to written approval by Grantee, which approval may not be unreasonably withheld.

5. Representations and Indemnifications. Grantee will exercise its rights under this Easement in accordance with the requirements of all applicable statutes, orders, rules and regulations of any public authority having jurisdiction. Grantee will indemnify Grantor from and against any and all claims, costs, liabilities, and damages that arise from the exercise of the rights granted in this Easement by Grantee, its agents, contractors and permittees to the extent such claims, costs, liabilities and damages are caused by an act or omission of Grantee, its agents, contractors and permittees. To the extent permitted by RCW 4.24.115 Grantee's obligations under this indemnity shall not apply to the extent that any such claims, costs, liabilities and damages arise from the negligence of Grantor, or Grantor's employees, agents and contractors.

6. Binding Effect. This Easement is appurtenant to and runs with all real property now owned or hereafter acquired by Grantee as part of the Link light rail system, which includes facilities in the Project area and elsewhere throughout the region operated by Grantee for high capacity transportation system purposes and inures to the benefit of Grantee and its successors and assigns. This Easement is binding upon the Property and Grantor, and Grantor's respective heirs, successors and assigns.

7. Insurance. During the Term, Grantee and its agents, contractors and subcontractors shall procure and maintain the following insurance coverage for all employees or agents performing any work on the Easement Area.

Commercial General Liability. Grantee agrees that it shall, at its own expense, procure and maintain Commercial General Liability insurance covering premises, operations, independent contractor's liability and damages for personal injury and property damage. Coverage shall be in amounts not less than \$1,000,000 per occurrence and \$2,000,000 general aggregate. Certificates of insurance shall be provided by Grantee indicating that the Grantor is included as an Additional Insured on the policy(ies) and Grantee shall provide thirty (30) calendar days prior written notice to the Grantor of any cancellation of the required policy(ies), where there is no intent to timely acquire a new policy. Notwithstanding the foregoing, Grantee shall have the right to self-insure any of the insurance obligations set forth herein or provide other proof of coverage that may be accepted by the Grantor in the Grantor's sole discretion.

Automobile Liability insurance with combined single limits of liability not less than \$1,000,000 for bodily injury, including personal injury or death and property damage shall be required if delivery of service directly involves Attorney use of motor vehicles.

If the Grantee maintains higher insurance limits than the minimums shown above, the Grantor shall be insured for the full available limits of Commercial General and Excess or Umbrella liability maintained by the Grantee, irrespective of whether such limits maintained by the Grantee are greater than those required by this contract or whether any certificate of insurance furnished to the Grantor evidences limits of liability lower than those maintained by the Grantee.

Other Insurance Provision. The Grantee's Automobile Liability and Commercial General Liability insurance policies are to contain, or be endorsed to contain that they shall be primary insurance as respect the Grantor. Any insurance, self-insurance, or self-insured pool coverage maintained by the Grantor shall be excess of the Grantee's insurance and shall not contribute with it.

Grantee must provide Grantor, on request, certificates of insurance evidencing such coverage. Grantee may provide the coverage required herein under blanket policies provided that the coverage is not diminished as a result. Grantee shall file with the Grantor's Risk Manager on an annual basis proof of an appropriate program of insurance, self-insurance, or any combination thereof in amounts and types sufficient to satisfy its liabilities. When commercial insurance is utilized, Grantee shall provide certificates of insurance reflecting evidence of the required insurance and naming the Grantor as an additional insured where appropriate. The certificates shall contain a provision that coverage will not be canceled until at least thirty (30) calendar days' prior written notice has been given to the Grantor.

8. Legal Proceedings. Grantor and Grantee agree that in the event it becomes necessary for either of them to defend or institute legal proceedings as a result of the failure of the other party to comply with this Easement, the prevailing party in such litigation will be entitled to be reimbursed for all costs incurred or expended in connection therewith, including, but not limited to, reasonable attorney's fees (including paralegal fees and fees for any appeals) and court costs.

9. Recording. Grantee will record this Easement in the real property records of **King** County, Washington.

Dated and signed on this _____ day of _____, 201____.

Day

Month

Year

Grantor: **City of Shoreline, a municipal corporation**

By: _____
Debbie Tarry

Its: City Manager

Approved as to Form:

By _____
Margaret J. King, City Attorney
Julie Ainsworth-Taylor, Assistant City Attorney

STATE OF WASHINGTON }
 } SS.
COUNTY OF _____ }

I certify that I know or have satisfactory evidence that Debbie Tarry is the person who appeared before me, and said person acknowledged that she signed this instrument, on oath stated that she is authorized to execute the instrument and acknowledged it as the City Manager of the City of Shoreline, to be the free and voluntary act of such party for the uses and purposes mentioned in this instrument.

Dated: _____
Signature: _____
Notary Public in and for the State of Washington
Notary (print name): _____
Residing at: _____
My appointment expires: _____

EXHIBIT "A"

R/W No. LL-168.1
 PIN 2881700590
 CITY OF SHORELINE, A MUNICIPAL CORPORATION

Grantor's Parcel:

PARCEL 1:

THE SOUTH 165 FEET OF TRACT 3; AND TRACT 4, EXCEPT THE SOUTH 180 FEET THEREOF; ALL IN BLOCK 4 OF GREEN LAKE FIVE ACRE TRACTS TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 72, IN KING COUNTY, WASHINGTON; EXCEPT THE WEST 10 FEET THEREOF CONVEYED TO KING COUNTY FOR MERIDIAN AVENUE, BY DEEDS RECORDED UNDER AUDITOR'S FILE NOS. 2884689 AND 2884692.

PARCEL 2:

THAT PORTION OF TRACT 2, IN BLOCK 3 OF GREEN LAKE FIVE ACRE TRACTS TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 72, IN KING COUNTY, WASHINGTON, LYING WESTERLY OF PRIMARY STATE HIGHWAY No. 1, SEATTLE FREEWAY, E. 145TH STREET TO E. 200TH STREET, CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NO. 588865; EXCEPT THE WEST 10 FEET THEREOF CONVEYED TO KING COUNTY FOR ROAD UNDER AUDITOR'S FILE NO. 2307202.

PARCEL 3:

TRACTS 15 AND 16 IN BLOCK 4 OF GREEN LAKE FIVE ACRE TRACTS TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 72, IN KING COUNTY, WASHINGTON; EXCEPT THAT PORTION LYING EASTERLY OF A LINE DRAWN PARALLEL WITH AND 40 FEET WESTERLY, WHEN MEASURED AT RIGHT ANGLES AND/OR RADially FROM THE RELOCATED 1ST AVENUE NORTHEAST SURVEY LINE OF PRIMARY STATE HIGHWAY NO. 1, SEATTLE FREEWAY, EAST 145TH STREET TO EAST 200TH STREET, CONVEYED TO THE STATE OF WASHINGTON BY DEED RECORDED UNDER AUDITOR'S FILE NO. 5464938; AND EXCEPT THAT PORTION OF SAID TRACT 16, AS FOLLOWS: BEGINNING AT A POINT ON THE NORTH LINE OF SAID TRACT 16, WHICH IS 272.50 FEET EAST FROM THE NORTHWEST CORNER OF SAID TRACT 16; THENCE EASTERLY ALONG SAID NORTH LINE TO INTERSECT THE WESTERLY MARGIN OF RELOCATED 1ST AVENUE NORTHEAST AS ESTABLISHED BY DEED RECORDED UNDER AUDITOR'S FILE NO. 5483419, IN KING COUNTY, WASHINGTON; THENCE SOUTHERLY ALONG SAID WESTERLY MARGIN TO THE INTERSECTION OF THE EASTERLY PROJECTION OF THAT CERTAIN LINE 118.26 FEET IN LENGTH AS DESCRIBED IN A DEED RECORDED UNDER AUDITOR'S FILE NO. 4312110, IN KING COUNTY, WASHINGTON; THENCE WEST ALONG SAID CERTAIN LINE AND EASTERLY PROJECTION TO THAT CERTAIN POINT REFERRED TO AS THE TRUE POINT OF BEGINNING IN DESCRIBING THAT CERTAIN TRACT OF LAND AS CONVEYED BY DEED RECORDED UNDER AUDITOR'S FILE NO. 4312110; THENCE NORTHWESTERLY ALONG THE WESTERLY LINE OF SAID CERTAIN TRACT, 52.88 FEET TO AN ANGLE POINT IN SAID WESTERLY LINE; THENCE NORTH 68 FEET TO THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; EXCEPT THE NORTH 10 FEET OF SAID TRACT 16 CONDEMNED FOR NORTH 155TH STREET IN KING COUNTY SUPERIOR COURT CAUSE NO. 118650.

PARCEL 4:

TRACT 13 IN BLOCK 4 OF GREEN LAKE FIVE ACRE TRACTS TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 72, IN KING COUNTY, WASHINGTON; EXCEPT THE WEST 30 FEET OF THE SOUTH 60 FEET, CONVEYED TO KING COUNTY FOR ROAD BY DEED RECORDED UNDER AUDITOR'S FILE NO. 4066472; AND EXCEPT ANY PORTION THEREOF LYING WITHIN THE RIGHT OF WAY FOR 1ST AVENUE NORTHEAST.

PARCEL 5:

TRACT 14 IN BLOCK 4 OF GREEN LAKE FIVE ACRE TRACTS TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 72, IN KING COUNTY, WASHINGTON; EXCEPT THE EAST 10 FEET THEREOF AS CONVEYED TO KING COUNTY BY DEED RECORDED UNDER AUDITOR'S FILE NO. 2307201.

EXHIBIT "A" (CONTINUED)

R/W No. LL-168.1
PIN 2881700590
CITY OF SHORELINE, A MUNICIPAL CORPORATION

PARCEL 6:

THAT PORTION OF TRACT 16, BLOCK 4, GREEN LAKE FIVE ACRE TRACTS TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 72, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTHERLY LINE OF TRACT 15 IN SAID BLOCK 4 WHICH IS 399.05 FEET EAST OF THE SOUTHWEST CORNER THEREOF AND RUNNING THENCE NORTHERLY PARALLEL WITH THE EAST LINE OF SAID TRACTS 15 AND 16, A DISTANCE OF 513.89 FEET, MORE OR LESS, TO A POINT WHICH IS 130 FEET SOUTHERLY OF THE NORTH LINE OF SAID TRACT 16; THENCE WESTERLY PARALLEL WITH THE NORTHERLY LINE OF SAID TRACT 16 A DISTANCE OF 118.46 FEET TO THE TRUE POINT OF BEGINNING;
THENCE EASTERLY PARALLEL WITH THE NORTHERLY LINE OF SAID TRACT 16 TO THE WESTERLY LINE OF 1ST AVENUE NORTHEAST AS DEEDED TO KING COUNTY BY DEEDS RECORDED UNDER AUDITOR'S FILE NOS. 2307206, 2383278 AND 2410821, IN KING COUNTY, WASHINGTON;
THENCE NORTHERLY ALONG SAID WESTERLY LINE TO THE SOUTHERLY LINE OF NORTH 155TH STREET AS CONDEMNED UNDER KING COUNTY SUPERIOR COURT CAUSE NO. 118650;
THENCE WESTERLY ALONG SAID SOUTHERLY LINE TO A POINT 272.50 FEET EASTERLY OF THE INTERSECTION OF SAID SOUTHERLY LINE WITH THE WESTERLY LINE OF SAID TRACT 16;
THENCE SOUTHERLY PARALLEL WITH SAID WESTERLY LINE A DISTANCE OF 68 FEET;
THENCE SOUTHEASTERLY TO THE TRUE POINT OF BEGINNING.

Earl J. Bone 2/19/19

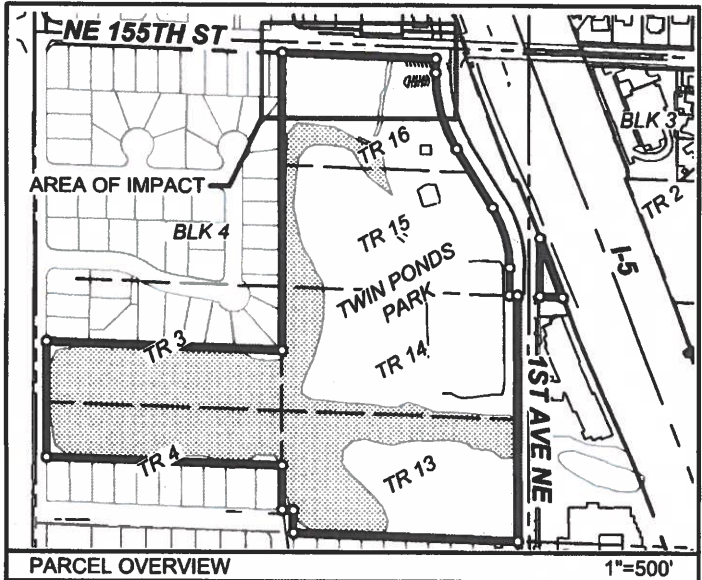
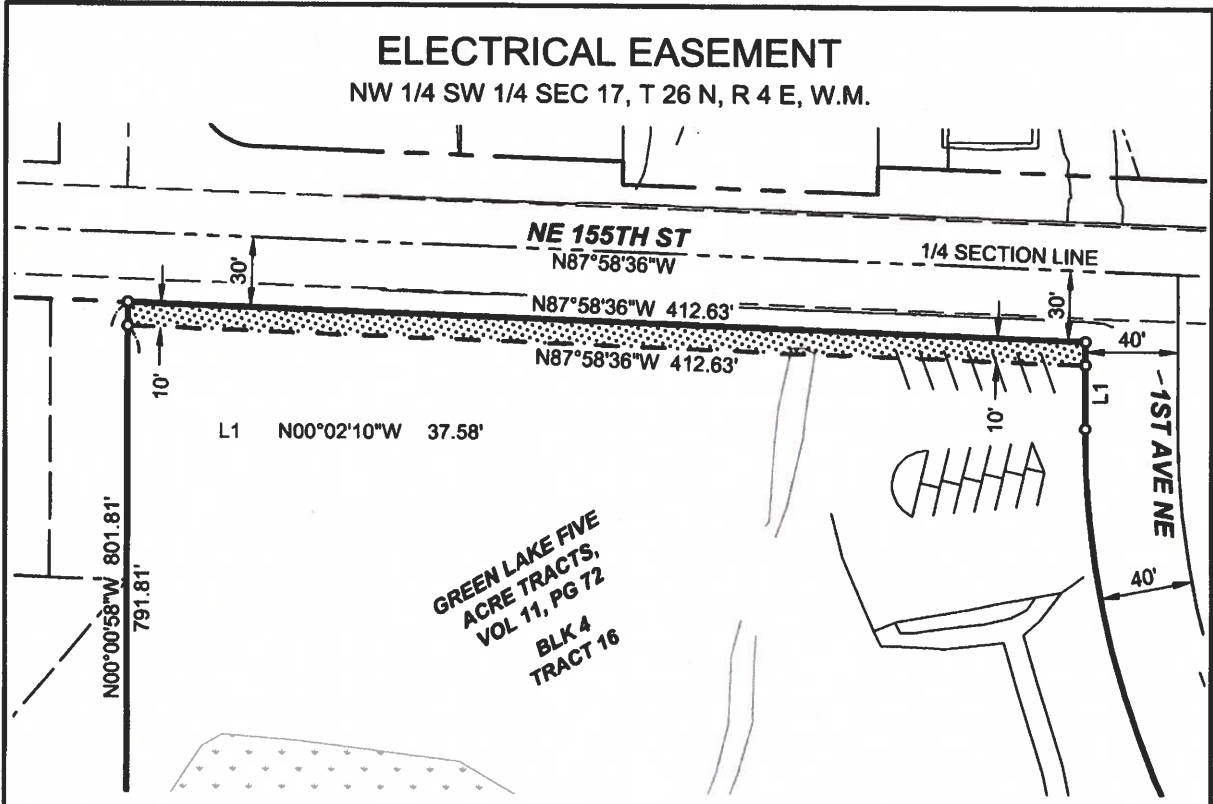
EXHIBIT "B"

R/W No. LL-168.1
PIN 2881700590
CITY OF SHORELINE, A MUNICIPAL CORPORATION

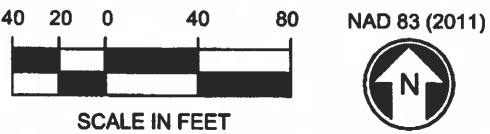
Electrical Easement Area Acquired by Grantee:

THAT PORTION OF GRANTOR'S PARCEL (SAID PARCEL BEING DESCRIBED IN EXHIBIT "A")
DESCRIBED AS FOLLOWS:

THE NORTH 10 FEET OF GRANTOR'S PARCEL.
CONTAINING 4,127 SQUARE FEET, MORE OR LESS.



LEGEND	
	EASEMENT LINE PERMANENT
	EASEMENT LINE TEMPORARY
	EXISTING RIGHT-OF-WAY LINE
	STREET CENTER LINE
	PLATTED LOT LINE
	PROPERTY LINE
	PARENT PARCEL



NOTE: PARCEL AREA IS TAKEN FROM COUNTY ASSESSOR RECORDS.

SHEET 2 OF 2

 SOUNDTRANSIT		PARCEL AREA: <u>956,425 SF</u> ELECTRICAL ESMT: <u>4,127 SF</u>
 HNTB Jacobs	EXHIBIT "C" R/W NO. LL-168.1 PARCEL MAP	
 L & A LIN & ASSOCIATES LINK LIGHT RAIL TRANSIT SYSTEM	ASSESSOR NO.: <u>2881700590</u> DATE: <u>02/19/2019</u> OWNER: <u>CITY OF SHORELINE</u> BLOCK NO.: <u>3 & 4</u> LOT NO.: <u>BLK 3 - TR2, BLK 4 TR3,4,13,14,15&16</u> CITY OF SHORELINE KING COUNTY, WA	

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussion of the Richmond Beach Road Rechannelization Post-Project Report		
DEPARTMENT:	Public Works		
PRESENTED BY:	Kendra Dedinsky, City Traffic Engineer		
ACTION:	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input checked="" type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

PROBLEM/ISSUE STATEMENT:

In 2018, the City of Shoreline implemented a lane reduction rechannelization on the NW Richmond Beach Road/ NW 195th Street/ NW 196th Street corridor to address safety issues. The striping was changed from two lanes in each direction, to one lane in each direction, a center turn lane, and bike lanes in each direction. The project limits extended from 1st Avenue NW to 24th Avenue NW – a distance of approximately 1.7 miles. The primary goal of the rechannelization project was to improve safety and comfort for people driving, walking, or biking by decreasing non-motorized collisions, injury collisions and speeding behavior.

Given the volume of concerns expressed by residents during project development, staff committed to providing post-project reports to monitor project outcomes. The first of three post-project reports is provided as Attachment A. Tonight, staff will discuss the outcomes and recommended follow up actions presented in the report.

RESOURCE/FINANCIAL IMPACT:

There are no resource or financial impacts at this time. Any follow up actions will be completed through the annual *Traffic Safety Improvements* capital improvement plan program.

RECOMMENDATION

No action is required at this time; this item is a discussion item only.

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

BACKGROUND

The Richmond Beach Road corridor has a history of vehicle, pedestrian, and bicycle collisions, and includes two of the City's high collision locations identified in the 2016 Annual Traffic Report. The collision history and resulting 2016 Annual Traffic Report recommendations informed programming a rechannelization project into the City's Capital Improvement Plan (CIP). Based on roadway characteristics, traffic data, and numerous case studies performed across the country, the City concluded that a rechannelization would be responsive to identified safety concerns without significant adverse impacts.

The project design began in June 2016. During the design phase, two project open houses were conducted, a virtual online open house ran from June 28 – August 4, 2017, and additional comments were received via phone or email. Staff estimates that 180 unique contacts were received about this project. The feedback ranged from highly supportive to highly oppositional, with the majority of feedback on the oppositional side of the spectrum.

Given the volume of concerns expressed, staff developed a comprehensive Frequently Asked Questions document (provided in Appendix A to Attachment A). In addition, staff identified a need to monitor the performance of this project and committed to providing post-project reports on the project outcomes. The first post-project report (of three total) is provided as Attachment A.

The project took approximately two months to complete and cost a total of \$313,592. The project was deemed substantially complete July 2, 2018.

DISCUSSION

At this early point in the project outcomes assessment, the corridor is generally performing as expected. Average peak hour travel times are slightly below the anticipated increased delay, speeds are down on the hill segment west of 8th Avenue NW, and corridor volumes are slightly higher than pre-project measures. Emergency response travel times for Fire Station 64 have increased by nine (9) seconds, which generally follows the trendline of the average annual increase in emergency response times for the station since 2014. It is too soon to assess safety, which will occur as part of report two of three in late summer of 2019 and again in summer 2021.

Three primary issues have been identified based on feedback received and are as follows:

1. Aggressive drivers at the westbound merge between Dayton Avenue N and 3rd Avenue NW
2. Intermittent lengthy vehicle queues during the PM peak hour in the westbound direction between 3rd Avenue NW and Dayton Avenue N
3. Driveway access challenges at Richmond Beach Coffee Company (1440 NW Richmond Beach Road)

At this time, staff recommends follow up action on issue #3 described above - to revise the Richmond Beach Coffee Company driveway for improved access. The City will explore access options in coordination with the adjacent property stakeholders this summer, with implementation targeted for fall 2020. A concept that has been developed to resolve issues #1 and #2 - queueing and the merge between Dayton Avenue N and 3rd Avenue NW - will be considered for future implementation.

Regarding cut through traffic, one local street (NW 204th Street between 15th Avenue NW and 17th Avenue NW) will be mailed information regarding potential follow up traffic calming actions as traffic volumes measured after the project's implementation were significantly higher than pre-project conditions. More detailed information regarding project outcomes is provided throughout the report in Attachment A.

RESOURCE/FINANCIAL IMPACT

There are no resource or financial impacts at this time. Any follow up actions will be completed through the annual Traffic Safety Improvements capital improvement plan program.

RECOMMENDATION

No action is required at this time; this item is a discussion item only.

ATTACHMENTS

Attachment A – Richmond Beach Rd Rechannelization Post-Project Report 1 of 3

CITY OF SHORELINE

RICHMOND BEACH ROAD RECHANNELIZATION: POST-PROJECT REPORT #1/3

May 2019



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EXECUTIVE SUMMARY

At this early point in project outcomes assessment, the corridor is generally performing as expected; average peak hour travel times are slightly below the anticipated increased delay, speeds are down on the hill segment west of 8th Ave NW, and corridor volumes are slightly higher than pre-project measures. It is too soon to assess safety, which will occur as part of report two of three in late summer of 2019 and again in summer 2021.

Three primary issues have been identified based on feedback received and are as follows:

- 1) Aggressive drivers at the westbound merge between Dayton Ave N and 3rd Ave NW
- 2) Intermittent lengthy vehicle queues during the PM peak hour in the westbound direction between 3rd Ave NW and Dayton Ave N
- 3) Driveway access challenges at Richmond Beach Coffee Company

At this time, staff recommends follow up action on issue 3 described above; to revise the Richmond Beach Coffee Company driveway and/or the intersection at 15th Ave NW for improved access to and from the driveway. The City will explore access options in coordination with the adjacent property stakeholders this summer with implementation targeted for fall 2020. A concept to resolve issues 1 and 2, queueing and the merge between Dayton Ave N and 3rd Ave NW, will be considered for future implementation.

Regarding cut through traffic, one local street (NW 204th Street between 15th Ave NW and 17th Ave NW) will be mailed information regarding potential follow up traffic calming actions as traffic volumes measured after the project's implementation were significantly higher than pre-project conditions.

More detailed information regarding project outcomes is provided throughout the report, and in the *Report 1 Conclusions* section of the report.

INTRODUCTION

The purpose of this study is to evaluate whether the Richmond Beach Road Rechannelization project goals were met and to gauge project impacts as they relate to traffic operations, cut through traffic, and other factors. In addition to this first preliminary report, project outcomes will be evaluated 1 year after project implementation (summer 2019) and again 3 years after implementation (summer 2021). Each report will be published to the project webpage at:

shorelinewa.gov/government/projects-initiatives/richmond-beach-road-rechannelization

PROJECT OVERVIEW

In 2018, the City of Shoreline implemented a lane reduction rechannelization on the NW Richmond Beach Road/ NW 195th St/ NW 196th St corridor to address safety and mobility issues. The striping was changed from two lanes in each direction, to one lane in each direction, a center turn lane, and bike lanes in each direction as shown in Figure 1.

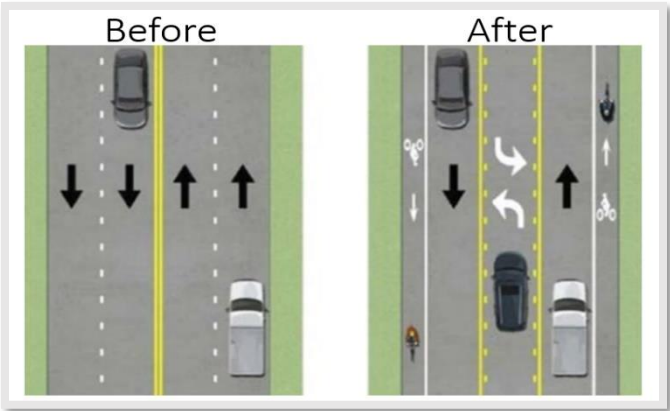


Figure 1 - Roadway Configuration Change

The project limits extended from 1st Avenue NW to 24th Avenue NW – a distance of approximately 1.7 miles (Figure 2).

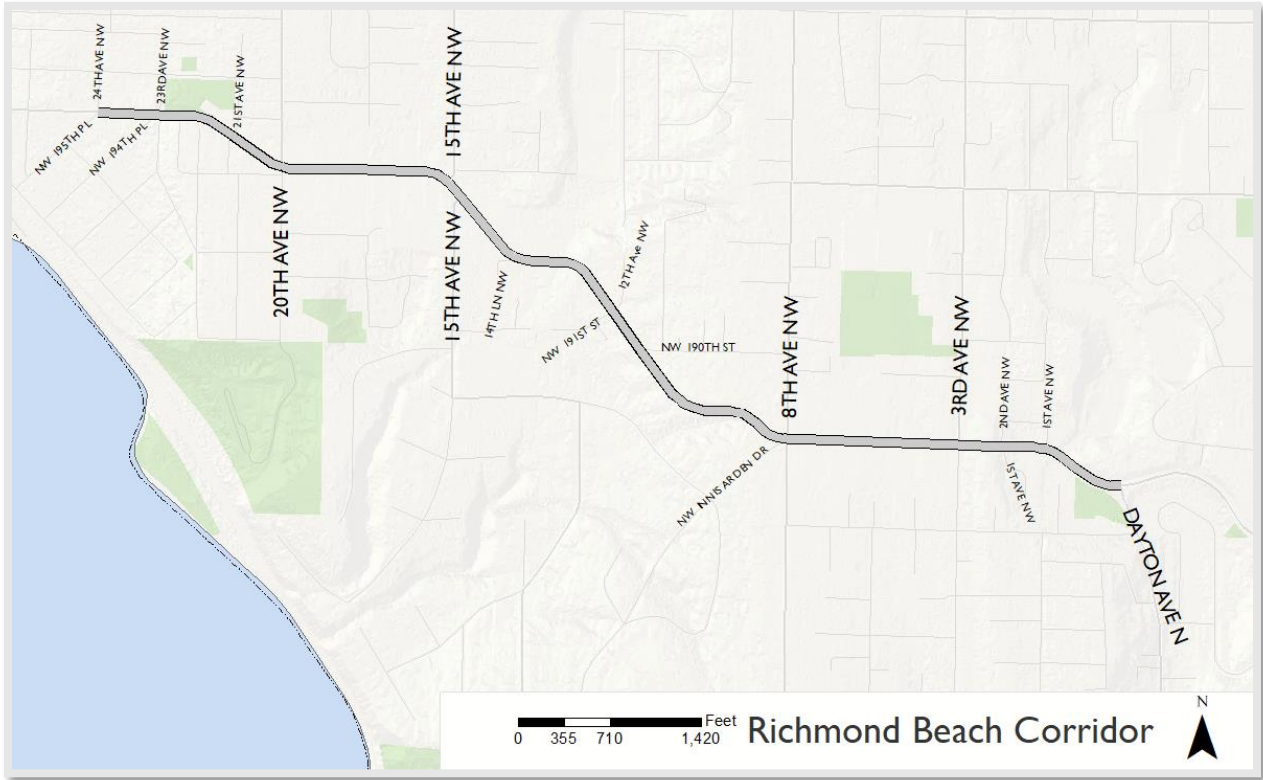


Figure 2 - Project Limits

The primary goal of the rechannelization project was to improve safety and comfort for people driving, walking, or biking by:

- ✚ decreasing non-motorized collisions
- ✚ decreasing injury collisions
- ✚ decreasing speeding behavior

The project schedule is shown in Figure 3 below. The project budget was \$313,592.

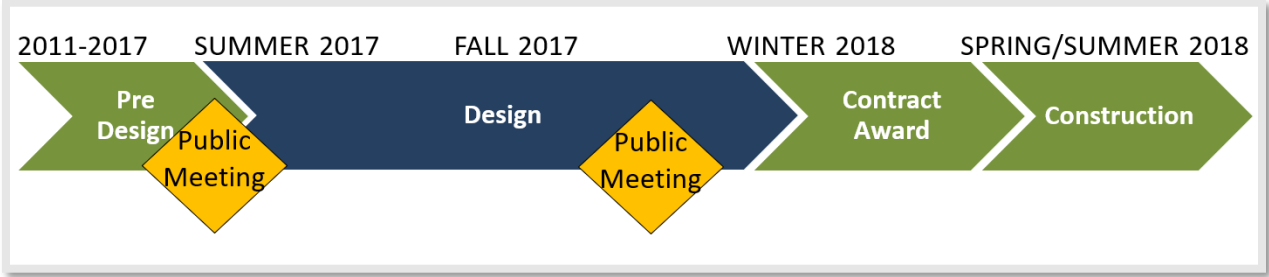


Figure 3 - Project Schedule

PROJECT BACKGROUND

Origin

The project corridor has a history of vehicle, pedestrian, and bicycle collisions, and includes two of the City's high collision locations from the [2016 Annual Traffic Report](#). The collision history and resulting 2016 Annual Traffic Report recommendations informed programming the project into the City's Capital Improvement Plan (CIP). Based on existing roadway characteristics, traffic data, and numerous case studies performed across the country, the City concluded that a rechannelization would be responsive to identified safety concerns without significant negative impacts.

Process

The project design began in June 2016 and was completed by Shoreline staff. During the design phase, two project open houses were conducted; the first was held June 22, 2017 and the second was held October 12, 2017. Both meetings utilized the same format; an example of the open house agenda is shown below:

- ✚ 6:05-6:25 Staff Presentation
- ✚ 6:25-7:15 Open House Circulation & Feedback Opportunity
- ✚ Fill out question cards for group Q&A by 6:45
- ✚ 7:15-7:45 Reconvene for group Q&A
- ✚ 7:45-8:00 Wrap up

Question cards were available during the open house circulation time for people to fill out for a post-circulation wrap-up with staff. This format allowed staff to fairly and equitably answer some of the main themes in a group setting without having the conversation become sidetracked by the most vocal attendees. An example of the question cards is shown in Figure 4. This format worked very well in consideration of some of the very emotional sentiments surrounding the project concept.

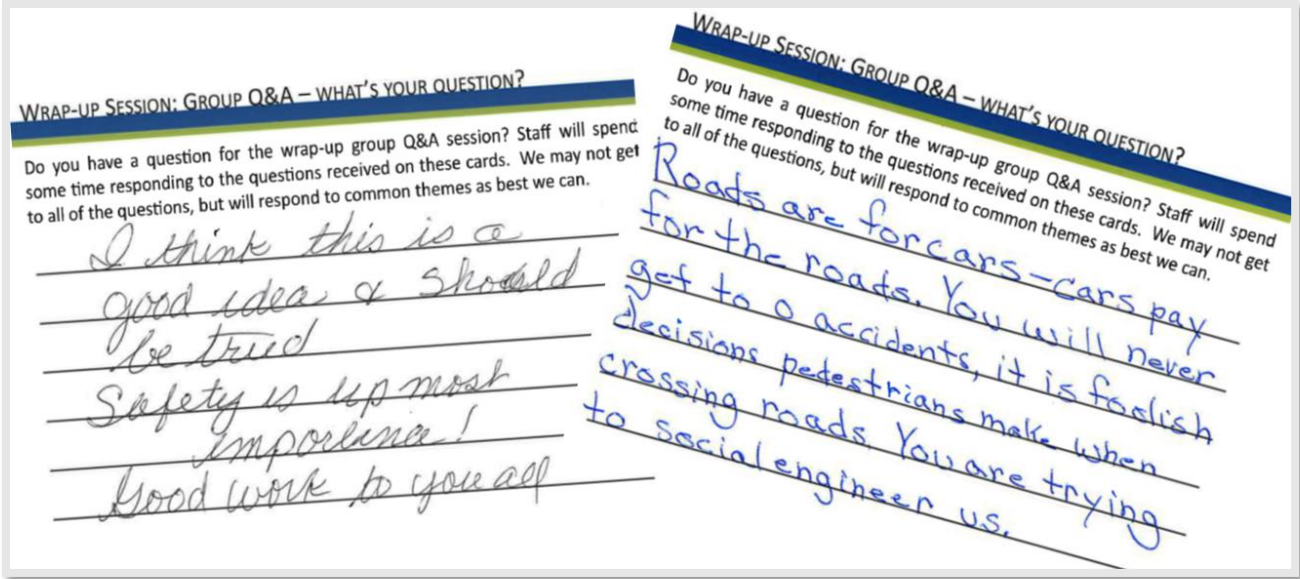


Figure 4 - Example question cards

Statistics for the June 22, 2017 meeting are as follows:

- ✚ 104 people signed in, staff estimated 120 people in attendance
- ✚ 70 Q&A comment cards were filled out and turned in
- ✚ 38 more detailed questionnaires were filled out

Statistics for the October 12, 2017 meeting are shown below:

- ✚ 69 people signed in, staff estimated approximately 80 people in attendance
- ✚ 56 Q&A comment cards were filled out and turned in
- ✚ 19 more detailed questionnaires were filled out



Figure 5 - Photos from 10/12 Open House

A virtual online open house ran from June 28 – August 4, 2017, with additional comments received. The project was highlighted in the Summer 2017, April 2018, and Summer 2018 Currents newsletter. In addition, direct mailers were sent to 618 residents. Some commonly received questions and concerns are listed below. A comprehensive and routinely updated Frequently Asked Questions (FAQ) document addressed these themes; the latest version of this FAQ is provided in Appendix A.

- ✚ Why is this project happening?
- ✚ How will all the vehicles on the corridor fit into fewer lanes?
- ✚ How will this affect my commute?
- ✚ What about future growth?
- ✚ Are cars going to get stuck behind buses when they stop?
- ✚ What happens when a large truck is going slow uphill?
- ✚ How will the City address cut through as a result of diversion?
- ✚ Does the City really expect people to use this as a bike route?
- ✚ How will this project improve safety?
- ✚ Where has this worked on other similar streets?
- ✚ Will emergency response times increase?

Staff estimates 180 unique contacts about this project. The feedback ranged from highly supportive to highly oppositional, with the majority of feedback on the oppositional side of the spectrum. An example of some comments received are shown in Figure 6 below.

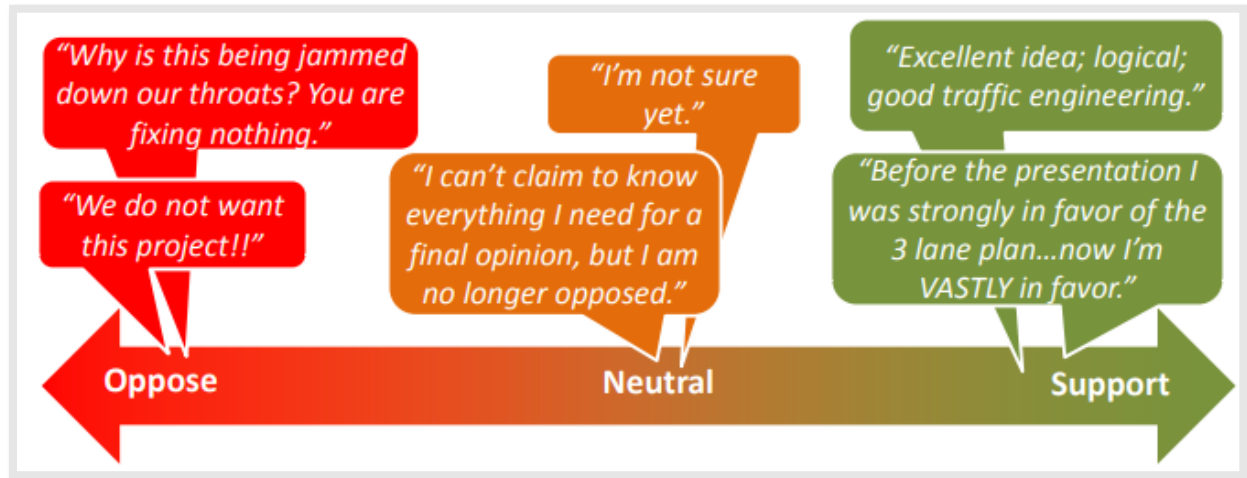


Figure 6 - Example of comments received

All open house materials are provided and published online at:

<http://www.shorelinewa.gov/government/projects-initiatives/richmond-beach-road-rechannelization>

Implementation

The project took approximately two months to complete and cost a total of \$313,592. The project was deemed substantially complete (available for public use) July 2, 2018.

- ✚ Advertisement date: December 28, 2017
- ✚ Bid date: January 25, 2018
- ✚ Construction start: April 25, 2018
- ✚ Construction end: July 2, 2018
- ✚ Total cost: \$313,592

PROJECT PERFORMANCE MEASURE: SAFETY

The following section provides an overview of safety related data such as collision history, speeds, and emergency response times for pre- and post-project conditions. There is insufficient data to report on post-project collisions at this time – as planned, collision data comparisons will be updated for Report 2, approximately 1 year following the project completion date, in late summer/early fall 2019 and again for report 3, approximately 3 years following the project completion date, in summer 2021.

COLLISIONS

From January 1, 2010 through December 31, 2017 from just west of Dayton to 24th Ave NW there were a total of 164 collisions. Out of this total, 24 were injury collisions (including one fatality), 12 involved pedestrians, and 3 involved bicyclists. The table below summarizes collision data from just west of Dayton Ave N to 24th Ave NW. Note that maps presented at public open houses included collision data at Dayton Ave N, originally the east end of the scope of the project, however after traffic analysis, the scope of the project moved to west of Dayton Ave N. A map and details for each collision represented in Table 1 are provided as Appendices B & C respectively.

Table 1 - Collision totals and types by year

	Total	Injury	Pedestrian	Bicyclist
2010	15	3	1	0
2011	29	4	2	0
2012	17	1	0	0
2013	13	1	3	0
2014	22	4	2	1
2015	25	4	1	2
2016	20	3	0	0
2017	23	4	3	0
Sum	164	24	12	3
Avg/year	20.5	3	1.5	.375

SPEEDS

As part of the project scoping and outreach, speed data was collected and reported for the segment of hill between 8th Ave NW and 15th Ave NW, taken at approximately NW 190th Street. Speeding greatly increases the risk of collision frequency and severity and is a major factor in the outcome of pedestrian collision survivability as shown in Figure 7 below. Prior to the project, data collected west of 8th Ave NW showed that 55% of drivers were exceeding 35 mph, and that about 350 drivers per day were exceeding 45 mph.

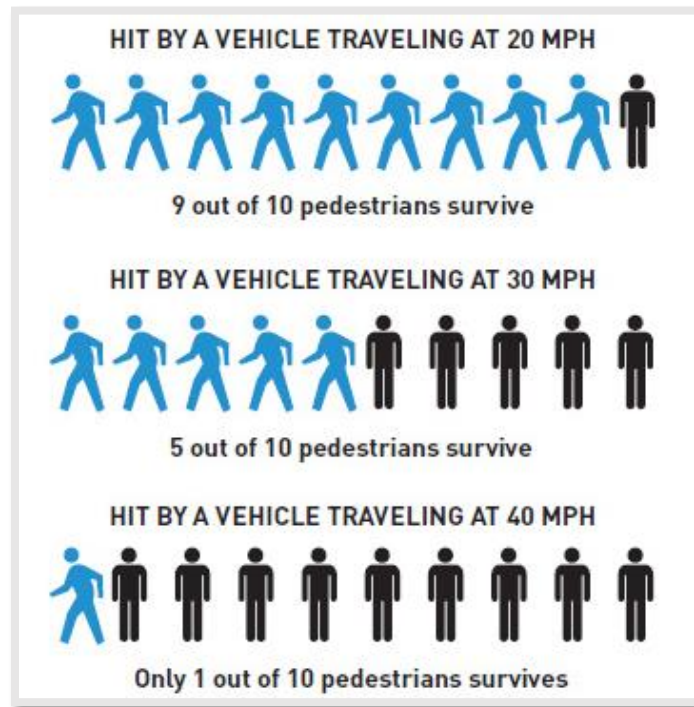


Figure 7 - Pedestrian collision & speed

Source: Seattle VisionZero Plan

Following project implementation, vehicle speeds have decreased, however additional enforcement measures will be necessary to bring 85th percentile speeds down to the 30 mph speed limit. The before versus after comparison of vehicle speeds is shown in Table 2 below, with more detailed speed data provided in Appendix D.

Table 2 - Vehicle Speeds Before & After Project

	Before	After
85th Percentile* (MPH)	40	37
Average Speed (MPH)	36	33
% of drivers > 45 mph	3.17%	0.89%

*The speed at which 85% of drivers are traveling at or below.

Most notably, the top end speeders have decreased significantly. Prior to the project, approximately 350 vehicles per day exceeded 45 mph. After the project, this number has been cut to just over 80 per day.

EMERGENCY RESPONSE

Before and after emergency response travel time data was provided by Shoreline Fire Department, based on Aid Car 64 Travel Times to NW 195th Street and 15th Ave NW from Station 64 (on N 185th Street near Fremont Ave). There were a total of 138 data points prior to the rechannelization and 57 data points after the rechannelization. As shown in the Table 3, emergency response travel times have increased by an average of 9 seconds.

Table 3 - Emergency Response Time Comparison

Before Rechannelization	4 minutes 27 seconds
After Rechannelization	4 minutes 36 seconds
Difference	9 seconds
% Change	3.4% increase

Additional context for Emergency Response travel times is provided in the Shoreline Fire Department 2019-2024 6-Year Capital Improvement Annual Update. This report includes 2014 through 2018 Aid Car 64 travel time data. The resulting trendline shows an increase of approximately 7.5 seconds per year for Aid Car 64 travel time. In addition, the report states, *“Growth in the City and increasing call volumes will continue to negatively impact unit reliability, which will lead to diminished service capacity. This will result in steadily increasing total incident response times unless additional resources can be funded and deployed. Resources necessary to maintain levels of service concurrently with growth within SFD through 2037 have been identified in the adopted 2018 – 2037 Capital Facilities and Equipment Master Plan.”*

FEEDBACK

The City has received a variety of feedback following project implementation. Feedback has largely been positive with three primary exceptions as outlined below:

- 1) Many people have expressed concerns about driver behavior at the westbound merge point between Dayton Ave N and 3rd Ave NW.
- 2) An intermittent queue that develops at times during the peak hour westbound between 3rd Ave NW and Dayton Ave N can further complicate the merge point and can result in poor operations, longer delays, and undesirable behaviors for drivers turning from Dayton Ave N to Richmond Beach Road westbound.

- 3) While the City has received positive feedback from drivers using the newly reconfigured 15th Ave NW intersection, those that frequent the Richmond Beach Coffee Company and the residents sharing the driveway now face challenges when entering and exiting.

Please see the *Conclusions* section for follow up recommendations regarding these highlighted issues. Specific examples of both negative and positive feedback are provided below.

“I WAS UNCERTAIN HOW THE RECENT CHANGES IN THE RE-LINING OF RICHMOND BEACH ROAD MIGHT IMPACT TRAFFIC. THERE HAS BEEN NO NEGATIVE IMPACT AS FAR AS I HAVE EXPERIENCED. LOCAL RESIDENTS SEEM TO HAVE ADJUSTED AND TRAFFIC FLOWS WELL. THE 4-WAY STOPS ARE LESS CONFUSING AND SEEM SAFER.”

“I HAVE A FAMILY MEMBER WHO COMMUTES BY BICYCLE, AND HAVING THE BIKE LANE HOPEFULLY WILL KEEP HIM SAFER.”

“THE INTERSECTION OF 15TH NW AND RICHMOND ROAD IS NOW CONFUSING IN A WAY IT WASN'T BEFORE THE CHANGES. THE STOP SIGN FOR 15TH NW AND RICHMOND BEACH ROAD (IN FRONT OF THE CHURCH) HAS BEEN MOVED BACK. THIS MAKES IT CHALLENGING TO SEE WHO IS ON THE LEFT AT THE STOP SIGN IN FRONT OF THE COFFEE SHOP.”

“I WANT TO THANK YOU FOR THE CHANGES THAT HAVE BEEN MADE TO THE ROADS IN THE RICHMOND BEACH NEIGHBORHOOD OVER THE PAST FEW MONTHS. MY FAMILY AND I FEEL SIGNIFICANTLY SAFER AND FEEL THE WALKABILITY HAS GREATLY IMPROVED AS A RESULT...”

“WHILE THE RE-CHANNELIZATION OF RICHMOND BEACH ROAD HAS BEEN AN OVERALL AWESOME SUCCESS, IT SEEMS A BIT NUTTY THAT RBR DROPS TO 1 LANE WESTBOUND PRIOR TO 3RD AVENUE. I'VE SEEN LOTS OF BAD BEHAVIOR AT THIS MERGE POINT, AND LOTS OF SLOW DOWNS MAINLY BY FOLKS WAITING TO TURN NORTH ON 3RD AVE. I WOULD SUPPORT A CHANGE TO THE RE-CHANNELIZATION THAT MOVED IT START AT 3RD AVE AND WEST OF THERE.”

FUTURE GRANT FUNDED SAFETY PROJECT

The City was recently awarded \$487,000 in grant funding to add a midblock pedestrian crossing between 3rd Ave NW and 8th Ave NW which will include pedestrian activated flashing beacons, a pedestrian refuge area, accessible curb ramps and other safety features. This work is planned for construction in 2021; staff will be working closely with adjacent properties on location of the new crossing and will engage the community during the design process.

PROJECT PERFORMANCE MEASURE: MOBILITY

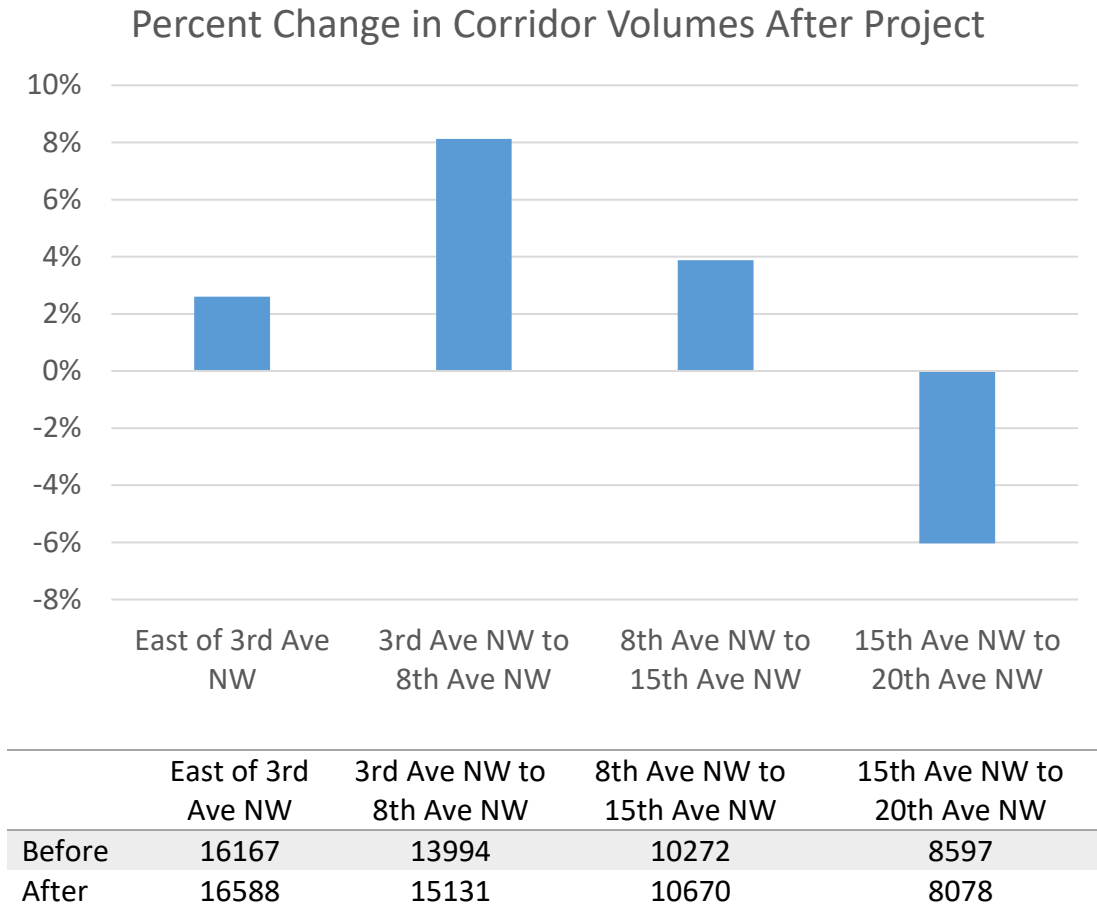
Thorough traffic analysis was conducted prior to project implementation to accurately anticipate increases in travel time delays associated with the project, measure impacts to side streets as a result of diversion, and ensure the corridor still operates within the City's adopted traffic level of service standards. These considerations are discussed in more detail in the respective sections below.

Project Corridor Volumes & Level of Service

Annual Average Daily Traffic (AADT)

Table 4 provides a comparison of the project corridor Average Weekday Daily Traffic (AWDT) volumes for before versus after project completion. As shown, the on-corridor volumes have generally risen between 2-8%, with the one exception being west of 15th Ave NW. This is likely due to the seasonal difference in before versus after data for this location; Richmond Beach Saltwater Park is a major destination in the Spring and Summer; the before data was collected in May 2017, and the after data was collected in December 2018. More detailed data for the information presented in these tables is provided as Appendix E. The increase in traffic volumes on the corridor in the most heavily traveled segments provides one indication that the project has not resulted in significant diversion to side streets, and that the new roadway configuration adequately processes corridor traffic, including some growth over pre-project volumes.

Table 4 – Corridor Traffic Volume Comparison



Level of Service (LOS)

The City of Shoreline Municipal Code requires intersections to operate at an average Level of Service (LOS) of D or better. Associated delay ranges for LOS values are shown in Appendix F. Table 5 represents the intersection LOS before and after the project. All calculations were performed utilizing Synchro 10 traffic modeling software, in accordance with the Highway Capacity Manual methodology.

Table 5 - Intersection Level of Service

Intersection	PM LOS - Before	AM LOS - Before	PM LOS - After	AM LOS - After
3 rd Ave NW	B	B	C	C
8 th Ave NW	D	D	D	C
15 th Ave NW	B	A	C	C
20 th Ave NW	B	A	C	A

In addition to intersection LOS, the City maintains a supplemental LOS; a Volume-to-Capacity ratio (V/C) of .90 or better, except that one segment may exceed the .90 standard if the adjacent

intersection operates at a LOS D or better. The associated thresholds for this measure are also shown in Appendix F. As shown in Table 6, most of the corridor segments meet the standard, with one exception between 3rd Ave NW and Dayton Ave N. The volumes shown in Table 6 are taken from turning movement counts, provided in Appendix G, and roadway capacity assumptions are provided in Appendix H.

Table 6 - PM Peak Hour V/C Ratio LOS

Segment	PM Peak Volume Westbound (veh/hour)	Resulting V/C Ratio
Dayton to 3 rd	990	1.03
3 rd to 8 th	790	.82
8 th to 15 th	559	.58
15 th to 20 th	477	.50

If the segment west of 3rd exceeds .90 in the future, a mitigation project will be needed to address the LOS failure. Follow up actions as described in the *Report 1 Conclusions* section could provide additional capacity to address traffic demand in the future.

Travel Time

Synchro traffic models were used to anticipate travel time delays and were validated and adjusted using a comparison of actual travel times conducted in the field. The models were calibrated within a 10 second difference in comparison to actual.

Following the project, added travel time delays have been less than projected with just 45 seconds of additional delay during the PM peak hour on average, and 18 seconds of additional delay during the AM peak hour on average. All data in Tables 7 and 8 represent the **average** delays modeled or actual measured delays for the associated peak, not the worst case or best-case scenario. Assumptions are provided in Appendix H, and the more detailed modeled and actual travel time results are provided in Appendix I.

Table 7 - AM Peak (Eastbound) Travel Time Comparisons

	Calculated Travel Time - Projected (min:sec)	Field Tested Travel Time – Actual (min:sec)	Calculated vs Field Tested Difference (:sec)
Before	4:03	3:54	(:09)
After	4:45	4:12	(:33)
Difference	0:42	0:18	-

Table 8 - PM Peak (Westbound) Travel Time Comparisons

	Calculated Travel Time - Projected (min:sec)	Field Tested Travel Time – Actual (min:sec)	Calculated vs Field Tested Difference (:sec)
Before	4:37	4:30	(:07)
After	5:25	5:15	(:10)
Difference	0:48	0:45	-

Off Corridor Volumes

During the project design and outreach process, many residents expressed concerns regarding “cut through traffic”; traffic that would use other streets to avoid increase in delay on the corridor as a result of the project. Through the public open house process, as well as online, in-person, call-in, and written feedback, staff received the location requests shown in Table 9 which shows before and after traffic volumes to gauge cut through traffic resulting from the project. The locations shown in boxes are discussed in more detail following the table. Detailed before and after traffic count data for the results presented in the table below are provide in Appendices J and K respectively.

Table 9 - Off Corridor Volume Comparison

Location	Street Classification	Increase or Decrease	Difference in average cars daily	% Change
<i>NW 185th St west of Dayton Ave N</i>	Local Street	+	201	17%
<i>15th Ave NW north of NW 195th St</i>	Collector Arterial	+	209	12%
<i>NW 204th St west of 15th Ave NW</i>	Local Street	+	95	11%
<i>15th Ave NW south of NW Rich Beach Rd</i>	Collector Arterial	+	122	10%
<i>NW 190th St east of NW Rich Beach Rd</i>	Local Street	+	93	7%
<i>NW 201st St west of 12th Ave NW</i>	Local Street	+	27	6%
<i>NW 188th St east of 15th Ave NW</i>	Collector Arterial	+	81	6%
<i>8th Avenue NW south of NW Rich Beach Rd</i>	Collector Arterial	+	206	5%
<i>3rd Ave NW south of NW Rich Beach Rd</i>	Local Street	+	93	5%
<i>20th Ave NW north of NW 196th St</i>	Collector Arterial	+	79	2%
<i>NW 195th St west of 3rd Ave NW</i>	Collector Arterial	-	35	2%
<i>3rd Ave NW north of NW Rich Beach Rd</i>	Collector Arterial	-	21	0%
<i>8th Ave NW north of NW Rich Beach Rd</i>	Collector Arterial	-	-247	-4%
<i>NW Innis Arden Dr west of 8th Ave NW</i>	Local Street	-	-148	-10%
<i>NW 185th St west of 3rd Ave NW</i>	Local Street	-	-238	-21%

NW 185th Street west of Dayton Ave N, and NE 185th Street west of 3rd Ave NW

Locations shown in red text (NW 185th Street west of Dayton Ave N, and NE 185th Street west of 3rd Ave NW) were unable to be adequately counted due to the tube counters being vandalized. This happened on at least 3 occasions and was caught on video. As such, only 1-2 days of counts were able to be collected for either location. Additional data will be obtained using different methods in after report 2 in an attempt to provide a more accurate before-after comparison.

15th Ave NW north of NW 195th Street

After data shows a maximum hourly traffic increase of 32 vehicles, with an average hourly traffic increase of only 9 vehicles, which is within an acceptable range for this arterial street.

NW 204th Street west of 15th Ave NW

This street may be eligible for follow up action. A postcard will be mailed to residents on this residential segment inviting them to participate in any follow up traffic calming measures if interested.

15th Ave NW south of NW Richmond Beach Road

After data shows a maximum hourly traffic increase of 38 vehicles (for the noon hour), with an average hourly traffic increase of only 5 vehicles, which is within an acceptable range for this arterial street.

NW Innis Arden Dr west of 8th Ave NW, and 8th Ave NW north of Richmond Beach Road

Additional data will be collected for these locations since they appear significantly lower than would be expected.

REPORT 1 CONCLUSIONS

Speed

In evaluating the speeds on the hill west of 8th Ave NW, speed reduction has occurred, aligning the 85th percentile speed closer to the posted speed, which was an anticipated positive outcome. In addition, before the project approximately 350 vehicles per day exceeded 45 mph. After the project, this number has been cut to just over 80 per day.

Emergency Response

The before versus after average emergency response travel time has increased by 9 seconds. This may be in part due to increased traffic volumes on the corridor as a result of regional growth and is relatively consistent with the average annual increase in emergency response times since 2014.

Travel Time

Travel times are well within the anticipated threshold that staff had anticipated. Project-added delay for both AM and PM peak are under a minute on **average** as predicted.

Cut Through Traffic

Some of the side streets that were studied did show an increase in comparison to pre-project volumes. The on-corridor traffic data collection also found that traffic volumes have increased, in some cases more than 8%. This may indicate that the uptick in side street volumes may be more linked to overall traffic volume growth in this area, however some follow up actions may still be warranted.

Information will be mailed to residents on one local street, NW 204th Street from 15th Ave NW to 17th Ave NW, as there was a volume increase of 11% and the street may otherwise meet thresholds for traffic calming devices.

Additional data will need to be gathered for at least two streets due to collection device vandalism and will be reported on subsequently, and at least two other streets will be further reviewed since the decrease in volumes appeared much lower than anticipated.

Other issues

Three primary issues have been identified through post-project review and feedback received from residents.

1) Westbound merge point between Dayton Ave N and 3rd Ave NW

A few drivers have written in explaining concern over the right lane merge given the fact that it occurs on a horizontal curve, and due to aggressive driving. The merge would be eliminated if the follow up actions outlined in Issue 2 below are implemented.



Figure 8 – Westbound merge between Dayton Ave N and 3rd Ave NW

2) Long, intermittent PM peak queue westbound between 3rd Ave NW and Dayton Ave N

Westbound queues can develop back to Dayton Ave N, impacting traffic flow and operations at the intersection of Dayton Ave N and Richmond Beach Road. This queue typically clears within one signal cycle at 3rd Ave NW and the average delay during the PM peak period continues to fall within the expected and acceptable range. The intermittent queue occurs due to a few different factors. One primary factor is buses stopped to load passengers northbound on 3rd Ave NW which restricts drivers from turning to northbound 3rd Ave NW. If more than 2-3 cars are turning right, this results in the total blockage of westbound traffic on Richmond Beach Road. The other reason for the queue development is a combination of very high westbound traffic (the highest 15-minute peak traffic interval), in addition to conflicting pedestrian movements, which again would prohibit drivers from turning right onto 3rd Ave NW, again blocking westbound traffic.

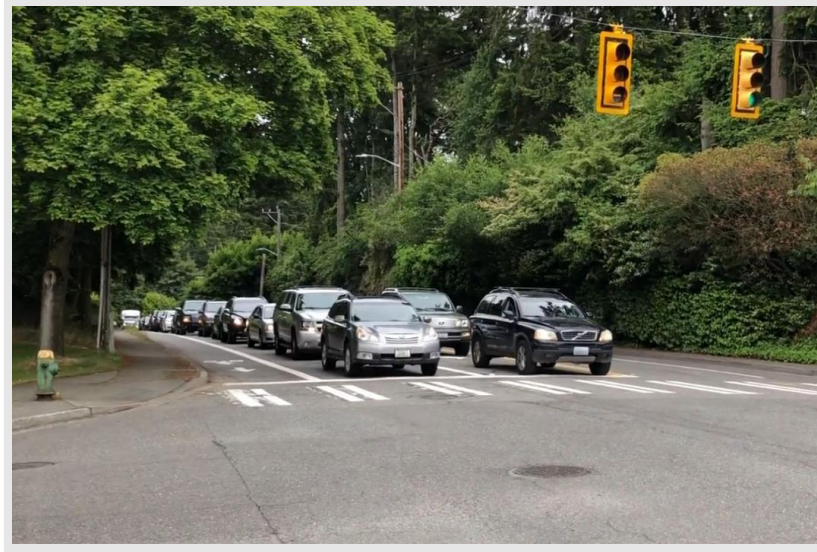


Figure 9 – Traffic Queues westbound at 3rd Ave NW

Both issues could be resolved by restriping the westbound approach to 3rd Ave NW to carry a second, right turn only lane to 3rd Ave NW as shown in the following figure. In doing this, neither the pedestrian movement nor buses would block the westbound through movement. This option could result in some safety tradeoffs, as the permissive phase for the westbound left turn would be subject to conflict with another lane as was the case prior to the restripe.

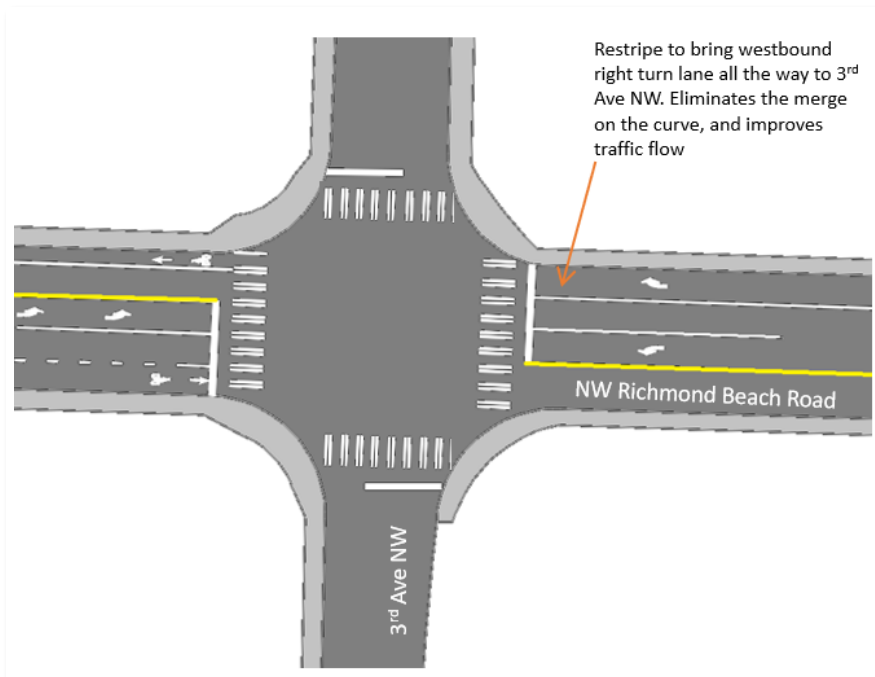


Figure 10 – Future option for improving westbound traffic flow at 3rd Ave NW

3) Driveway to/from Richmond Beach Coffee Co & Residents at 1440 NW Richmond Beach Rd

The business, patrons of the business, and residents of 1440 NW Richmond Beach Road have communicated that the new configuration makes entering the property from the eastbound direction and leaving the property very difficult due to the proximity to the newly configured intersection at 15th Ave NW. Of particular challenge is access to the westbound left turn pocket at 15th Ave NW or turning left to eastbound Richmond Beach Rd.



Figure 11 – Driveway at Richmond Beach Coffee Company

These challenges could be addressed by relocating the driveway east to a position where left turners could access the two way left turn lane. In addition, curb ramp improvements to the corner at 15th Ave NW would allow for the crosswalk and stop bar to move west, better aligning the intersection and allowing more space for turns from the driveway.

Recommended Actions

1. **At this time, staff recommends moving forward with revisions to the Richmond Beach Coffee Company driveway and/or intersection at 15th Ave NW.** The City will explore access options in coordination with the adjacent property stakeholders this summer with implementation targeted for fall 2020.
2. In addition, information will be mailed to residents along NW 204th between 15th Ave NW and 17th Ave NW regarding potential follow up actions for traffic calming.

3. The concept that restripes to allow for a westbound right turn only lane to 3rd Ave NW will be held for future consideration. Staff will continue to monitor safety outcomes in subsequent reports, as well as through the Annual Traffic Report.

For any additional questions or concerns, please contact Kendra Dedinsky, City Traffic Engineer at kdedinsky@shorelinewa.gov or (206) 801-2431.

APPENDICES

RICHMOND BEACH ROAD RECHANNELIZATION - FAQs



Frequently Asked Questions (FAQs)

October 2017 (Revision 3 - 10/11/17)

This project will rechannelize Richmond Beach Road/ NW 195th Street/ NW 196th Street from 24th Avenue NW to Dayton Avenue N from four lanes to one vehicle lane in each direction and a center turn lane. The primary goal of this project is to improve driver, pedestrian, and bicyclist safety and mobility. The rechannelization also provides the ability to implement on-street bicycle lanes as well as pedestrian refuge space for pedestrians crossing the street between controlled intersections. We have taken the frequently asked questions and grouped them into categories to assist the reader in quickly finding specific information. Taken together, these answers provide the broader context for the project as a whole.

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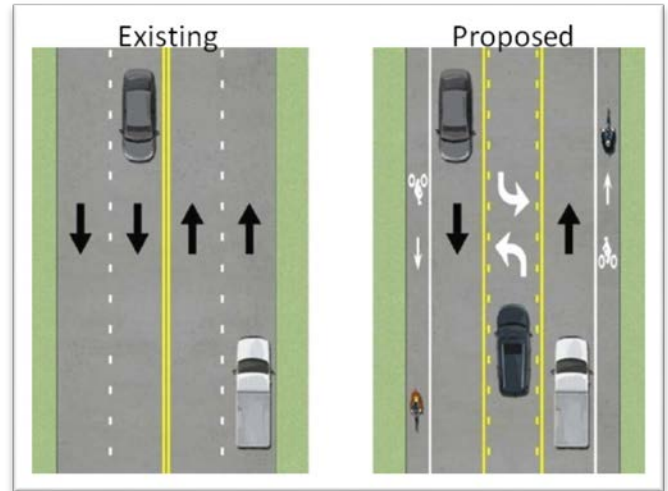
For more information please see our project website:

shorelinewa.gov/RBRechannelization

Background

1 What is a rechannelization?

A “rechannelization” is when the lane striping along a street is changed. In this case Richmond Beach Road would change from a street with two travel lanes in each direction (diagram - left) to a street with one travel lane in each direction, a two-way center-turn lane, and bike lanes in each direction (diagram - right). Rechannelizations address safety and mobility concerns for a relatively low construction cost because they do not involve paving, purchasing right-of-way, or other high-cost treatments. The Federal Highway Administration has deemed this rechannelization method a proven safety countermeasure for roads like Richmond Beach Road, **reducing collisions by 19-47%**.



2 Why is the City proposing a rechannelization on Richmond Beach Road?

The City is proposing to rechannelize Richmond Beach Road to improve driver, pedestrian, and bicyclist safety and mobility. The corridor has a history of vehicle, pedestrian, and bicycle collisions, and includes two of the City’s high collision locations from the [2016 Annual Traffic Report](#). Based on existing roadway characteristics, collision history, traffic data, and numerous case studies performed across the country, the City believes that a rechannelization would work well on Richmond Beach Road.

SAFETY	<ul style="list-style-type: none"> From 2010-2016, there were 154 total collisions in this corridor, west of Dayton Ave N to 24th Ave NW. Of these collisions, 20 were injury collisions, including 1 fatality. 10 of these collisions involved pedestrians, and 3 involved bicyclists. There is significant speeding in the corridor which increases the risk of collision frequency and severity. Traffic data west of 8th Ave NW shows that 55% of drivers are exceeding 35 mph. That means most drivers are speeding more than 5 mph over the posted speed.*Updated 10/11/17
TRAFFIC & MOBILITY	<ul style="list-style-type: none"> Traffic volumes on this corridor are supported by a 3 lane design, ranging from 2,800 vehicles per day west of 20th Ave NW to approximately 16,000 vehicles per day east of 3rd Ave NW. Studies have shown the proposed channelization to work well – reducing collisions while maintaining traffic delay level of service standards - on roadways with average daily traffic volumes up to 20,000 vehicles per day. Existing sidewalks are narrow with no buffer between cars and pedestrians. Protected crossing opportunities are limited, making access to bus stops and interaction between north and south neighborhoods very challenging. Most pedestrian collisions occur when trying to cross (more than 90%). The City’s 2011 Bicycle Master Plan includes on-street bike lanes for this street. Bicyclists currently use this roadway and collisions have occurred. Many bicyclists have expressed they would use the corridor if vehicle speeds were lower and dedicated bike lanes in place.

For more information please see our project website:

shorelinewa.gov/RBRechannelization

Unique corridor characteristics and challenges which will be carefully considered:

- Uphill segment between 15th Ave NW and 8th Ave NW; slow moving vehicles & blockages.
- Bus Routes (4 maximum, per direction during the peak hours).
- Proposed Point Wells development in Snohomish County.
- Intersection and roadway geometry.

3 How did we get to this point?

- [2011 Transportation Master Plan \(TMP\)](#) – Slated bike lanes for the corridor.
- [Annual Traffic Report](#) – Has consistently identified the need for safety improvements based on collision patterns.
- [Capital Improvement Plan \(CIP\)](#) – Project concept was added to the 2016-2021 CIP, and adopted by Council.

4 What is the public’s role?

Updated 8/31/17 to reflect project’s current status

To kick off the design phase, the City hosted a public meeting on June 22nd and had a public comment period which helped shape the design. An additional public meeting will be held on October 12th which will be an opportunity for the public to see how their comments and questions were incorporated into the project, and to have a chance to comment on the 60% design before the project is finalized.



5 Didn’t the City fix the safety issues with the signal changes at 3rd Avenue NW? ***New 8/31/17***

As described in the 2016 [Annual Traffic Report](#) the signal timing changes have helped in reducing some of the left turn collisions at the 3rd Avenue NW signal. Collision rates at this location are still high. In the 10 months following the signal timing changes there were a total of six collisions at this intersection, two of which were injury collisions. Before the signal timing changes there was, on average, 7.22 collisions per 10 month period (based on the table from page 25 of the Annual Traffic Report). This intersection would still be ranked 9th overall in the 2016 traffic report and would benefit from additional safety improvements. The proposed changes also significantly improve pedestrian safety at this intersection where since 2010, 4 non-motorized collisions have occurred. This is especially important given the intersection’s proximity to Einstein Middle School, as there are many children who use it walking to and from school.

No new collisions have occurred as a result of the removal of the previously restricted 3rd Ave NW southbound right turn on red to Richmond Beach Road, which is better than we typically see for right turn on red movements at signalized intersections. Given this, we will not be restoring the right on red restriction at this time. Drivers who do not feel safe turning right on red can always continue to wait until they receive a green light.

For more information please see our project website:

shorelinewa.gov/RBRechannelization

6 Will this project move forward?

This project has been authorized and funded by the City Council. It is needed to address collision history on the corridor. Best practices and case studies throughout the country show this kind of 3 lane configuration is the best way to meet the safety improvement objectives for this corridor. However there are many design details which can vary for which we are soliciting comments. Based on input from the public, the City will develop a final design.

Mobility

7 How will all of the vehicles on Richmond Beach Road fit into fewer lanes?

A 4 lane roadway often functions like 3 lane roadway as turning vehicles, bicycles, busses and delivery trucks block one of the travel lanes. Case studies show that 3 lane roadways can function quite well – reducing collisions while maintaining traffic delay level of service standards – at average daily traffic volumes of up to 20,000 vehicles. This corridor’s volumes are well below that. Thorough traffic analysis has been conducted and will continue to be refined as described in the following sections.

8 How will this affect my commute along Richmond Beach Road as a driver? *Updated 10/11/17*

The City has conducted preliminary PM peak (4-6 PM) traffic analysis. The existing and proposed travel times and speeds are shown below. Existing travel times were verified by actual travel time runs conducted in the field, calibrating the model to within 7 seconds of the real life average.

PM PEAK - Westbound from West of Fremont Ave N to 23rd Ave NW

	Existing	Proposed	Difference
PM Peak Travel Time	4 min 37 sec	5 min 25 sec	48 seconds
Cumulative Intersection Delay	85 seconds	100 seconds	15 seconds
Average Travel Speed (includes stoppages)	24 mph	21 mph	3 mph

The City has conducted preliminary AM peak (7-9 AM) traffic analysis. The existing and proposed travel times and speeds are shown below. Existing travel times were verified by actual travel time runs conducted in the field, calibrating the model to within 8 seconds of the real life average.

AM PEAK - Eastbound from 23rd Ave NW to West of Dayton Ave N

	Existing	Proposed	Difference
AM Peak Travel Time	4 min 03 sec	4 min 45 sec	42 seconds
Cumulative Intersection Delay	84 seconds	99 seconds	15 seconds
Average Travel Speed (includes stoppages)	23 mph	20 mph	3 mph

If you are turning onto Richmond Beach Road from a signalized side street, additional delays will also be a consideration. In some cases however, turning from the side street will become easier and less delayed which is a great benefit for locations with limited sight distance or challenging geometry. Staff has developed various intersection improvement concepts that would help to maximize efficiency and signals will be optimized to minimize stopping.

For more information please see our project website:

shorelinewa.gov/RBRechannelization

9 How can we trust the traffic analysis?

Technical staff has thoroughly analyzed the corridor with traffic modeling software but understands these models aren't perfect. In order to provide modeling that is as close to reality as possible, staff conducted weekday PM peak travel time runs in the field to check and calibrate the existing model and better understand driver behavior on the corridor. In doing so, the "Existing Configuration" model was calibrated within 7 seconds of the real life average travel time for the PM peak and within 8 seconds of the real life average travel time for the AM peak. The same considerations will be applied to the "Proposed Configuration" model in order to achieve the most accurate results possible, erring on the higher/conservative side in estimating delay. We will also conduct after studies to verify these estimates and ensure the roadway is operating as intended.

10 What about future growth?

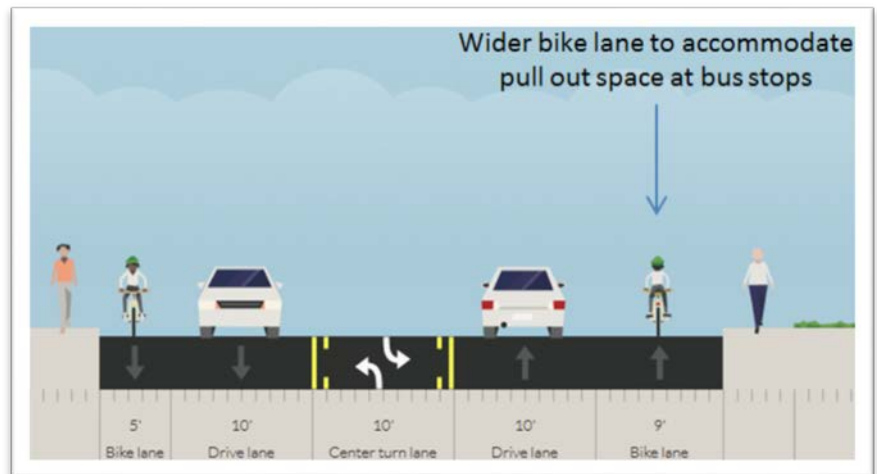
City projects and private developments are subject to maximum travel delay standards, also known as Level of Service (LOS) standards or concurrency. These standards require the following:

1. A LOS D (Average of 35-55 seconds of delay per vehicle) at signalized intersections on arterial streets and at unsignalized intersecting arterials; and
 2. A volume to capacity (V/C) ratio of 0.90 or lower for principal and minor arterials.
- The V/C ratio on one leg of an intersection may exceed 0.90 when the intersection operates at LOS D or better.

Based on traffic counts and modeling for the proposed configuration, the corridor and all intersections are anticipated to operate well within the bounds of these standards. Future development will have to provide traffic analysis showing added project related trips still fall within the Level of Service standards, or provide mitigation to meet standards. Otherwise, permits cannot be issued.

11 Are cars going to get stuck behind buses when they stop?

No. One alternative provides a wider bike lane at bus stops to accommodate a wider bus stop area that will allow buses to pull out of through traffic (see diagram). Staff are also working with King County Metro to identify potential bus stop removals and/or relocations. With a maximum of 4 buses per hour in either direction in the peak commuting hours, the frequency of buses is fairly low which makes their impact minimal. In addition, it is legal to go around a stopped bus.



For more information please see our project website:

shorelinewa.gov/RBRechannelization

12 What happens when a large truck is going slow uphill?

Law prohibits slow moving vehicles from holding up 5 or more following cars if they can pull off to let cars pass. The design alternative that provides wider space at bus stops so vehicles can pass also provides space for trucks to safely pull into if they are delaying following drivers. In addition, the City will work with the asphalt plant to determine a reasonable operating strategy when this project is implemented if slow moving vehicles prove to be problematic.

Current traffic data as well as information from previous traffic studies show there are about 5-7 tanker trucks using the corridor staggered throughout the day. Buses and other large vehicles operate at or above the 30 mph speed limit uphill as verified by field studies. Due to the infrequent occurrence of tanker trucks on the corridor, staff was not able to measure their speed uphill but will capture this for design documentation in the future.

Considering that most drivers are traveling in excess of 35 mph, and nearly 10% of drivers are exceeding 45 mph on this hill segment, addressing a majority speeding problem remains the priority over potential infrequent truck delays. As a contingency plan, staff has developed a climbing lane alternative for the hill that could be implemented if slow moving vehicle delays prove to be a much greater impact than anticipated by traffic modeling.

13 What happens when a delivery truck or garbage truck is stopped?

It is legal to go around stopped vehicles or obstructions ([RCW 46.61.100\(1\)\(b\)](#)). This is how every other two lane roadway with no-pass striping operates, many with traffic volumes higher than segments of this corridor. It is illegal to pass another **moving** vehicle by utilizing the center turn lane space.

14 How will the City address cut through traffic as a result of diversion?

City staff does not expect to see significant diversion based on the traffic analysis results however, we would still like to hear your thoughts on routes you'd expect to see cut through traffic. Once we have this information, we can collect "Before" traffic data in advance of implementation for some of the primary identified routes, and monitor with follow up collection after project implementation. Based on this information, we can work with neighborhoods to implement traffic calming as part of our [Neighborhood Traffic Safety Program](#), where warranted.

15 Does the City really expect people to use this as a bike route?

- Region wide, biking is up 7.8% since 2011 as indicated by the Washington State Bicycle and Pedestrian Documentation Project.
- Traffic data and collision history confirms that bicyclists are currently using the roadway.
- The "If you build it, they will come" principle - providing facilities produces the effect of inviting more people to use them.
- Although topography is challenging, some riders will choose to use this corridor both to commute and for leisure when it is the most direct route. In addition, power assisted bikes are becoming popular, making the barrier of topography less of an issue.
- Alternate routes are still available for those who would prefer them, however topography is a consideration on those routes as well.
- The route will be more attractive for bicyclists with less vehicle speeding.

For more information please see our project website:

shorelinewa.gov/RBRechannelization

16 Is the City trying to turn Shoreline into another Seattle?

No, the City’s goal for this project is to responsibly and cost effectively improve safety, however this will not be done at the expense of the City’s travel delay standards. The City of Seattle has implemented this 4 lane to 3 lane conversion on streets with traffic volumes exceeding 20,000 vehicles per day, which can be a tipping point for causing residual congestion. The heaviest trafficked corridor, between 3rd Ave NW and Dayton Ave NW, only carries about 16,000 vehicles per day which is below that rule of thumb tipping point.

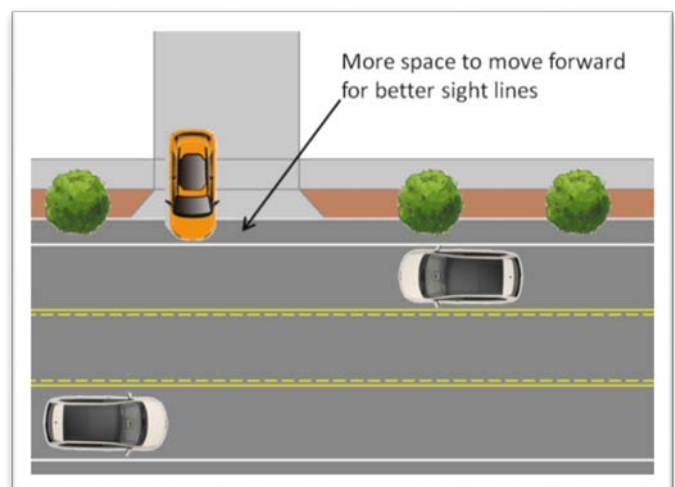
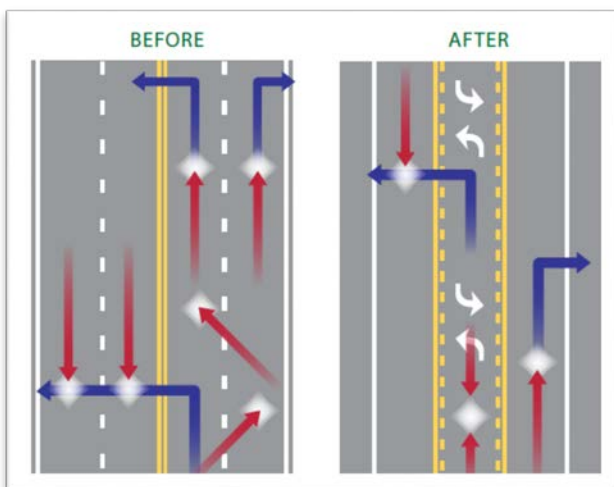
Another big difference between Shoreline and Seattle are our adopted travel delay standards, otherwise known as Level of Service or concurrency. Shoreline’s standard is significantly more conservative than Seattle’s standards meaning that we generally accept less travel delay than Seattle is comfortable with. The City of Shoreline requires roadways to meet adopted standards. This means that any large development must provide analysis to show that they will not exceed these standards. If the standards are exceeded, the development is required to provide mitigation for their added trips to meet those standards or it cannot proceed.

Safety

The Federal Highway Administration (FHWA) has deemed this 4 lane to 3 lane conversion as a proven safety countermeasure for roadways with characteristics similar to Richmond Beach Road, aggregating case studies from around the country which show a collision reduction of 19 to 47 percent. Detailed below are the factors that contribute to this proven collision reduction strategy.

17 How will the rechannelization improve vehicle safety?

- ✓ Reduces speeding and high variability between vehicle speeds, a main cause of collisions.
- ✓ Reduces conflict points and provides dedicated left turn space (diagram - left).
- ✓ Creates a space for better sight distance when turning from a side street or driveway. Currently, many driveways and side streets along the corridor have limited sight distance. The added bike lane space allows more room for vehicles to creep forward for better views without conflicting with vehicle traffic (diagram - right).



For more information please see our project website:

shorelinewa.gov/RBRechannelization

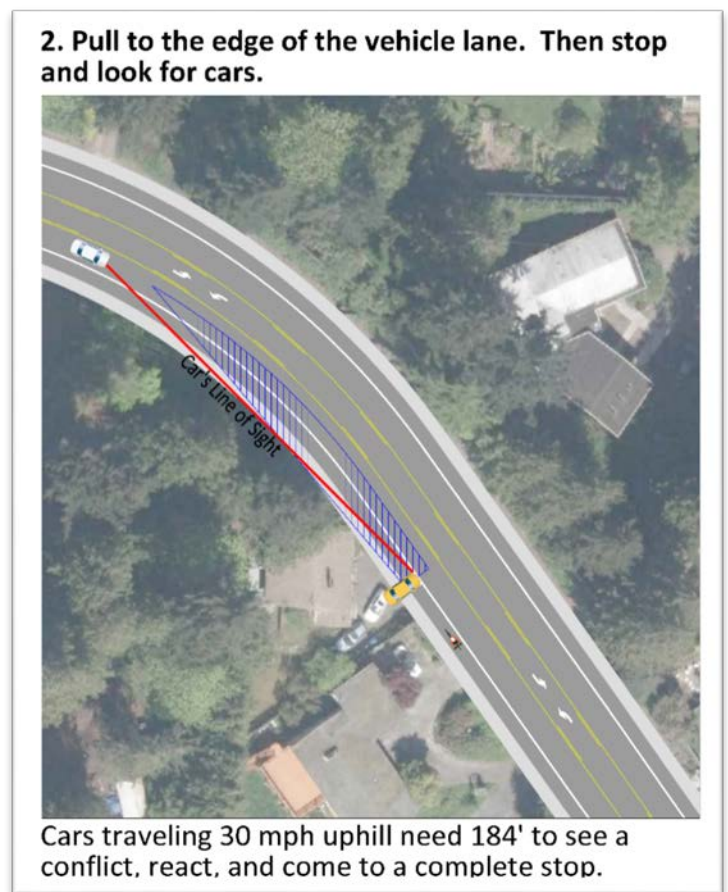
18 So I'm supposed to block the bike lane when pulling out of my driveway?

New 8/31/17

The yield task when entering the roadway remains the same. This is the same principle as pulling into the pedestrian/sidewalk space within a driveway when trying to gain a better view to enter a roadway. The hierarchy is as follows:

Stop before the pedestrian crossing zone (sidewalk, crosswalk, shoulder). If no pedestrians are present, pull forward and stop before the bike lane. If no bicyclists are present, pull forward into the bike lane space to gain adequate views of cross traffic and select an appropriate gap to enter.

This yielding hierarchy implies that you may have to do a two stage stop in locations with limited sight distance, as is shown in the below diagrams. It is still the responsibility of the vehicle entering the roadway to yield to the vehicles (including bicyclists) traveling along the main road.



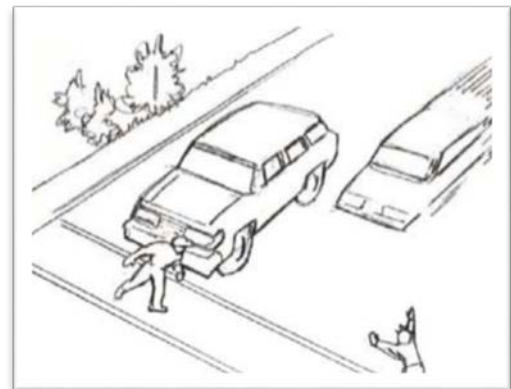
- Bike/vehicle on main road's line of sight
- Vehicle entering from driveway's sight triangle

For more information please see our project website:

shorelinewa.gov/RBRechannelization

19 How will the rechannelization improve pedestrian safety?

- ✓ Over 90% of pedestrian collisions occur when people cross the road, as opposed to while walking along the road. The rechannelization creates space for “Pedestrian Refuge” for safer crossings (see following diagram - left). In the absence of dedicated refuge space, there are still less lanes to cross which is safer.
- ✓ Eliminates the pedestrian “multi-lane threat” scenario - where one vehicle stops to allow a pedestrian to cross, but the adjacent lane fails to see the pedestrian and does not stop (see following diagram - right).
- ✓ Bike lane space adds 6 more feet between pedestrians and vehicle traffic.
- ✓ Discourages speeding, a main indicator in pedestrian crash survival, since the prudent driver sets the speed for the following platoon.

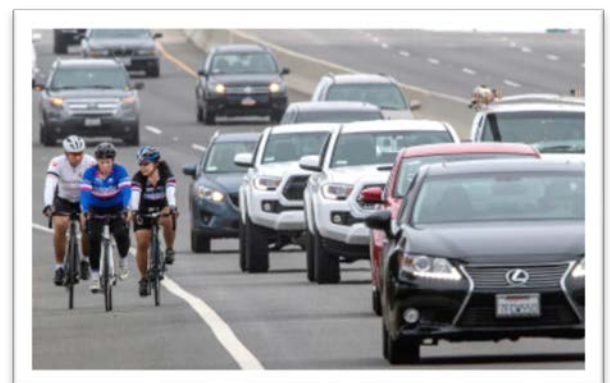


20 How will the rechannelization improve bicycle safety?

The rechannelization provides a dedicated space for bicyclists instead of having to share the lane with vehicles. Collision history on this roadway indicates that the existing roadway is not as safe as it could be for bicyclists. Bike lane markings provide the expectation for drivers to encounter bicyclists, improving their awareness and attentiveness to non-motorized users while driving. Reduction of speeding and improved sight lines as previously discussed, also provide a safety benefit to bicyclists.



VS



For more information please see our project website:

shorelinewa.gov/RBRechannelization

21 Won't this new configuration cause terrible head on collisions?

New 8/31/17

The new configuration is expected to decrease the potential for head on collisions. Currently, the main streams of traffic are only separated by a yellow centerline, with only a foot or two between opposing directions. The new configuration separates the majority of traffic in opposing streams by placing the 10 foot center lane between them. The following table describes and illustrates the geometric benefits to the 3 lane configuration with regard to head on collision types.

Existing Roadway: High volumes of opposing traffic very close to each other. A small error (2-3 feet difference) has the potential to cause a high speed head on collision.



Proposed Roadway: Two way left turn lane is unoccupied most of the time. More separation between the main streams of traffic. Drivers typically slow as they enter the turn lane, making it easier to adapt to opposing traffic, and less catastrophic in the event of collision.



Since 2010, there have been 34 reported “Opposite Direction” related collisions reported on City streets which resulted in injury. The collision types shown below are all considered “Opposite Direction” and have been included for reference. The type most similar to the head on collisions we’ve heard concerns about is the bolded “opposite direction – head-on” category. There has only been one of these collisions in the City since 2010 and it was not within a center turn lane.

- ✓ From opposite direction – turn related
- ✓ From opposite direction – sideswipe
- ✓ From opposite direction – all others
- ✓ **From opposite direction – head-on**

The following table summarizes where the 34 reported “Opposite Direction” injury collisions occurred throughout the City of Shoreline.

2010-2016 “Opposite Direction” injury collisions by Roadway		
Roadway	# of Collisions	Roadway Characteristics at Collision Site
Aurora Ave N	8	Configuration – 2 lanes in each direction + BAT Lanes + Dedicated turn lanes. Collisions at intersections.
Ballinger Way	2	Configuration – 2 lanes in each direction plus turn lane. Both occurred at the signalized intersection of 19 th Ave NE.
15th Ave NE	5	Configuration varies 3-4 lanes. All but one collision occurred within the 4 lane section as opposed to the 3 lane section. In addition, all were related to intersection turning movements.
15th Ave NW	1	Configuration – 1 lane in each direction.
5th Ave NE	2	Configuration – 1 lane in each direction.
8th Ave NW	1	Configuration – 1 lane in each direction.
Linden Ave N	1	Configuration – 1 lane in each direction.
N 175th St	2	Configuration – 4 lanes (2 in each direction).

For more information please see our project website:

shorelinewa.gov/RBRechannelization

N 185th St	1	Configuration – 3 lane (1 each direction + center turn lane). Collision occurred at Wallingford, resulting from a turning movement.
N 200th St	1	Configuration – 2 lanes (1 each direction)
N 205th St	1	Configuration – 3 lane (1 each direction + center turn lane) Collision occurred within the 300 Block – only true head on collision. Impact location was in westbound general purpose lane, not in turn lane.
N/NE 155th St	2	Configuration varies, 2-3 lanes. The collisions on N 155 th Street occurred at the signalized intersection of Meridian Ave N and at 5 th Ave NE.
NE 175th St	1	Configuration – 4 lanes (2 in each direction)
NW Richmond Beach Rd	4	Configuration – 4 lanes (2 in each direction). Collisions occurred at 3 rd or 8 th .
Westminster Way N	2	Configuration – 4 lanes (2 in each direction)
Total	34	

In reviewing all types of these “Opposite Direction” collisions, only 4 out of 34 have occurred on segments of roadway with the 3 lane configuration, and all 4 of these collisions happened at intersection locations with dedicated left turn lanes. **From 2010 to 2016, there have been zero opposite direction collisions resulting in injury that occurred within a two way left turn lane.**

By comparison, in the same time period, there have been more than 100 pedestrian and bicycle injury collisions throughout the City, which clearly indicates the need to focus on the non-motorized safety benefits this project achieves. A full breakdown of injury collisions by type from 2010-2016 is shown in the table to the right. Collisions between two cars moving in opposite directions and colliding head on represent the smallest proportion of reported injury collisions. Non-motorized collisions and turning related collisions represent the highest proportion of injury collisions in Shoreline. This project is expected to greatly reduce risk of injury collisions as the lane reduction and dedicated turn space directly contribute to mitigating the non-motorized and turning related collision types.

Type of Collision	Number of Collisions	Percent of Total
Vehicle - pedestrian	65	20.6%
Entering at angle	57	18.0%
Fixed object	41	13.0%
Vehicle – bicyclist	37	11.7%
Same direction - rear End	31	9.8%
Opposite direction - turn related	26	8.2%
Parking related	21	6.6%
Same direction - sideswipe	8	2.5%
Same direction - turn related	8	2.5%
Vehicle overturned	8	2.5%
Same direction - all others	5	1.6%
Opposite direction - sideswipe	4	1.3%
From opposite direction - all others	3	0.9%
Opposite direction - head-on	1	0.3%

Miscellaneous

22 Why doesn't the City just test the rechannelization east of 8th Avenue NW? *New 8/31/17*

There are safety concerns (such as vehicle vs bike and vehicle vs pedestrian collisions) occurring west of 8th Ave NW that can't be ignored. The proposed channelization would improve sight lines, slow vehicle speeds, provide a buffer for pedestrians and add a designated space for bicyclists. The City has been hearing support from the residents who live on the hill between 15th Avenue NW and 8th Avenue NW on Richmond Beach Road because they currently have trouble accessing and leaving their homes due to sight distance constraints and high speeds. In addition, traffic volumes are significantly lower west of 8th; 3 lanes can adequately handle existing traffic volumes.

For more information please see our project website:

shorelinewa.gov/RBRechannelization

23 Why can't the City just widen the existing sidewalks?

This restriping effort is a low-cost project at approximately \$215,000, and is the most cost effective strategy for addressing the collision history on the corridor. By comparison, widening sidewalks would likely cost more than 4 million dollars and wouldn't address the corridor's history of collisions. Additionally, throughout much of the corridor the back of the existing sidewalks is concurrent with the Right of Way line. This means in order to widen for bigger sidewalks or bike lanes, the City would need to acquire private property which significantly increases the cost of improvements. For more information on what Shoreline is doing to develop and maintain our network of sidewalks, please visit our webpage at:

<http://www.shorelinewa.gov/government/departments/public-works/capital-improvement-plan/sidewalks-priority-routes>

24 How has this treatment worked on other streets?

This treatment has been successful both regionally and throughout the Country. Within just a few miles of this corridor are multiple examples of 3 lane roadways including N 155th Street and N 205th Street (pictured) which carry comparable volumes. One example of a nearby successful rechannelization in Seattle, NE 75th Street from 15th Ave NE to 35th Ave NE, provides a comprehensive before and after study, documenting the safety and mobility benefits. This study is available online at:

<http://www.seattle.gov/transportation/docs/NE75thRechannelizationReportFINAL.pdf>



Additionally, the Federal Highway Administration (FHWA) has deemed this 4 lane to 3 lane conversion as a proven safety countermeasure, aggregating case studies from around the country which show a collision reduction of 19 to 47 percent. FHWA also summarizes that most streets can well accommodate average daily traffic volumes of 15,000 and higher in many cases. The Federal informational guide is available online at: https://safety.fhwa.dot.gov/road_diets/info_guide/

25 What about Point Wells?

Updated 8/31/17 to reflect project's current status

The Point Wells property is located in unincorporated Snohomish County. Currently its only road access is through the Richmond Beach neighborhood of Shoreline. A development proposal for the property continues in the Snohomish County permitting process. The developer for the Point Wells site, Blue Square Real Estate (BSRE) submitted revisions to the project on April 17, 2017 to Snohomish County. The Snohomish County website states the revised plans "retain the basic overall concept in the original submittal, but add a second access road through the Town of Woodway and make some adjustments internal to the site in response to the County comments". The county provided preliminary review comments on May 10, 2017 and expect a revised application from the development. Work on the Draft Environmental Impact Statement is on hold while the County awaits for a new submission with "a satisfactory new alternative" as determined by Snohomish County Planning and Development Services staff.

In 2014, the City and BSRE undertook a joint effort to conduct a "Transportation Corridor Study"; a process for public input on the proposed project as required by a [Memorandum of Understanding](#) the City entered into with the developer in 2013. In addition, the City's current [Point Wells Subarea Plan](#) relates changes to traffic volume restrictions on Richmond Beach Drive to a finalized Transportation Corridor Study. The Transportation Corridor Study was never finalized as the

For more information please see our project website:

shorelinewa.gov/RBRechannelization

City reached an impasse with BSRE’s technical staff in determining an appropriate mitigation strategy to meet the City’s traffic standards (Level of Service) for their proposed number of vehicle trips added to Shoreline streets.

Regarding the proposed three lane roadway configuration and its relationship to potential future Point Wells traffic, it is prudent the City not postpone necessary projects to improve safety and mobility for a relatively low cost over impacts from an uncertain future development at Point Wells that is unlikely to occur for a decade or more. The City’s bike master plan slates on-street bike facilities for Richmond Beach Road and this is only accomplished through a 3-lane configuration without additional Right of Way.

As stated previously the primary purpose of this change is to address safety issues, but in response to questions from the community regarding how this affects potential traffic from Point Wells, based on traffic analysis fewer lanes through the corridor means less traffic can be added to the system within the City’s level of service requirements. In other words, fewer additional vehicular trips before significant mitigation would be required to meet the City’s level of service. City of Shoreline staff will continue to review any submittals to Snohomish County for consistency with the City’s adopted plans and regulations applicable to this development and previously submitted staff comments on the project.

For more information on the proposed Point Wells Development visit the City and County’s websites at the links below.

Snohomish County Point Wells web page: <https://snohomishcountywa.gov/1511/Point-Wells>

City of Shoreline Point Wells web page: <http://www.shorelinewa.gov/government/departments/planning-community-development/planning-projects/point-wells>

Next Steps

- **October 12, 2017 – 2nd Public Meeting** to show refined 60% design and get additional feedback on minor design revisions
- Winter 2017 – Final design
- Winter 2017/2018 – Award contract
- Summer 2018 – Implement improvements

Thursday, October 12th

Public Meeting

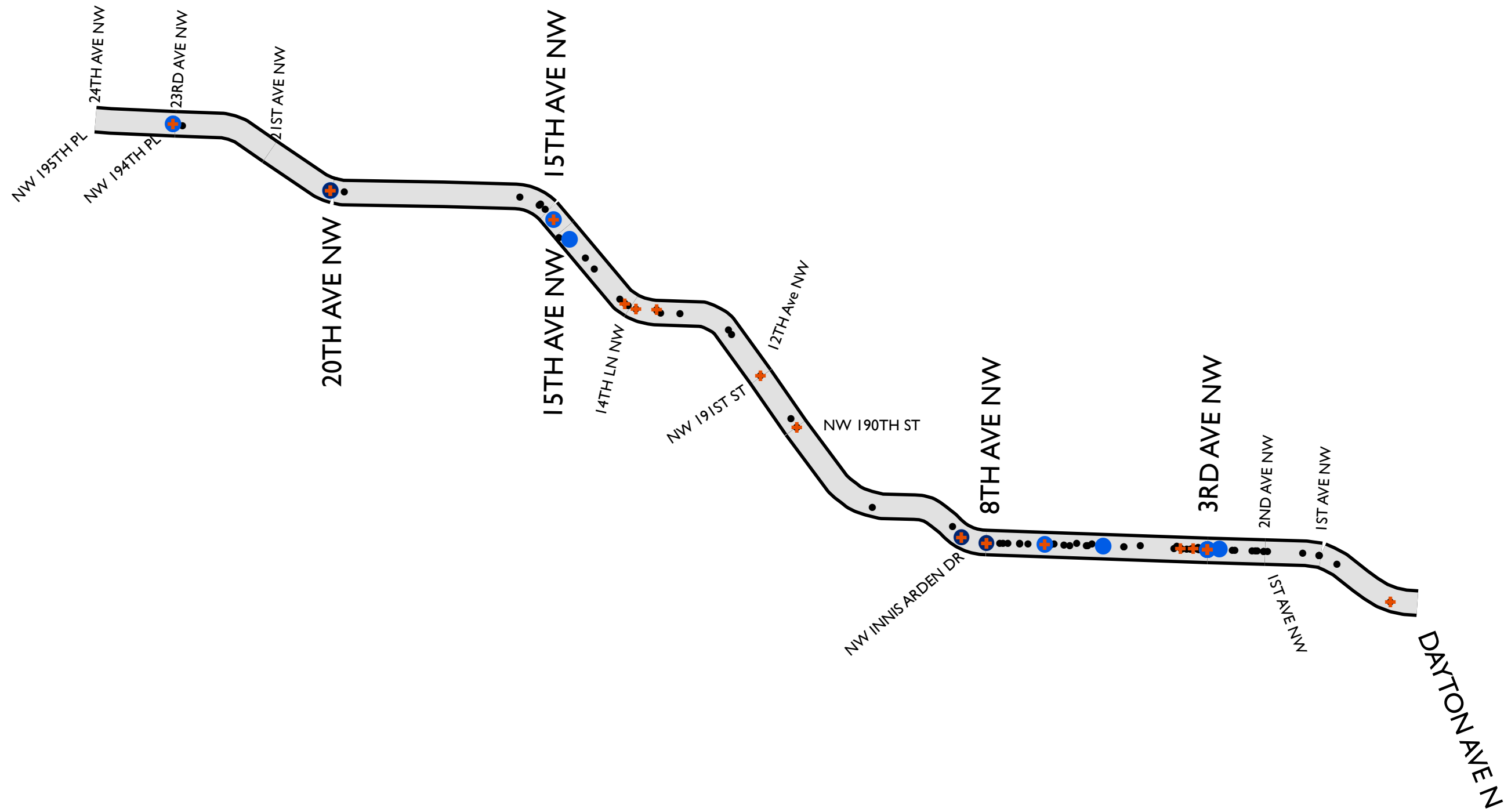
When: 6pm – 8pm
Where: Shorewood High School Commons
17300 Fremont Avenue N
Shoreline, WA 98133

PROJECT SCHEDULE



For more information please see our project website:

shorelinewa.gov/RBRechannelization

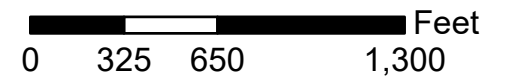


- + Fatal, Serious or Evident Injury Collision
- Bicyclist Collision
- Pedestrian Collision
- Collision
- Richmond Beach Corridor

Richmond Beach Corridor

Total Collisions

1/1/2010 - 12/31/2017



###	NW RICHMOND BEACH RD	0	3RD AVE NW	<Null>	<Null>	<Null>	<Null>	E700058	8/9/2017	2017	10:51	Possible Injury	1	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	East	West	Vehicle Stopped	Vehicle Stopped	Follow Too Closely	<Null>	1182646.31	892257.72
###	3RD AVE NW	0	NW RICHMOND BEACH RD	<Null>	<Null>	<Null>	<Null>	E714835	9/22/2017	2017	19:42	Possible Injury	1	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	North	East	South	North	Improper Turn	<Null>	1182646.31	892257.72
###	NW RICHMOND BEACH RD	200	<Null>	70	F	W	<Null>	E718828	9/28/2017	2017	10:16	No Apparent Injury	0	0	2	0	0	Truck (Flatbed, Van, etc)	Passenger Car	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - both moving - sideswipe	Changing Lanes	Going Straight Ahead	West	South	West	East	Improper Turn	<Null>	1182914.64	892249.37
###	NW RICHMOND BEACH RD	1300	<Null>	0.19	M	SE	<Null>	E721117	9/30/2017	2017	22:09	No Apparent Injury	0	0	1	0	0	Passenger Car	<Null>	Not at Intersection and Not Related	Raining	Wet	Dark-Street Lights On	Utility Pole	Going Straight Ahead	<Null>	East	West	<Null>	<Null>	Exceeding Reas. Safe Speed	<Null>	1179493.08	893683.06
###	NW RICHMOND BEACH RD	500	<Null>	388	F	E	<Null>	E720364	10/5/2017	2017	8:15	No Apparent Injury	0	0	2	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Driveway	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Making Left Turn	Making Left Turn	North	East	West	North	Inattention	<Null>	1181712.51	892291.74
###	N RICHMOND BEACH RD	18600	<Null>	23	F	E	<Null>	E735800	11/2/2017	2017	12:52	Possible Injury	1	0	2	0	0	Passenger Car	Bus or Motor Stage	Not at Intersection and Not Related	Raining	Wet	Daylight	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	West	East	West	East	Follow Too Closely	<Null>	1183007.29	892246.01
###	NW RICHMOND BEACH RD	0	NW 190TH ST	<Null>	<Null>	<Null>	<Null>	E731422	11/3/2017	2017	8:29	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Not Related	Snowing	Wet	Daylight	One parked-one moving	Backing	Legally Parked, Unoccupied	East	Vehicle Backing	<Null>	<Null>	Operating Defective Equipment	Inattention	1180190.39	892999.82
###	NW RICHMOND BEACH RD	1400	<Null>	271	F	SE	<Null>	E735295	11/12/2017	2017	12:49	No Apparent Injury	0	0	2	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	Not at Intersection and Not Related	Raining	Wet	Daylight	From opposite direction - all others	Other*	Going Straight Ahead	East	West	East	West	On Wrong Side Of Road	Exceeding Reas. Safe Speed	1178981.02	893949.65
###	NW RICHMOND BEACH RD	0	3RD AVE NW	<Null>	<Null>	<Null>	<Null>	E735799	11/15/2017	2017	6:50	Suspected Minor Injury	1	0	1	1	0	Pickup,Panel Truck or Vanette under 10,000 lb	<Null>	At Intersection and Related	Raining	Wet	Dark-Street Lights On	Vehicle turning left hits pedestrian	Making Left Turn	<Null>	West	North	<Null>	<Null>	Fail to Yield Row to Pedestrian	Inattention	1182646.31	892257.72
###	NW RICHMOND BEACH RD	500	<Null>	385	F	E	<Null>	E738683	11/22/2017	2017	14:44	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	Driveway Related but Not at Driveway	Raining	Wet	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	West	East	West	East	None	<Null>	1181709.23	892291.34
###	NW RICHMOND BEACH RD	19200	<Null>	25	F	NW	<Null>	E742218	12/2/2017	2017	17:46	Suspected Minor Injury	1	0	2	0	0	Passenger Car	Passenger Car	At Driveway	Raining	Wet	Dark-Street Lights On	Entering at angle	Making Left Turn	Going Straight Ahead	Northeast	East	East	West	Did Not Grant RW to Vehicle	<Null>	1179163.19	893743.58
###	NW RICHMOND BEACH RD	300	<Null>	60	F	W	<Null>	E747094	12/12/2017	2017	15:00	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	East	West	East	West	None	<Null>	1182586.8	892259.85

Before							
85th		Average		Exceeding 45			
NWB	SEB	NWB	SEB	NWB	NWB	SEB	SEB
40.2	40.4	35.2	36	3.30%	176	2.60%	144
39.9	40.1	34.9	35.5	3.20%	184	2.20%	128
40.3	40.1	35.3	35.8	3.30%	190	2.40%	138
40.5	40.5	35.5	36	3.70%	209	2.80%	155
41.3	40.6	36.3	36.1	4.50%	250	2.90%	159
41.4	40.5	36.4	36	4.70%	240	2.60%	129
40.4	40.5	35.5	36.1	3.70%	211	2.50%	135
40.6	40.4	35.6	35.9	3.77%	208.6	2.57%	141.1

After							
85th Percentile		Average Speed		Exceeding 45			
NWB	SEB	NWB	SEB	NWB	NWB	SEB	SEB
37.6	36.6	33.1	32.7	1.30%	51	0.20%	5
38	36.7	33.5	33	1.20%	56	0.40%	18
37.9	36.7	33.4	32.8	1.40%	71	0.40%	18
38	36.6	33.5	32.9	1.40%	74	0.30%	17
38.8	37	34	33.3	1.60%	77	0.40%	20
39.1	37.1	34.3	33.4	2.10%	85	0.30%	13
37.9	36.7	33.5	32.9	1.10%	56	0.30%	15
38.2	36.8	33.6	33	1.44%	67.1	0.33%	15.1

	Before	After
85th Percentile	40	37
Average Speed	36	33
% of drivers > 45 mph	3.17%	0.89%

Richmond Beach Road - East of 3rd Ave NW - After Rechannelization Project										
	Tuesday	Wednesday	Thursday	Friday	Monday	Tuesday	Tuesday	Tuesday	Average	
	11/13/2018	11/14/2018	11/15/2018	11/16/2018	11/19/2018	1/15/2019 (Gridsmart)	1/22/2019 (Gridsmart)	1/29/2019 (Gridsmart)		
EASTBOUND	12:00 AM	21	20	15	25	24	16	18	22	20.1
	1:00 AM	14	4	13	10	8	10	13	10	10.3
	2:00 AM	10	13	15	12	7	10	7	8	10.3
	3:00 AM	20	25	18	21	22	22	26	24	22.3
	4:00 AM	61	76	62	63	64	63	65	56	63.8
	5:00 AM	212	205	223	203	214	178	205	185	203.1
	6:00 AM	538	549	521	453	467	472	450	464	489.3
	7:00 AM	983	929	950	911	908	829	838	873	902.6
	8:00 AM	800	839	845	789	828	778	788	777	805.5
	9:00 AM	649	632	594	593	641	605	586	610	613.8
	10:00 AM	532	552	575	561	530	507	510	515	535.3
	11:00 AM	477	462	503	534	506	486	475	488	491.4
	12:00 PM	531	506	503	508	546	518	500	496	513.5
	1:00 PM	454	483	461	488	510	507	490	483	484.5
	2:00 PM	505	501	600	542	548	535	507	552	536.3
	3:00 PM	562	559	564	612	587	537	580	593	574.3
	4:00 PM	603	582	605	551	537	555	542	584	569.9
5:00 PM	544	495	506	578	465	514	496	537	516.9	
6:00 PM	438	429	443	404	405	419	375	396	413.6	
7:00 PM	317	298	259	309	292	278	288	294	291.9	
8:00 PM	246	240	237	229	201	199	199	210	220.1	
9:00 PM	165	172	158	234	181	159	150	156	171.9	
10:00 PM	93	87	109	127	86	76	88	97	95.4	
11:00 PM	43	46	53	102	50	41	39	40	51.8	
Totals	8818	8704	8832	8859	8627	8314	8235	8470	8607.4	
WESTBOUND	12:00 AM	34	40	44	79	15	33	33	38	39.5
	1:00 AM	21	14	15	61	14	19	24	15	22.9
	2:00 AM	15	14	16	36	12	13	13	16	16.9
	3:00 AM	9	9	12	21	9	10	11	13	11.8
	4:00 AM	15	19	13	20	10	21	19	18	16.9
	5:00 AM	34	56	37	33	32	53	56	51	44.0
	6:00 AM	90	112	101	47	37	113	115	111	90.8
	7:00 AM	291	298	282	83	139	315	324	316	256.0
	8:00 AM	420	425	409	189	264	446	445	455	381.6
	9:00 AM	359	389	395	309	302	389	379	380	362.8
	10:00 AM	378	373	331	455	351	381	368	391	378.5
	11:00 AM	441	407	450	477	413	439	435	453	439.4
	12:00 PM	442	480	497	520	491	522	497	531	497.5
	1:00 PM	592	459	491	558	444	568	508	515	516.9
	2:00 PM	500	585	672	567	573	632	669	665	607.9
	3:00 PM	667	735	757	626	734	797	812	800	741.0
	4:00 PM	731	791	768	544	803	873	806	877	774.1
5:00 PM	726	785	775	507	753	884	878	862	771.3	
6:00 PM	645	682	591	480	718	693	709	701	652.4	
7:00 PM	537	490	381	374	437	453	469	465	450.8	
8:00 PM	413	335	322	271	234	364	397	389	340.6	
9:00 PM	280	303	442	323	160	269	255	280	289.0	
10:00 PM	175	194	227	283	65	143	148	167	175.3	
11:00 PM	102	101	142	170	44	95	80	87	102.6	
Totals	7917	8096	8170	7033	7054	8525	8450	8596	7980.1	

Richmond Beach Road - 3rd Ave NW to 8th Ave NW - Before Rechannalization Project							
	Monday 5/1/2017	Tuesday 5/2/2017	Wednesday 5/3/2017	Thursday 5/4/2017	Friday 5/5/2017	Average	
EASTBOUND	12:00 AM	17	21	18	16	20	18.4
	1:00 AM	12	11	7	9	14	10.6
	2:00 AM	6	8	10	8	7	7.8
	3:00 AM	13	13	12	11	12	12.2
	4:00 AM	48	56	42	52	39	47.4
	5:00 AM	126	152	150	133	124	137.0
	6:00 AM	315	354	339	362	317	337.4
	7:00 AM	624	628	611	597	550	602.0
	8:00 AM	454	496	499	498	480	485.4
	9:00 AM	421	418	413	454	446	430.4
	10:00 AM	355	368	377	424	420	388.8
	11:00 AM	347	367	379	405	389	377.4
	12:00 PM	372	381	343	402	353	370.2
	1:00 PM	317	351	353	400	380	360.2
	2:00 PM	382	403	382	448	426	408.2
	3:00 PM	399	389	431	431	410	412.0
	4:00 PM	384	381	405	478	393	408.2
	5:00 PM	408	391	403	409	396	401.4
	6:00 PM	315	330	451	298	348	348.4
	7:00 PM	227	257	333	231	308	271.2
	8:00 PM	193	203	297	216	257	233.2
9:00 PM	127	135	191	132	236	164.2	
10:00 PM	118	100	98	84	143	108.6	
11:00 PM	22	37	39	25	83	41.2	
Totals	6002	6250	6583	6523	6551	6381.8	
WESTBOUND	12:00 AM	27	33	42	31	42	35.0
	1:00 AM	11	20	11	16	20	15.6
	2:00 AM	10	15	15	12	13	13.0
	3:00 AM	4	11	13	7	12	9.4
	4:00 AM	18	17	15	20	15	17.0
	5:00 AM	38	62	42	64	48	50.8
	6:00 AM	121	107	114	117	112	114.2
	7:00 AM	266	276	255	287	248	266.4
	8:00 AM	364	368	361	386	391	374.0
	9:00 AM	338	345	320	381	384	353.6
	10:00 AM	348	357	367	378	352	360.4
	11:00 AM	379	421	389	476	458	424.6
	12:00 PM	451	463	440	486	475	463.0
	1:00 PM	460	468	475	533	496	486.4
	2:00 PM	552	575	591	594	602	582.8
	3:00 PM	649	669	687	723	714	688.4
	4:00 PM	729	685	729	709	711	712.6
	5:00 PM	745	737	739	669	702	718.4
	6:00 PM	539	622	654	569	556	588.0
	7:00 PM	407	463	505	437	474	457.2
	8:00 PM	346	352	424	331	341	358.8
9:00 PM	220	250	290	266	280	261.2	
10:00 PM	144	147	177	152	224	168.8	
11:00 PM	57	70	85	85	164	92.2	
Totals	7223	7533	7740	7729	7834	7611.8	

Richmond Beach Road - 3rd Ave NW to 8th Ave NW - After Rechannelization Project				
	Monday	Mon-Fri Average (Gridsmart)		
	01/28/2019	3/18/2019-3/22/2019		
			Average	
EASTBOUND	12:00 AM	24	8	16
	1:00 AM	10	6	8
	2:00 AM	8	18	13
	3:00 AM	22	43	33
	4:00 AM	52	160	106
	5:00 AM	170	366	268
	6:00 AM	372	665	519
	7:00 AM	633	584	609
	8:00 AM	544	537	541
	9:00 AM	489	485	487
	10:00 AM	455	471	463
	11:00 AM	453	484	469
	12:00 PM	460	475	468
	1:00 PM	433	528	481
	2:00 PM	482	530	506
	3:00 PM	476	542	509
	4:00 PM	488	529	509
	5:00 PM	489	451	470
	6:00 PM	371	397	384
	7:00 PM	275	250	263
8:00 PM	205	166	186	
9:00 PM	143	101	122	
10:00 PM	91	49	70	
11:00 PM	47	25	36	
Totals	7192	7870	7531	
	Monday	Mon-Fri Average (Gridsmart)		
	01/28/2019	3/18/2019-3/22/2019		
			Average	
WESTBOUND	12:00 AM	34	15	25
	1:00 AM	15	15	15
	2:00 AM	13	10	12
	3:00 AM	9	16	13
	4:00 AM	18	48	33
	5:00 AM	47	115	81
	6:00 AM	109	252	181
	7:00 AM	230	386	308
	8:00 AM	349	361	355
	9:00 AM	335	368	352
	10:00 AM	363	440	402
	11:00 AM	423	508	466
	12:00 PM	478	554	516
	1:00 PM	480	588	534
	2:00 PM	550	729	640
	3:00 PM	683	723	703
	4:00 PM	705	757	731
	5:00 PM	715	727	721
	6:00 PM	565	478	522
	7:00 PM	380	343	362
8:00 PM	324	237	281	
9:00 PM	224	150	187	
10:00 PM	135	79	107	
11:00 PM	76	41	59	
Totals	7260	7940	7600	

Richmond Beach Road - 8th Ave NW to 15th Ave NW - Before Rechannelization Project												
	Monday 10/31/2016	Tuesday 11/1/2016	Wednesday 11/2/2016	Thursday 11/3/2016	Friday 11/4/2016	Tuesday 5/2/2017	Wednesday 5/3/2017	Thursday 5/4/2017	Friday 5/5/2017	Monday 5/8/2017	Average	
EASTBOUND	12:00 AM	17	16	13	15	14	18	14	19	15	14	15.5
	1:00 AM	7	5	6	8	1	7	10	7	11	8	7.0
	2:00 AM	3	3	8	7	6	5	6	5	4	7	5.4
	3:00 AM	11	13	12	9	9	12	11	10	8	8	10.3
	4:00 AM	28	36	38	29	25	41	31	45	31	33	33.7
	5:00 AM	93	105	101	111	96	129	130	117	112	119	111.3
	6:00 AM	214	241	270	255	255	306	271	286	259	261	261.8
	7:00 AM	350	439	400	443	412	541	531	504	453	454	452.7
	8:00 AM	378	419	422	395	434	446	447	445	401	438	422.5
	9:00 AM	310	324	296	325	326	354	306	371	346	328	328.6
	10:00 AM	234	240	260	311	287	320	327	343	335	315	297.2
	11:00 AM	276	256	280	322	313	312	308	337	345	324	307.3
	12:00 PM	278	268	302	322	318	332	290	366	304	307	308.7
	1:00 PM	284	293	237	315	279	285	326	353	309	278	295.9
	2:00 PM	346	307	245	309	341	371	324	425	355	350	337.3
	3:00 PM	267	328	282	345	331	335	397	393	324	334	333.6
	4:00 PM	288	285	265	349	330	342	359	430	331	362	334.1
5:00 PM	278	292	277	342	351	358	391	369	362	386	340.6	
6:00 PM	224	259	239	333	302	313	393	265	330	328	298.6	
7:00 PM	224	180	157	214	217	222	331	209	268	248	227.0	
8:00 PM	227	123	115	148	159	190	304	216	242	204	192.8	
9:00 PM	178	111	92	134	124	105	148	115	202	154	136.3	
10:00 PM	89	65	84	76	100	90	80	68	133	80	86.5	
11:00 PM	34	32	34	40	60	30	26	17	67	28	36.8	
Totals	4638	4640	4435	5157	5090	5464	5761	5715	5547	5368	5181.5	
	Monday 10/31/2016	Tuesday 11/1/2016	Wednesday 11/2/2016	Thursday 11/3/2016	Friday 11/4/2016	Tuesday 5/2/2017	Wednesday 5/3/2017	Thursday 5/4/2017	Friday 5/5/2017	Monday 5/8/2017	Average	
WESTBOUND	12:00 AM	28	34	24	20	40	25	32	27	29	18	27.7
	1:00 AM	5	9	8	14	16	14	11	9	10	13	10.9
	2:00 AM	7	10	6	8	9	12	11	6	13	8	9.0
	3:00 AM	6	7	6	9	7	13	9	5	6	6	7.4
	4:00 AM	5	6	6	6	12	13	13	13	10	13	9.7
	5:00 AM	19	26	22	14	21	34	22	41	28	23	25.0
	6:00 AM	57	46	46	44	50	74	74	68	69	71	59.9
	7:00 AM	83	102	96	120	89	163	150	171	148	172	129.4
	8:00 AM	155	179	176	202	198	234	226	233	232	237	207.2
	9:00 AM	164	159	192	218	193	214	235	246	250	247	211.8
	10:00 AM	217	201	218	243	235	256	242	307	224	246	238.9
	11:00 AM	259	233	217	275	249	298	288	383	304	306	281.2
	12:00 PM	282	291	286	317	274	334	355	380	351	339	320.9
	1:00 PM	272	294	261	326	324	336	359	409	375	346	330.2
	2:00 PM	343	303	286	311	314	408	389	445	401	368	356.8
	3:00 PM	422	431	383	434	410	463	498	527	517	507	459.2
	4:00 PM	440	399	387	418	418	474	542	470	500	571	461.9
5:00 PM	540	478	462	468	443	542	582	510	559	584	516.8	
6:00 PM	474	406	441	437	373	468	542	491	477	512	462.1	
7:00 PM	254	321	272	351	276	373	435	345	384	408	341.9	
8:00 PM	206	207	208	210	218	272	343	257	277	303	250.1	
9:00 PM	197	199	177	197	176	221	227	197	225	179	199.5	
10:00 PM	86	82	104	92	145	100	127	106	172	112	112.6	
11:00 PM	36	44	47	52	90	46	62	70	120	41	60.8	
Totals	4557	4467	4331	4786	4580	5387	5774	5716	5681	5630	5090.9	

Richmond Beach Road - 8th Ave NW to 15th Ave NW - After Rechannelization Project								
	Wednesday	Thursday	Friday	Monday	Wednesday	Friday	Average	
	11/28/2018	11/29/2018	11/30/2018	12/3/2018	3/27/2019	3/29/2019		
NORTHWESTBOUND	12:00 AM	21	28	29	14	37	25	26
	1:00 AM	18	5	8	9	20	15	13
	2:00 AM	8	8	10	2	5	12	8
	3:00 AM	7	7	11	5	41	12	14
	4:00 AM	12	10	8	16	58	7	19
	5:00 AM	23	35	29	27	204	22	57
	6:00 AM	51	66	65	65	486	69	134
	7:00 AM	125	136	121	117	860	126	248
	8:00 AM	196	228	207	227	765	208	305
	9:00 AM	185	196	209	230	560	249	272
	10:00 AM	230	248	205	255	464	266	278
	11:00 AM	251	266	292	294	437	304	307
	12:00 PM	302	327	331	361	523	350	366
	1:00 PM	384	337	326	343	557	339	381
	2:00 PM	335	336	409	376	574	384	402
	3:00 PM	418	478	498	466	487	474	470
	4:00 PM	421	498	477	485	466	518	478
	5:00 PM	453	483	503	541	547	561	515
	6:00 PM	441	488	403	425	424	488	445
	7:00 PM	381	333	263	293	280	380	322
	8:00 PM	272	217	196	220	289	244	240
9:00 PM	173	178	297	183	214	204	208	
10:00 PM	97	128	134	74	108	132	112	
11:00 PM	44	48	78	47	68	104	65	
Totals	4848	5084	5109	5075	8474	5493	5681	
SOUTHEASTBOUND	12:00 AM	11	21	12	7	37	19	18
	1:00 AM	4	8	8	2	17	18	10
	2:00 AM	7	1	3	5	14	8	6
	3:00 AM	14	17	22	12	10	21	16
	4:00 AM	39	33	35	37	9	44	33
	5:00 AM	104	115	122	122	24	119	101
	6:00 AM	302	285	248	265	69	250	237
	7:00 AM	526	512	440	495	103	450	421
	8:00 AM	401	444	438	451	237	446	403
	9:00 AM	312	328	338	333	240	356	318
	10:00 AM	291	333	324	300	215	337	300
	11:00 AM	284	281	289	345	287	329	303
	12:00 PM	290	278	262	321	315	370	306
	1:00 PM	303	282	296	291	410	332	319
	2:00 PM	327	341	348	378	385	341	353
	3:00 PM	288	315	311	364	474	373	354
	4:00 PM	320	342	320	349	452	359	357
	5:00 PM	289	261	271	275	506	356	326
	6:00 PM	236	247	294	239	460	360	306
	7:00 PM	153	169	186	183	0	311	167
	8:00 PM	144	139	116	112	1	252	127
9:00 PM	122	119	169	81	1	157	108	
10:00 PM	59	65	109	60	1	105	67	
11:00 PM	36	32	57	22	0	59	34	
Totals	4862	4968	5018	5049	4267	5772	4989	

Richmond Beach Road - West of 15th Ave NW - Before Rechannelization Project							
	Monday	Tuesday	Wednesday	Thursday	Friday	Average	
	5/1/2017	5/2/2017	5/3/2017	5/4/2017	5/5/2017		
EASTBOUND	12:00 AM	14	11	7	13	7	10.4
	1:00 AM	3	5	5	2	10	5
	2:00 AM	2	3	1	2	0	1.6
	3:00 AM	6	10	8	7	6	7.4
	4:00 AM	22	27	20	30	22	24.2
	5:00 AM	69	85	79	68	72	74.6
	6:00 AM	182	223	195	228	196	204.8
	7:00 AM	412	418	402	398	347	395.4
	8:00 AM	336	354	358	345	313	341.2
	9:00 AM	253	266	247	289	267	264.4
	10:00 AM	234	240	262	277	255	253.6
	11:00 AM	246	245	250	281	260	256.4
	12:00 PM	243	252	239	313	236	256.6
	1:00 PM	195	228	240	293	255	242.2
	2:00 PM	252	236	243	314	272	263.4
	3:00 PM	256	270	321	318	248	282.6
	4:00 PM	252	271	296	348	271	287.6
	5:00 PM	323	282	373	287	316	316.2
	6:00 PM	222	252	352	221	261	261.6
	7:00 PM	170	184	279	190	212	207
	8:00 PM	125	156	264	170	201	183.2
	9:00 PM	89	78	114	82	138	100.2
	10:00 PM	55	42	51	56	102	61.2
	11:00 PM	13	13	17	15	43	20.2
Totals	3974	4151	4623	4547	4310	4321	
WESTBOUND	12:00 AM	17	12	22	13	17	16.2
	1:00 AM	2	8	9	4	6	5.8
	2:00 AM	4	9	8	4	8	6.6
	3:00 AM	3	4	6	4	4	4.2
	4:00 AM	8	8	6	11	8	8.2
	5:00 AM	15	22	13	29	14	18.6
	6:00 AM	47	38	47	38	34	40.8
	7:00 AM	88	95	100	105	95	96.6
	8:00 AM	171	182	194	170	161	175.6
	9:00 AM	167	176	190	205	212	190
	10:00 AM	157	187	169	255	184	190.4
	11:00 AM	196	241	232	305	226	240
	12:00 PM	249	264	280	318	284	279
	1:00 PM	258	270	270	323	276	279.4
	2:00 PM	287	295	314	358	293	309.4
	3:00 PM	374	362	407	421	409	394.6
	4:00 PM	401	369	456	356	419	400.2
	5:00 PM	426	422	454	378	424	420.8
	6:00 PM	364	360	432	378	373	381.4
	7:00 PM	283	290	379	289	301	308.4
	8:00 PM	199	211	276	217	202	221
	9:00 PM	126	169	176	141	155	153.4
	10:00 PM	65	67	99	72	123	85.2
	11:00 PM	36	26	40	56	94	50.4
Totals	3943	4087	4579	4450	4322	4276.2	

Richmond Beach Road - West of 15th Ave NW - After Rechannelization Project							
	Thursday	Friday	Monday	Tuesday	Wednesday	Average	
	12/13/2018	12/14/2018	12/17/2018	12/18/2018	12/19/2018		
EASTBOUND	12:00 AM	36	45	41	39	54	43
	1:00 AM	22	23	23	21	25	22.8
	2:00 AM	14	20	15	17	11	15.4
	3:00 AM	13	21	23	16	21	18.8
	4:00 AM	39	33	33	36	36	35.4
	5:00 AM	54	50	64	62	63	58.6
	6:00 AM	96	103	76	90	96	92.2
	7:00 AM	170	166	158	165	128	157.4
	8:00 AM	160	191	186	183	200	184
	9:00 AM	180	185	158	178	167	173.6
	10:00 AM	207	239	211	218	182	211.4
	11:00 AM	276	286	289	233	282	273.2
	12:00 PM	277	347	281	334	319	311.6
	1:00 PM	327	330	294	315	315	316.2
	2:00 PM	370	385	342	349	351	359.4
	3:00 PM	356	395	391	366	366	374.8
	4:00 PM	419	338	360	415	440	394.4
	5:00 PM	390	401	380	394	397	392.4
	6:00 PM	266	321	280	325	326	303.6
	7:00 PM	206	290	250	251	272	253.8
	8:00 PM	180	245	178	236	224	212.6
9:00 PM	144	203	131	161	160	159.8	
10:00 PM	91	147	99	111	80	105.6	
11:00 PM	82	106	61	73	72	78.8	
Totals	4375	4870	4324	4588	4587	4548.8	
WESTBOUND	12:00 AM	19	33	20	22	23	23.4
	1:00 AM	17	17	15	11	12	14.4
	2:00 AM	6	15	15	6	6	9.6
	3:00 AM	8	11	14	15	9	11.4
	4:00 AM	13	24	19	24	22	20.4
	5:00 AM	47	42	37	39	40	41
	6:00 AM	110	96	93	70	78	89.4
	7:00 AM	199	210	170	201	140	184
	8:00 AM	191	209	221	235	215	214.2
	9:00 AM	195	183	203	183	210	194.8
	10:00 AM	206	196	243	205	230	216
	11:00 AM	216	253	201	241	222	226.6
	12:00 PM	250	256	263	257	289	263
	1:00 PM	228	281	236	221	247	242.6
	2:00 PM	282	309	282	259	299	286.2
	3:00 PM	238	260	246	287	249	256
	4:00 PM	251	260	261	270	279	264.2
	5:00 PM	233	251	240	265	260	249.8
	6:00 PM	230	282	214	232	260	243.6
	7:00 PM	160	200	152	189	164	173
	8:00 PM	109	119	116	136	114	118.8
9:00 PM	81	119	70	92	78	88	
10:00 PM	63	89	57	58	49	63.2	
11:00 PM	30	61	30	26	30	35.4	
Totals	3382	3776	3418	3544	3525	3529	

Appendix F – Level of Service Descriptions

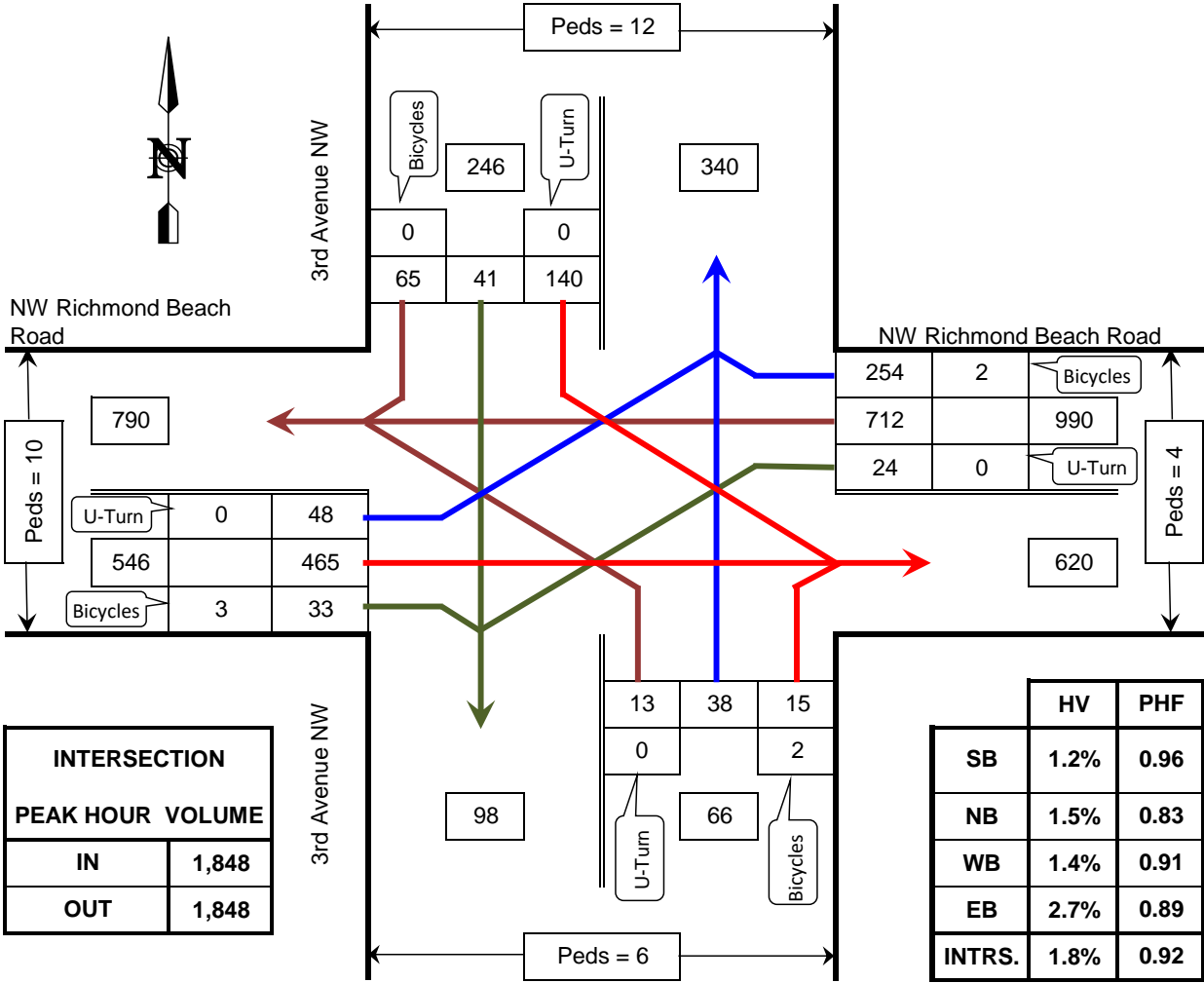
Levels of service (LOS) are qualitative descriptions of traffic operating conditions. These levels of service are designated with letters ranging from LOS A, which is indicative of good operating conditions with little or no delay, to LOS F, which is indicative of stop-and-go conditions with frequent and lengthy delays.

Level of Service	Roadway Segments V/C Ratio	Signalized Intersections Average Delay (sec/veh)	General Description
A	≤ 0.60	≤ 10	Free Flow
B	> 0.60 - 0.70	> 10 - 20	Stable Flow (slight delay)
C	> 0.70 - 0.80	> 20 - 35	Stable Flow (acceptable delay)
D	> 0.80 - 0.90	> 35 - 55	Approaching Unstable Flow (speeds somewhat reduced, more vehicles stop and may wait through more than one signal cycle before proceeding)
E	> 0.90 - 1.0	> 55 - 80	Unstable Flow (speeds reduced and highly variable, queues occur, many vehicles have to wait through more than one signal cycle before proceeding)
F	> 1.0	> 80	Forced Flow (jammed conditions, long queues occur that do not clear, most vehicles wait through more than one signal cycle before proceeding)



TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 4:45 PM TO 5:45 PM



PHF = Peak Hour Factor
HV = Heavy Vehicle

**NW Richmond Beach Road @ 3rd Avenue NW
Shoreline, WA**

COUNTED BY: VT/SN
 REDUCED BY: CN
 REDUCTION DATE: Sat. 6/17/17

DATE OF COUNT: Wed. 5/3/17
 TIME OF COUNT: 4:00 PM - 6:00 PM
 WEATHER: Sunny



INTERSECTION TURNING MOVEMENTS REDUCTION SHEET

LOCATION: NW Richmond Beach Road @ 3rd Avenue NW
Shoreline, WA

DATE OF COUNT: Wed. 5/3/17
 TIME OF COUNT: 4:00 PM - 6:00 PM

COUNTED BY: VT/SN
 WEATHER: Sunny

TIME INTERVAL ENDING AT	FROM NORTH ON 3rd Avenue NW							FROM SOUTH ON 3rd Avenue NW							FROM EAST ON NW Richmond Beach Road							FROM WEST ON NW Richmond Beach Road							INTERVAL TOTALS
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 PM	7	2	1	0	24	7	13	0	1	0	0	2	8	7	1	0	4	0	5	159	48	1	1	4	0	10	111	3	
04:30 PM	1	0	1	0	29	9	17	1	0	1	0	1	9	6	0	2	3	0	7	143	55	0	0	3	0	12	116	5	
04:45 PM	5	0	3	0	49	6	22	1	0	0	0	3	4	6	4	2	4	0	5	203	61	0	1	4	0	7	104	4	
05:00 PM	1	0	1	0	30	9	19	1	1	0	0	0	12	3	1	0	3	0	7	204	62	5	0	3	0	16	128	10	
05:15 PM	4	0	1	0	40	7	17	1	1	1	0	4	11	5	1	0	5	0	6	170	58	0	1	7	0	14	119	5	
05:30 PM	1	0	0	0	33	17	12	2	0	0	0	5	10	3	1	1	3	0	5	159	54	1	1	3	0	8	100	9	
05:45 PM	6	0	1	0	37	8	17	2	0	0	0	4	5	4	1	1	3	0	6	179	80	4	1	2	0	10	118	9	
06:00 PM	1	0	1	0	24	6	20	0	0	0	0	5	9	4	0	0	4	0	6	177	75	4	0	4	0	11	120	5	
PEAK HOUR TOTALS	12	0	3	0	140	41	65	6	2	1	0	13	38	15	4	2	14	0	24	712	254	10	3	15	0	48	465	33	
ALL MOVEMENTS	246							66							990							546							1848
% HV	1.2%							1.5%							1.4%							2.7%							1.8%
PEAK HOUR FACTOR	0.96							0.83							0.91							0.89							0.92

HV = Heavy Vehicle
 PHF = Peak Hour Factor

4:00 PM - 6:00 PM PEAK HOUR: 4:45 PM TO 5:45 PM

REDUCED BY: CN

DATE OF REDUCTION: 6/17/2017

ROLLING HOUR COUNT

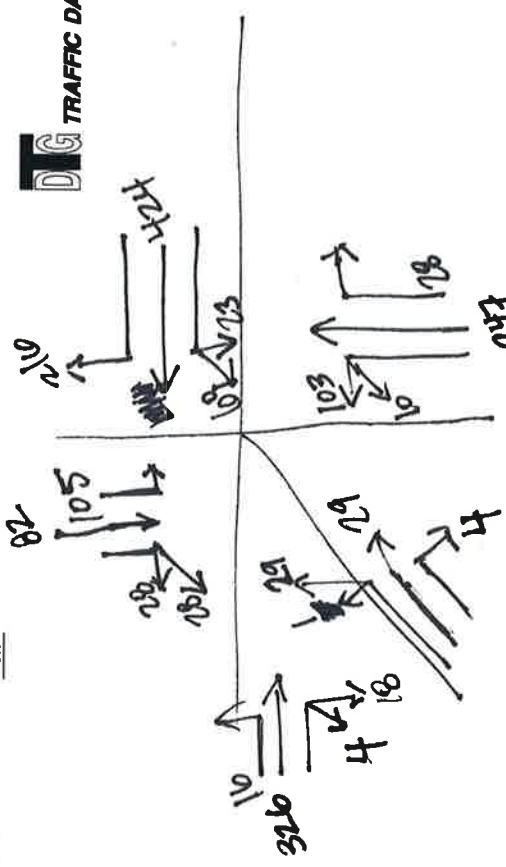
TIME INTERVAL	FROM NORTH ON 3rd Avenue NW							FROM SOUTH ON 3rd Avenue NW							FROM EAST ON NW Richmond Beach Road							FROM WEST ON NW Richmond Beach Road							INTERVAL TOTALS
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM - 5:00 PM	14	2	6	0	132	31	71	3	2	1	0	6	33	22	6	4	14	0	24	709	226	6	2	14	0	45	459	22	
4:15 PM - 5:15 PM	11	0	6	0	148	31	75	4	2	2	0	8	36	20	6	4	15	0	25	720	236	5	2	17	0	49	467	24	
4:30 PM - 5:30 PM	11	0	5	0	152	39	70	5	2	1	0	12	37	17	7	3	15	0	23	736	235	6	3	17	0	45	451	28	
4:45 PM - 5:45 PM	12	0	3	0	140	41	65	6	2	1	0	13	38	15	4	2	14	0	24	712	254	10	3	15	0	48	465	33	
5:00 PM - 6:00 PM	12	0	3	0	134	38	66	5	1	1	0	18	35	16	3	2	15	0	23	685	267	9	3	16	0	43	457	28	
4:00 PM - 6:00 PM Total:	26	2	9	0	266	69	137	8	3	2	0	24	68	38	9	6	29	0	47	1394	493	15	5	30	0	88	916	50	

LOCATION: NW Richmond Beach Road @ 8th Avenue NW
 Shoreline, WA
 DATE OF COUNT: Tue. 6/23/2017
 TIME OF COUNT: 4:00 - 6:00 PM
 COUNTED BY: VT/CN
 WEATHER: Sunny

TIME INTERVAL ENDING AT	FROM (1) 6th Avenue NW (From North)				FROM (2) NW Richmond Beach Road (From East)				FROM (3) 8th Avenue NW (From South)				FROM (4) Innis Arden Way NW (From Southwest)				FROM (5) NW Richmond Beach Road (From West)				INTERVAL TOTALS														
	Peds	Bicycle	HV		Peds	Bicycle	HV		Peds	Bicycle	HV		Peds	Bicycle	HV		Peds	Bicycle	HV																
04:16 PM	1	0	1	30	23	10	3	0	0	5	45	4	15	84	0	2	1	65	7	2	19	1	0	1	3	6	80	6	2	420					
04:30 PM	2	0	1	29	29	5	4	3	0	1	43	13	7	100	4	0	0	47	7	1	17	1	0	0	0	0	7	70	9	1	491				
04:45 PM	1	0	0	28	14	8	8	2	0	6	46	9	12	99	2	0	0	46	9	1	19	0	0	0	0	3	5	63	3	1	388				
05:00 PM	7	1	2	23	11	1	8	6	0	2	60	5	11	120	0	0	0	50	6	4	19	0	0	0	0	1	4	82	2	2	436				
05:15 PM	4	0	3	22	19	13	6	5	0	2	50	5	16	106	2	0	2	61	7	4	27	0	0	0	0	3	5	92	5	1	449				
05:30 PM	0	0	4	34	26	9	7	0	0	8	54	4	9	99	0	0	0	74	8	0	21	0	0	0	0	0	3	54	5	0	428				
05:45 PM	2	0	1	26	26	5	7	0	0	2	52	9	24	99	0	0	0	62	7	2	36	1	0	0	0	1	5	4	88	6	1	487			
06:00 PM PEAK HOUR TOTALS	13	1	10	105	82	28	28	11	0	14	216	23	60	424	2	0	2	247	28	10	103	1	0	2	29	29	4	1	1	9	16	326	18	4	INTERSECTION
ALL MOVEMENTS	243				723				388				63				364				1781														
% HV	4.1%				1.9%				0.6%				3.2%				2.5%				2.1%														
PHF	0.80				0.92				0.91				0.86				0.88				0.95														

TURNING MOVEMENTS REDUCTION SHEET
 PM PEAK HOUR: FROM 4:46 TO 6:46 PM

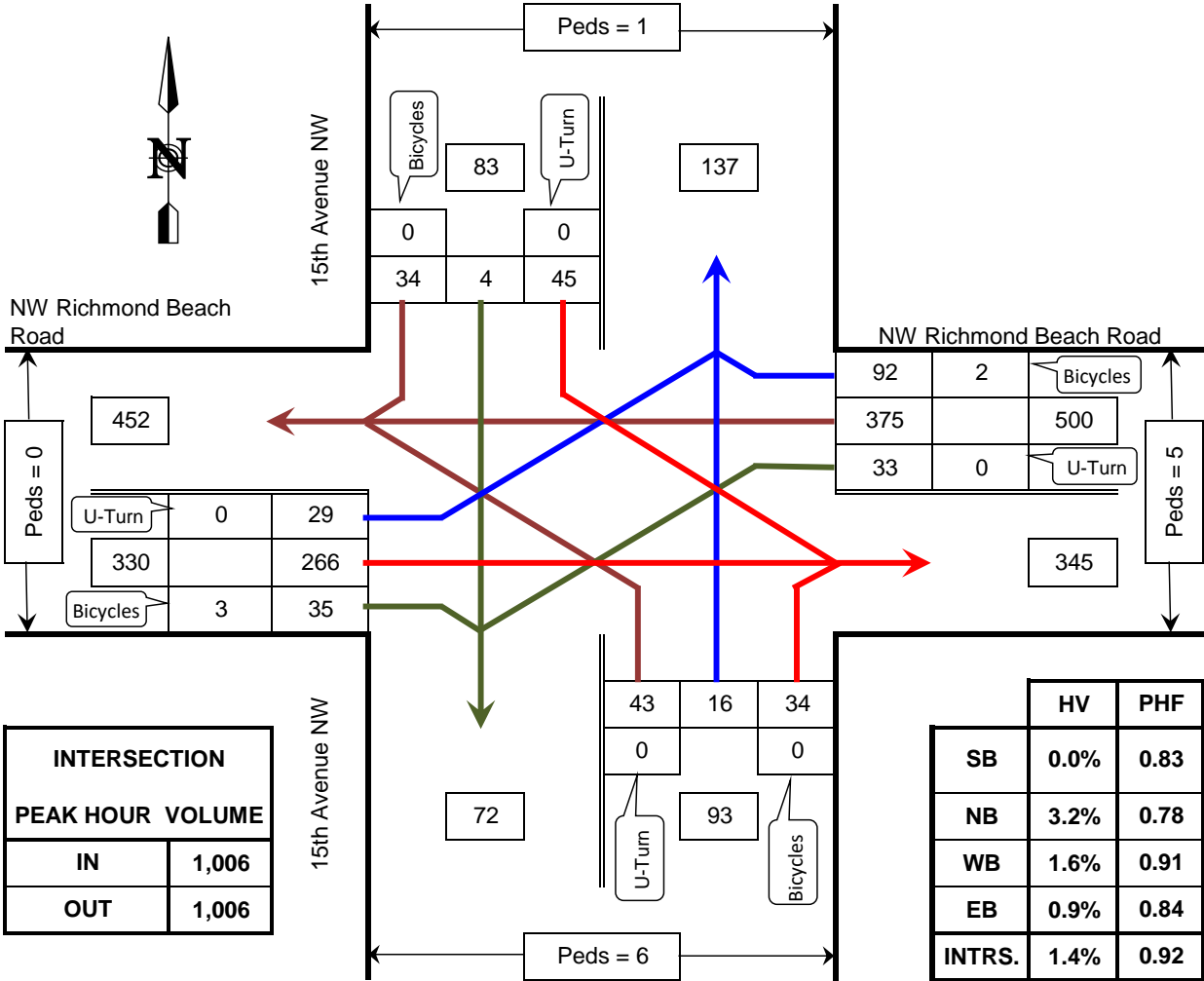
REDUCED BY: CN
 DATE OF REDUCTION: 6/27/2017





TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 4:45 PM TO 5:45 PM



PHF = Peak Hour Factor
HV = Heavy Vehicle

**NW Richmond Beach Road @ 15th Avenue NW
Shoreline, WA**

COUNTED BY: CN

DATE OF COUNT: Thu. 5/4/17

REDUCED BY: CN

TIME OF COUNT: 4:00 PM - 6:00 PM

REDUCTION DATE: Thu. 5/4/17

WEATHER: Rainy



INTERSECTION TURNING MOVEMENTS REDUCTION SHEET

LOCATION: NW Richmond Beach Road @ 15th Avenue NW
Shoreline, WA

DATE OF COUNT: Thu. 5/4/17
TIME OF COUNT: 4:00 PM - 6:00 PM

COUNTED BY: CN
WEATHER: Rainy

TIME INTERVAL ENDING AT	FROM NORTH ON 15th Avenue NW							FROM SOUTH ON 15th Avenue NW							FROM EAST ON NW Richmond Beach Road							FROM WEST ON NW Richmond Beach Road							INTERVAL TOTALS
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 PM	0	0	0	0	12	0	10	4	0	0	0	6	2	14	4	2	4	0	2	86	18	0	0	4	0	2	102	2	
04:30 PM	1	0	0	0	8	2	13	1	0	1	0	13	3	6	0	0	1	0	8	79	8	0	0	2	0	8	99	4	
04:45 PM	1	0	0	0	17	4	3	0	0	1	0	4	5	5	0	0	0	2	92	21	0	0	3	1	5	63	3		
05:00 PM	1	0	0	0	9	1	11	1	0	1	0	13	3	4	2	1	2	0	9	85	17	0	1	1	0	8	61	8	
05:15 PM	0	0	0	0	10	1	9	2	0	0	0	12	2	9	2	1	2	0	2	96	20	0	2	1	0	5	66	9	
05:30 PM	0	0	0	0	11	0	6	0	0	0	0	5	4	11	0	0	1	0	9	105	24	0	0	0	0	9	78	11	
05:45 PM	0	0	0	0	15	2	8	3	0	2	0	13	7	10	1	0	3	0	13	89	31	0	0	1	0	7	61	7	
06:00 PM	0	0	0	0	8	3	4	2	0	0	0	12	0	8	2	0	2	0	11	82	20	0	0	1	0	3	63	3	
PEAK HOUR TOTALS	1	0	0	0	45	4	34	6	0	3	0	43	16	34	5	2	8	0	33	375	92	0	3	3	0	29	266	35	
ALL MOVEMENTS	83							93							500							330							1006
% HV	0.0%							3.2%							1.6%							0.9%							1.4%
PEAK HOUR FACTOR	0.83							0.78							0.91							0.84							0.92

HV = Heavy Vehicle
PHF = Peak Hour Factor

4:00 PM - 6:00 PM PEAK HOUR: 4:45 PM TO 5:45 PM

REDUCED BY: CN

DATE OF REDUCTION: 5/4/2017

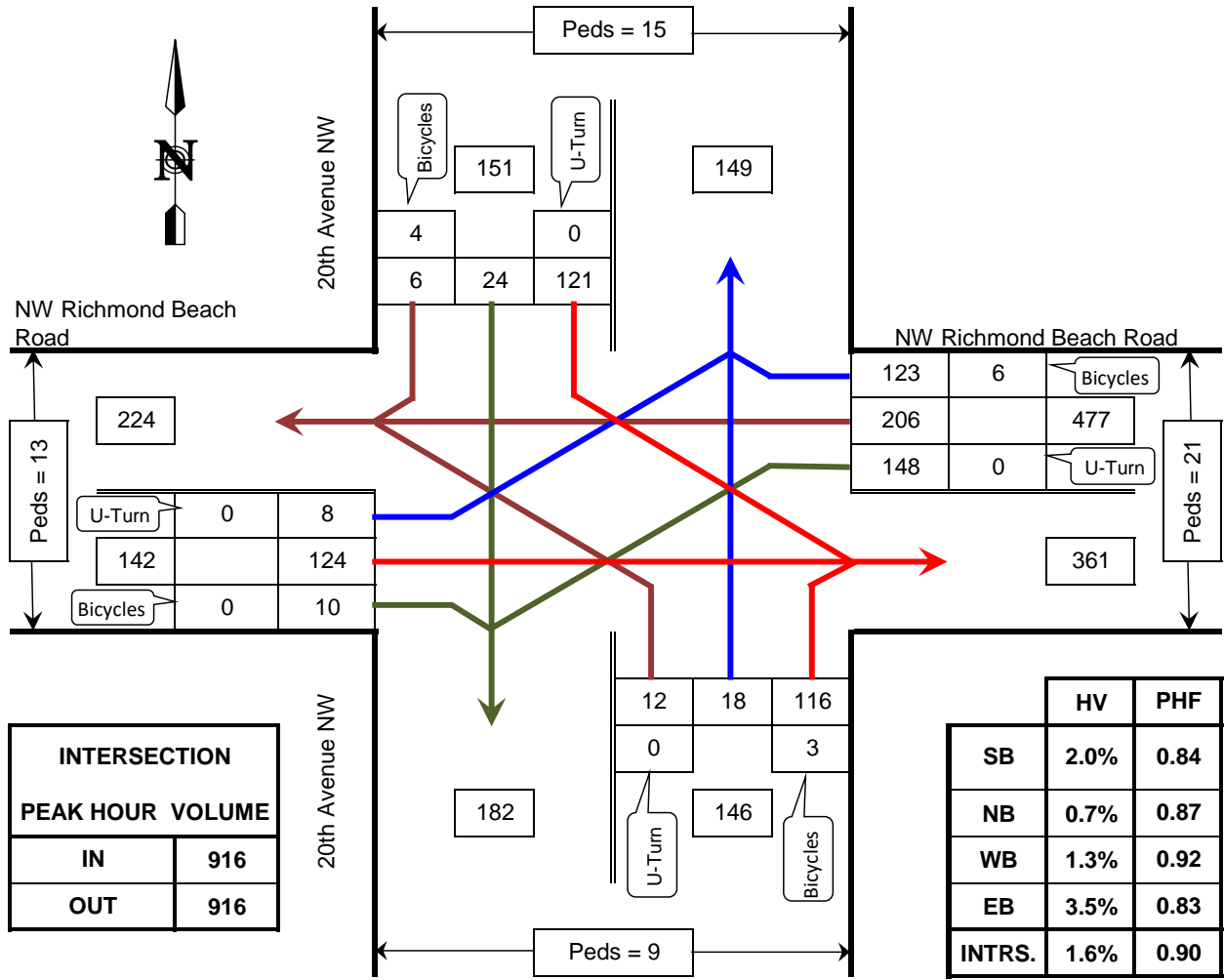
ROLLING HOUR COUNT

TIME INTERVAL	FROM NORTH ON 15th Avenue NW							FROM SOUTH ON 15th Avenue NW							FROM EAST ON NW Richmond Beach Road							FROM WEST ON NW Richmond Beach Road							INTERVAL TOTALS
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM - 5:00 PM	3	0	0	0	46	7	37	6	0	3	0	36	13	29	6	3	7	0	21	342	64	0	1	10	1	23	325	17	
4:15 PM - 5:15 PM	3	0	0	0	44	8	36	4	0	3	0	42	13	24	4	2	5	0	21	352	66	0	3	7	1	26	289	24	
4:30 PM - 5:30 PM	2	0	0	0	47	6	29	3	0	2	0	34	14	29	4	2	5	0	22	378	82	0	3	5	1	27	268	31	
4:45 PM - 5:45 PM	1	0	0	0	45	4	34	6	0	3	0	43	16	34	5	2	8	0	33	375	92	0	3	3	0	29	266	35	
5:00 PM - 6:00 PM	0	0	0	0	44	6	27	7	0	2	0	42	13	38	5	1	8	0	35	372	95	0	2	3	0	24	268	30	
4:00 PM - 6:00 PM Total:	3	0	0	0	90	13	64	13	0	5	0	78	26	67	11	4	15	0	56	714	159	0	3	13	1	47	593	47	



TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor
HV = Heavy Vehicle

**NW Richmond Beach Road @ 20th Avenue NW
Shoreline, WA**

COUNTED BY: VT/SN
 REDUCED BY: CN
 REDUCTION DATE: Tue. 5/30/17

DATE OF COUNT: Wed. 5/3/17
 TIME OF COUNT: 4:00 PM - 6:00 PM
 WEATHER: Sunny



INTERSECTION TURNING MOVEMENTS REDUCTION SHEET

LOCATION: NW Richmond Beach Road @ 20th Avenue NW
Shoreline, WA

DATE OF COUNT: Wed. 5/3/17
TIME OF COUNT: 4:00 PM - 6:00 PM

COUNTED BY: VT/SN
WEATHER: Sunny

TIME INTERVAL ENDING AT	FROM NORTH ON 20th Avenue NW							FROM SOUTH ON 20th Avenue NW							FROM EAST ON NW Richmond Beach Road							FROM WEST ON NW Richmond Beach Road							INTERVAL TOTALS
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 PM	3	0	3	0	30	2	1	2	0	1	0	3	4	27	1	0	1	0	39	34	48	0	0	2	0	2	27	1	
04:30 PM	8	2	0	0	28	3	2	7	1	0	0	2	3	17	2	1	4	0	30	31	38	4	0	1	0	3	29	0	
04:45 PM	6	0	0	0	19	7	1	2	1	0	0	2	2	20	8	0	3	0	42	45	46	3	1	1	0	0	28	3	
05:00 PM	4	3	0	0	21	4	3	0	0	0	0	1	3	26	6	0	4	0	41	38	42	0	4	0	0	2	26	2	
05:15 PM	3	1	1	0	21	3	2	2	3	0	0	5	3	29	1	3	3	0	45	41	44	3	0	3	0	2	34	3	
05:30 PM	5	0	0	0	30	7	1	0	0	1	0	1	3	23	8	2	0	0	35	31	36	3	0	0	0	3	29	2	
05:45 PM	4	1	1	0	35	9	1	2	0	0	0	3	7	32	9	1	3	0	35	38	42	6	0	1	0	0	23	3	
06:00 PM	3	2	1	0	35	5	2	5	0	0	0	3	5	32	3	0	0	0	33	96	1	1	0	1	0	3	38	2	
PEAK HOUR TOTALS	15	4	3	0	121	24	6	9	3	1	0	12	18	116	21	6	6	0	148	206	123	13	0	5	0	8	124	10	
ALL MOVEMENTS	151							146							477							142							916
% HV	2.0%							0.7%							1.3%							3.5%							1.6%
PEAK HOUR FACTOR	0.84							0.87							0.92							0.83							0.90

HV = Heavy Vehicle
PHF = Peak Hour Factor

4:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

REDUCED BY: CN

DATE OF REDUCTION: 5/30/2017

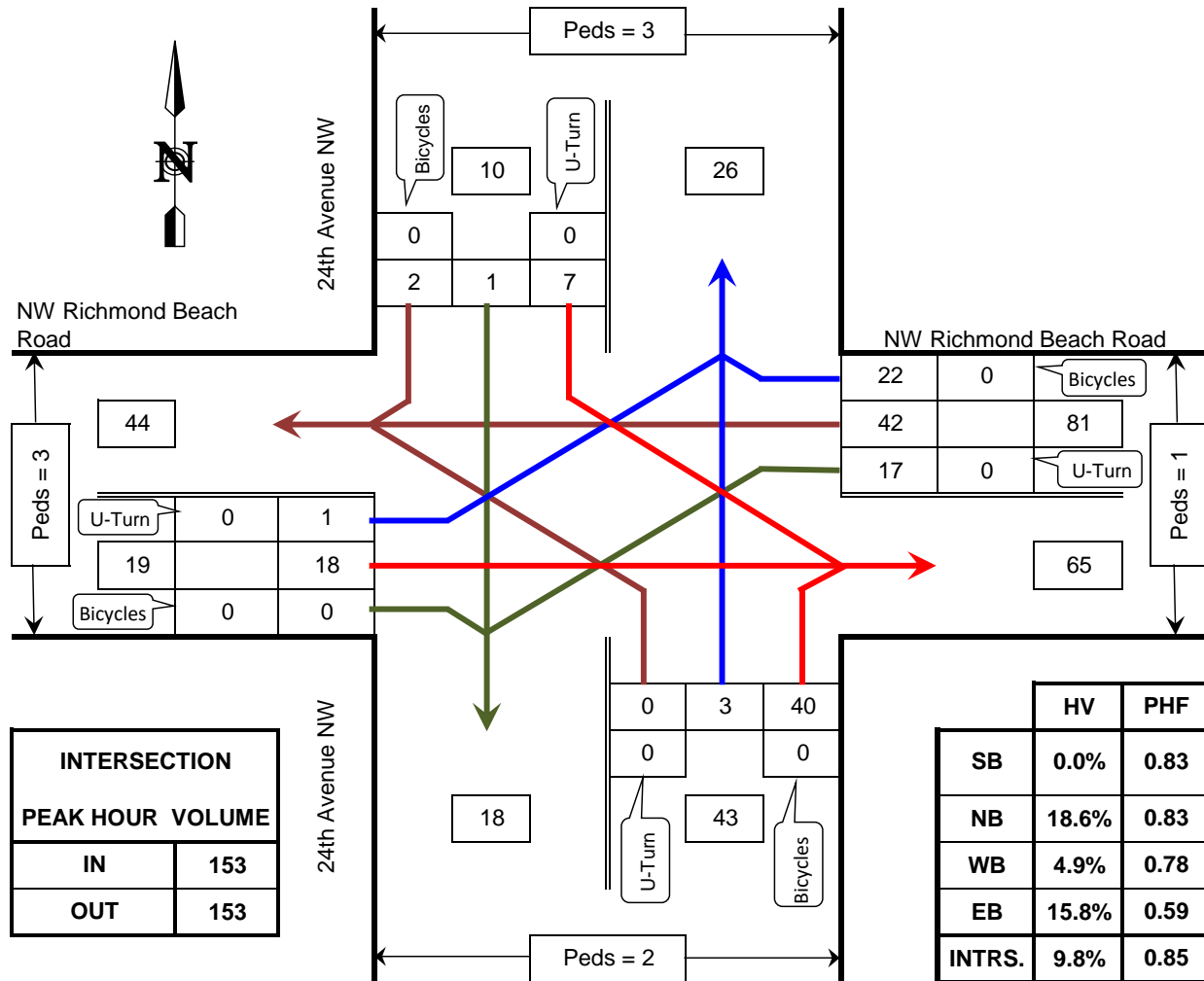
ROLLING HOUR COUNT

TIME INTERVAL	FROM NORTH ON 20th Avenue NW							FROM SOUTH ON 20th Avenue NW							FROM EAST ON NW Richmond Beach Road							FROM WEST ON NW Richmond Beach Road							INTERVAL TOTALS
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM - 5:00 PM	21	5	3	0	98	16	7	11	2	1	0	8	12	90	17	1	12	0	152	148	174	7	5	4	0	7	110	6	
4:15 PM - 5:15 PM	21	6	1	0	89	17	8	11	5	0	0	10	11	92	17	4	14	0	158	155	170	10	5	5	0	7	117	8	
4:30 PM - 5:30 PM	18	4	1	0	91	21	7	4	4	1	0	9	11	98	23	5	10	0	163	155	168	9	5	4	0	7	117	10	
4:45 PM - 5:45 PM	16	5	2	0	107	23	7	4	3	1	0	10	16	110	24	6	10	0	156	148	164	12	4	4	0	7	112	10	
5:00 PM - 6:00 PM	15	4	3	0	121	24	6	9	3	1	0	12	18	116	21	6	6	0	148	206	123	13	0	5	0	8	124	10	
4:00 PM - 6:00 PM Total:	36	9	6	0	219	40	13	20	5	2	0	20	30	206	38	7	18	0	300	354	297	20	5	9	0	15	234	16	



TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 4:30 PM TO 5:30 PM



PHF = Peak Hour Factor
HV = Heavy Vehicle

NW Richmond Beach Road @ 24th Avenue NW

Shoreline, WA

COUNTED BY: VT/CN

DATE OF COUNT: Wed. 5/24/17

REDUCED BY: CN

TIME OF COUNT: 4:00 PM - 6:00 PM

REDUCTION DATE: Thu. 5/4/17

WEATHER: Sunny



INTERSECTION TURNING MOVEMENTS REDUCTION SHEET

LOCATION: NW Richmond Beach Road @ 24th Avenue NW
Shoreline, WA

DATE OF COUNT: Wed. 5/24/17
 TIME OF COUNT: 4:00 PM - 6:00 PM

COUNTED BY: VT/CN
 WEATHER: Sunny

TIME INTERVAL ENDING AT	FROM NORTH ON 24th Avenue NW							FROM SOUTH ON 24th Avenue NW							FROM EAST ON NW Richmond Beach Road							FROM WEST ON NW Richmond Beach Road							INTERVAL TOTALS
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 PM	0	0	0	0	5	0	0	0	0	2	0	0	1	6	0	0	1	0	4	10	3	0	0	1	0	1	9	0	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	1	0	7	10	1	0	0	0	0	0	3	0		
04:45 PM	0	0	0	0	1	0	1	0	0	3	0	0	1	12	0	0	3	8	10	8	0	0	0	0	0	4	0		
05:00 PM	0	0	0	0	1	1	0	0	0	0	0	1	7	0	0	0	0	3	10	2	0	0	3	0	0	8	0		
05:15 PM	3	0	0	0	3	0	0	2	0	2	0	0	1	9	1	0	1	0	4	13	6	3	0	0	0	3	0		
05:30 PM	0	0	0	0	2	0	1	0	0	3	0	0	0	12	0	0	0	2	9	6	0	0	0	0	1	3	0		
05:45 PM	0	0	0	0	4	1	0	0	0	1	0	0	1	6	0	0	0	6	9	5	0	0	0	0	1	11	1		
06:00 PM	1	0	0	0	1	1	0	0	0	1	1	0	0	5	0	0	3	0	2	12	8	0	0	0	0	1	0		
PEAK HOUR TOTALS	3	0	0	0	7	1	2	2	0	8	0	0	3	40	1	0	4	0	17	42	22	3	0	3	0	1	18	0	
ALL MOVEMENTS	10							43							81							19							153
% HV	0.0%							18.6%							4.9%							15.8%							9.8%
PEAK HOUR FACTOR	0.83							0.83							0.78							0.59							0.85

HV = Heavy Vehicle
 PHF = Peak Hour Factor

4:00 PM - 6:00 PM PEAK HOUR: 4:30 PM TO 5:30 PM

REDUCED BY: CN

DATE OF REDUCTION: 5/4/2017

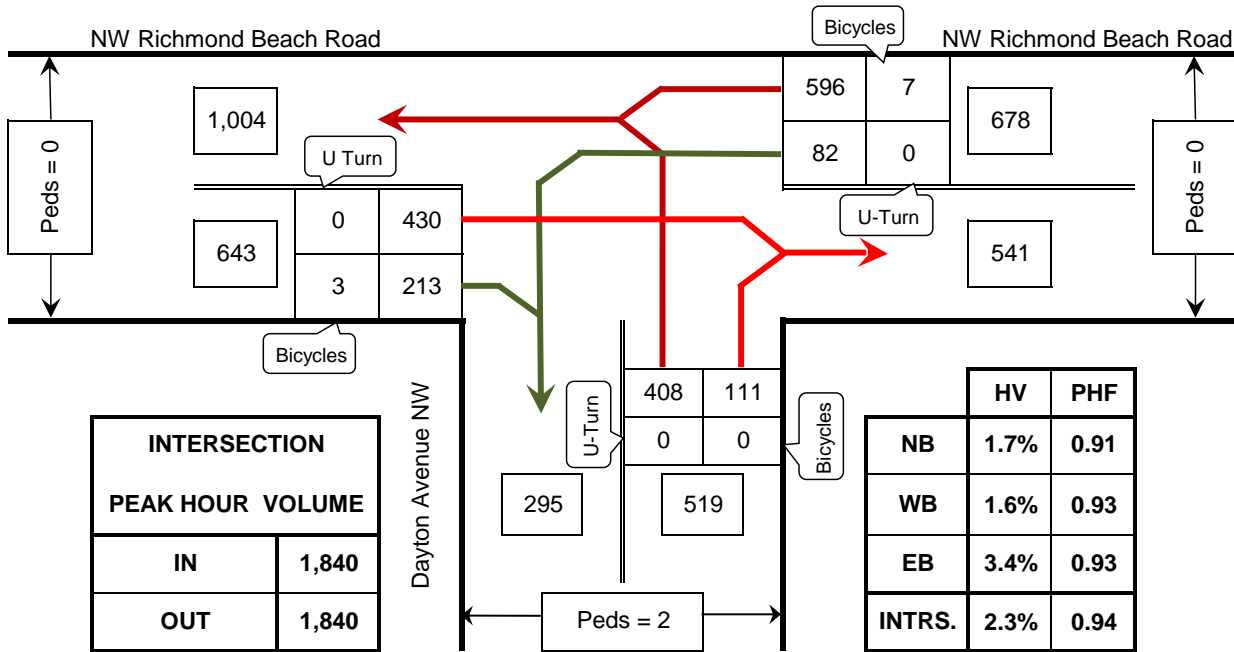
ROLLING HOUR COUNT

TIME INTERVAL	FROM NORTH ON 24th Avenue NW							FROM SOUTH ON 24th Avenue NW							FROM EAST ON NW Richmond Beach Road							FROM WEST ON NW Richmond Beach Road							INTERVAL TOTALS
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM - 5:00 PM	0	0	0	0	7	1	1	0	0	5	0	0	3	30	0	0	5	0	22	40	14	0	0	4	0	1	24	0	
4:15 PM - 5:15 PM	3	0	0	0	5	1	1	2	0	5	0	0	3	33	1	0	5	0	22	43	17	3	0	3	0	0	18	0	
4:30 PM - 5:30 PM	3	0	0	0	7	1	2	2	0	8	0	0	3	40	1	0	4	0	17	42	22	3	0	3	0	1	18	0	
4:45 PM - 5:45 PM	3	0	0	0	10	2	1	2	0	6	0	0	3	34	1	0	1	0	15	41	19	3	0	3	0	2	25	1	
5:00 PM - 6:00 PM	4	0	0	0	10	2	1	2	0	7	1	0	2	32	1	0	4	0	14	43	25	3	0	0	0	2	18	1	
4:00 PM - 6:00 PM Total:	4	0	0	0	17	3	2	2	0	12	1	0	5	62	1	0	9	0	36	83	39	3	0	4	0	3	42	1	



TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 4:15 PM TO 5:15 PM



HV = Heavy Vehicles
PHF = Peak Hour Factor

NW Richmond Beach Road @ Dayton Avenue NW

Shoreline, WA

COUNTED BY: VT/SN

DATE OF COUNT: Wed. 5/3/17

REDUCED BY: CN

TIME OF COUNT: 4:00 PM - 6:00 PM

REDUCTION DATE: Sat. 6/17/17

WEATHER: Overcast



INTERSECTION TURNING MOVEMENTS REDUCTION SHEET

LOCATION: NW Richmond Beach Road @ Dayton Avenue NW
Shoreline, WA

DATE OF COUNT: Wed. 5/3/17
TIME OF COUNT: 4:00 PM - 6:00 PM

COUNTED BY: VT/SN
WEATHER: Overcast

TIME INTERVAL ENDING AT	FROM NORTH ON							FROM SOUTH ON Dayton Avenue NW							FROM EAST ON NW Richmond Beach Road							FROM WEST ON NW Richmond Beach Road							INTERVAL TOTALS
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 PM	0	0	0	0	0	0	0	1	0	3	0	78	0	33	1	0	2	0	18	146	0	0	1	5	0	0	108	41	424
04:30 PM	0	0	0	0	0	0	0	1	0	2	0	83	0	32	0	4	5	0	24	131	0	0	1	6	0	0	96	48	414
04:45 PM	0	0	0	0	0	0	0	0	0	4	0	110	0	33	0	1	2	0	18	154	0	0	1	6	0	0	108	64	487
05:00 PM	0	0	0	0	0	0	0	1	0	1	0	111	0	24	0	0	2	0	16	167	0	0	1	2	0	0	115	47	480
05:15 PM	0	0	0	0	0	0	0	0	0	2	0	104	0	22	0	2	2	0	24	144	0	0	0	8	0	0	111	54	459
05:30 PM	0	0	0	0	0	0	0	3	0	1	0	73	0	23	0	0	1	0	17	133	0	0	1	2	0	0	85	52	383
05:45 PM	0	0	0	0	0	0	0	1	0	2	0	102	0	17	0	1	1	0	32	153	0	0	1	1	0	0	102	62	468
06:00 PM	0	0	0	0	0	0	0	0	0	2	0	114	0	25	1	0	3	0	23	139	0	0	0	4	0	0	102	45	448
PEAK HOUR TOTALS	0	0	0	0	0	0	0	2	0	9	0	408	0	111	0	7	11	0	82	596	0	0	3	22	0	0	430	213	INTERSECTION
ALL MOVEMENTS	0							519							678							643							1840
% HV	#N/A							1.7%							1.6%							3.4%							2.3%
PEAK HOUR FACTOR	#N/A							0.91							0.93							0.93							0.94

HV = Heavy Vehicle
PHF = Peak Hour Factor

4:00 PM - 6:00 PM PEAK HOUR: 4:15 PM TO 5:15 PM

REDUCED BY: CN

DATE OF REDUCTION: 6/17/2017

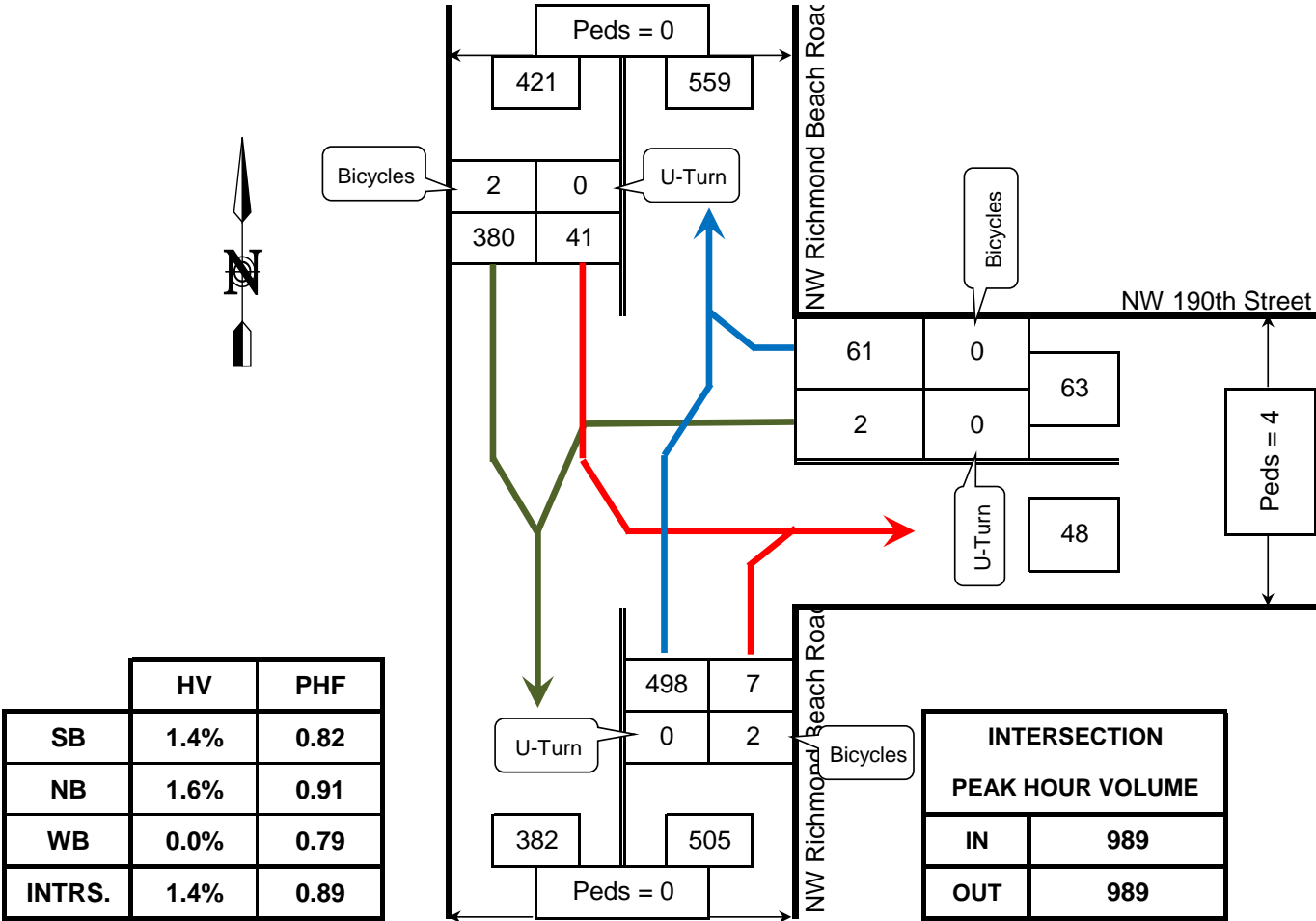
ROLLING HOUR COUNT

TIME INTERVAL	FROM NORTH ON							FROM SOUTH ON Dayton Avenue NW							FROM EAST ON NW Richmond Beach Road							FROM WEST ON NW Richmond Beach Road							INTERVAL TOTALS
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	3	0	10	0	382	0	122	1	5	11	0	76	598	0	0	4	19	0	0	427	200	1805
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	2	0	9	0	408	0	111	0	7	11	0	82	596	0	0	3	22	0	0	430	213	1840
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	4	0	8	0	398	0	102	0	3	7	0	75	598	0	0	3	18	0	0	419	217	1809
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	5	0	6	0	390	0	86	0	3	6	0	89	597	0	0	3	13	0	0	413	215	1790
5:00 PM - 6:00 PM	0	0	0	0	0	0	0	4	0	7	0	393	0	87	1	3	7	0	96	569	0	0	2	15	0	0	400	213	1758
4:00 PM - 6:00 PM Total:	0	0	0	0	0	0	0	7	0	17	0	775	0	209	2	8	18	0	172	1167	0	0	6	34	0	0	827	413	3563



TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



HV = Heavy Vehicles
PHF = Peak Hour Factor

NW Richmond Beach Road @ NW 190th Street

Shoreline, WA

COUNTED BY: VT/SN

DATE OF COUNT: Wed. 5/3/17

REDUCED BY: CN

TIME OF COUNT: 4:00 PM - 6:00 PM

REDUCTION DATE: Thu. 5/25/17

WEATHER: Sunny



INTERSECTION TURNING MOVEMENTS REDUCTION SHEET

LOCATION: NW Richmond Beach Road @ NW 190th Street
Shoreline, WA

DATE OF COUNT: Wed. 5/3/17
 TIME OF COUNT: 4:00 PM - 6:00 PM

COUNTED BY: VT/SN
 WEATHER: Sunny

TIME INTERVAL ENDING AT	FROM NORTH ON NW Richmond Beach Road							FROM SOUTH ON NW Richmond Beach Road							FROM EAST ON NW 190th Street							FROM WEST ON							INTERVAL TOTALS
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 PM	0	0	4	0	15	88	0	0	0	0	0	0	96	1	0	0	0	0	0	0	14	0	0	0	0	0	0	214	
04:30 PM	0	0	2	0	7	88	0	0	0	3	0	0	102	0	1	0	1	0	1	0	16	0	0	0	0	0	214		
04:45 PM	0	2	2	0	5	73	0	0	2	2	0	0	126	0	4	0	1	0	3	0	16	0	0	0	0	0	223		
05:00 PM	0	0	1	0	9	88	0	0	0	4	0	0	135	0	1	0	0	0	0	12	0	0	0	0	0	0	244		
05:15 PM	0	1	3	0	12	99	0	0	0	2	0	0	125	0	0	0	0	0	0	20	0	0	0	0	0	0	256		
05:30 PM	0	0	0	0	9	68	0	0	1	0	0	0	112	2	1	0	0	0	1	0	14	0	0	0	0	0	206		
05:45 PM	0	1	2	0	11	93	0	0	1	3	0	0	127	1	1	0	0	0	1	0	15	0	0	0	0	0	248		
06:00 PM	0	0	1	0	9	120	0	0	0	3	0	0	134	4	2	0	0	0	0	12	0	0	0	0	0	0	279		
PEAK HOUR TOTALS	0	2	6	0	41	380	0	0	2	8	0	0	498	7	4	0	0	0	2	0	61	0	0	0	0	0	INTERSECTION		
ALL MOVEMENTS	421							505							63							0							989
% HV	1.4%							1.6%							0.0%							#N/A							1.4%
PEAK HOUR FACTOR	0.82							0.91							0.79							#N/A							0.89

HV = Heavy Vehicle
 PHF = Peak Hour Factor

4:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

REDUCED BY: CN

DATE OF REDUCTION: 5/25/2017

ROLLING HOUR COUNT

TIME INTERVAL	FROM NORTH ON NW Richmond Beach Road							FROM SOUTH ON NW Richmond Beach Road							FROM EAST ON NW 190th Street							FROM WEST ON							INTERVAL TOTALS
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:00 PM - 5:00 PM	0	2	9	0	36	337	0	0	2	9	0	0	459	1	6	0	2	0	4	0	58	0	0	0	0	0	895		
4:15 PM - 5:15 PM	0	3	8	0	33	348	0	0	2	11	0	0	488	0	6	0	2	0	4	0	64	0	0	0	0	0	937		
4:30 PM - 5:30 PM	0	3	6	0	35	328	0	0	3	8	0	0	498	2	6	0	1	0	4	0	62	0	0	0	0	0	929		
4:45 PM - 5:45 PM	0	2	6	0	41	348	0	0	2	9	0	0	499	3	3	0	0	2	0	61	0	0	0	0	0	0	954		
5:00 PM - 6:00 PM	0	2	6	0	41	380	0	0	2	8	0	0	498	7	4	0	0	2	0	61	0	0	0	0	0	0	989		
4:00 PM - 6:00 PM Total:	0	4	15	0	77	717	0	0	4	17	0	0	957	8	10	0	2	0	6	0	119	0	0	0	0	0	1884		

Appendix H – Roadway Capacity and Travel Time Assumptions

TRAVEL TIME ASSUMPTIONS

- ✚ Project corridor directional capacity from west of Dayton to 20th Ave NW: 960 vehicles/hour
- ✚ Project corridor directional capacity west of 20th Ave NW: 720 veh/hour

TRAVEL TIME ASSUMPTIONS

- ✚ Before PM: Conducted early June 2017
- ✚ After PM: Conducted Fall 2018
- ✚ Before AM: Conducted Fall 2017
- ✚ After AM: Conducted Fall 2018
- ✚ AM Peak: 7-9 AM / reporting on peak direction - eastbound
- ✚ PM Peak: 4-6 PM / reporting on peak direction - westbound
- ✚ Travel time represents travel between 23rd Ave NW to just east of Dayton Ave N

Appendix I - Detailed Travel Time Assumptions and Results

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BEFORE

PM Peak Modeled Intersection Delay

Dayton Ave N (sec)	6.9
3rd Ave NW (sec)	24.3
8th Ave NW (sec)	30.9
15th Ave NW (sec)	11.2
20th Ave NW (sec)	11.8
Total WB Delay (sec)	85.1

PM Peak Calculated Travel Time

Travel Time w-o Stops (sec)	191
Intersection Delay (sec)	85
Total Travel Time (sec)	277
Total Travel Time (min:sec)	04:37
Average Travel Speed (ft/s)	35.5
Average Travel Speed (mph)	24.2

PM Peak Actual Travel Times (for model calibration)

Conducted in early June 2017 between 4-6 PM

Run #	Travel Time (min:sec)	Travel Time (seconds)	Distance (ft)	Avg Speed (ft/s)	Avg Speed (mph)
Run 1	04:37.0	277	9854.8	35.58	24.26
Run 2	04:45.0	285	9895.8	34.72	23.67
Run 3	04:25.0	265	9499.5	35.85	24.44
Run 4	03:56.0	236	9666.2	40.96	27.93
Run 5	04:01.0	241	9943.8	41.26	28.13
Run 6	04:39.0	279	9764.4	35.00	23.86
Run 7	04:48.0	288	9959	34.58	23.58
Run 8	04:35.0	275	9872.8	35.90	24.48
Run 9	04:11.0	251	9643	38.42	26.19
Run 10	04:38.0	278	10010.2	36.01	24.55
Run 11	04:59.0	299	9978.8	33.37	22.75
Average	04:30.4	270	9826.21	36.51	24.90
Highest	04:59.0	299	10010.20	41.26	28.13
Lowest	03:56.0	236	9499.50	33.37	22.75
Std Deviation	00:19.0	19	155.55	2.47	1.68

Appendix I - Detailed Travel Time Assumptions and Results

Page 2/4

AFTER

PM Peak Modeled Intersection Delay

Dayton Ave N (sec)	6.9
3rd Ave NW (sec)	23.3
8th Ave NW (sec)	26.5
15th Ave NW (sec)	29.1
20th Ave NW (sec)	14.1
Total WB Delay (sec)	99.9

PM Peak Calculated Travel Time

Travel Time w-o Stops (sec)	225
Intersection Delay (sec)	100
Total Travel Time (sec)	325
Total Travel Time (min:sec)	05:25
Average Travel Speed (ft/s)	30.2
Average Travel Speed (mph)	20.6

PM Peak Actual Travel Times (to verify modeled projections)

Conducted from mid Oct-mid Nov 2018 between 4-6 PM

Run #	Travel Time (min:sec)	Travel Time (seconds)	Distance (ft)	Avg Speed (ft/s)	Avg Speed (mph)
Run 1	04:53.0	293	9826	33.54	22.87
Run 2	05:15.0	315	9826	31.19	21.27
Run 3	04:58.0	298	9826	32.97	22.48
Run 4	04:44.8	285	9826	34.50	23.52
Run 5	05:09.1	309	9826	31.79	21.67
Run 6	05:20.8	321	9826	30.63	20.88
Run 7	05:34.7	335	9826	29.35	20.01
Run 8	05:22.0	322	9826	30.51	20.80
Run 9	05:24.8	325	9826	30.25	20.62
Run 10	05:39.6	340	9826	28.94	19.73
Run 11	05:19.2	319	9826	30.79	20.99
Average	05:14.6	315	9826.00	31.31	21.35
Highest	05:39.6	340	9826.00	34.50	23.52
Lowest	04:44.8	285	9826.00	28.94	19.73
Std Deviation	00:16.3	16	0.00	1.65	1.13

BEFORE

AM Peak Modeled Intersection Delay

Dayton Ave N (sec)	10
3rd Ave NW (sec)	11.3
8th Ave NW (sec)	44.2
15th Ave NW (sec)	10
20th Ave NW (sec)	8.3
Total EB Delay (sec)	83.8

AM Peak Calculated Travel Time

Travel Time w-o Stops (sec)	160
Intersection Delay (sec)	84
Total Travel Time (sec)	243
Total Travel Time (min:sec)	04:03
Average Travel Speed (ft/s)	33.7
Average Travel Speed (mph)	22.9

AM Peak Actual Travel Times (for model calibration)

Conducted in Fall 2017

Run #	Travel Time (min:sec)	Travel Time (seconds)	Distance (ft)	Avg Speed (ft/s)	Avg Speed (mph)
Run 1	04:25.0	265	7991.9	30.16	20.56
Run 2	03:40.0	220	8144.6	37.02	25.24
Run 3	03:25.0	205	8315.0	40.56	27.65
Run 4	04:06.0	246	8397.5	34.14	23.27
Run 5	03:21.0	201	7969.6	39.65	27.03
Run 6	04:05.0	245	8319.1	33.95	23.15
Run 7	03:29.0	209	8056.4	38.55	26.28
Run 8	04:45.0	285	7931.7	27.83	18.98
Run 9	04:19.0	259	8385.6	32.38	22.07
Run 10	03:38.0	218	8275.5	37.96	25.88
Run 11	03:48.0	228	8401.2	36.85	25.12
Run 12	04:38.0	278	8261.0	29.72	20.26
Run 13	04:03.0	243	7973.6	32.81	22.37
Run 14	04:02.0	242	8332.6	34.43	23.48
Run 15	03:34.0	214	7987.3	37.32	25.45
Run 16	03:25.0	205	8218.9	40.09	27.34
Run 17	03:43.0	223	8300.2	37.22	25.38
Average	03:54.5	234	8191.86	35.33	24.09
Highest	04:45.0	285	8401.20	40.56	27.65
Lowest	03:21.0	201	7931.70	27.83	18.98
Std Deviation	00:25.4	25	165.60	3.70	2.52

Appendix I - Detailed Travel Time Assumptions and Results

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AFTER

AM Peak Modeled Intersection Delay

Dayton Ave N (sec)	10
3rd Ave NW (sec)	27
8th Ave NW (sec)	32.8
15th Ave NW (sec)	19.3
20th Ave NW (sec)	9.4
Total EB Delay (sec)	98.5

AM Peak Calculated Travel Time

Travel Time w-o Stops (sec)	186
Intersection Delay (sec)	99
Total Travel Time (sec)	285
Total Travel Time (min:sec)	04:45
Average Travel Speed (ft/s)	28.8
Average Travel Speed (mph)	19.6

AM Peak Actual Travel Times (to verify modeled projections)

Conducted in Fall 2018

Run #	Travel Time (min:sec)	Travel Time (seconds)	Distance (ft)	Avg Speed (ft/s)	Avg Speed (mph)
Run 1	05:19.0	319	8191.86	25.68	17.51
Run 2	03:55.7	236	8191.86	34.75	23.69
Run 3	04:15.4	255	8191.86	32.08	21.87
Run 4	04:16.7	257	8191.86	31.91	21.76
Run 5	04:11.9	252	8191.86	32.51	22.17
Run 6	03:49.7	230	8191.86	35.67	24.32
Run 7	03:16.7	197	8191.86	41.64	28.39
Run 8	03:37.1	217	8191.86	37.73	25.72
Run 9	04:17.2	257	8191.86	31.85	21.71
Run 10	04:53.2	293	8191.86	27.94	19.05
Run 11	03:50.7	231	8191.86	35.50	24.21
Run 12	04:22.3	262	8191.86	31.22	21.29
Run 13	04:25.5	266	8191.86	30.85	21.03
Run 14	04:45.7	286	8191.86	28.67	19.55
Run 15	03:45.3	225	8191.86	36.36	24.79
Average	04:12.2	252	8191.86	32.96	22.47
Highest	05:19.0	319	8191.86	41.64	28.39
Lowest	03:16.7	197	8191.86	25.68	17.51
Std Deviation	00:30.4	30	0.00	3.95	2.69

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
email: CarlaN@trafficdatagathering.com**

Location : 20th Ave NW between NW 196th St & NW 197th St
City/County, State : Shoreline, WA
Counter : NT-2811

Site: Loc 01

Seven Day Volume

Interval Start	Wed 1/17/2018		Thu 1/18/2018		Fri 1/19/2018		Sat 1/20/2018		Sun 1/21/2018		Mon 1/22/2018		Tue 1/23/2018		Mon - Fri Average		7 Day Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	2	3	5	5	6	11	11	22	12	12	3	5	3	9	3.8	6.6	6.0	9.6
1:00 AM	1	6	0	1	3	7	5	5	8	13	0	2	3	3	1.4	3.8	2.9	5.3
2:00 AM	1	4	4	3	3	2	3	7	6	5	2	0	2	3	2.4	2.4	3.0	3.4
3:00 AM	4	4	6	2	6	3	1	2	3	6	4	4	3	1	4.6	2.8	3.9	3.1
4:00 AM	13	3	5	6	10	2	4	4	2	4	11	3	10	4	9.8	3.6	7.9	3.7
5:00 AM	35	2	32	7	31	5	10	4	15	5	36	5	38	3	34.4	4.4	28.1	4.4
6:00 AM	101	14	106	19	86	17	32	11	14	6	90	11	97	20	96.0	16.2	75.1	14.0
7:00 AM	218	48	193	39	175	40	43	20	32	17	204	49	207	45	199.4	44.2	153.1	36.9
8:00 AM	189	110	185	91	168	117	97	41	64	28	178	91	173	106	178.6	103.0	150.6	83.4
9:00 AM	115	80	140	76	111	74	109	70	84	41	123	70	122	77	122.2	75.4	114.9	69.7
10:00 AM	102	60	105	73	108	81	116	82	108	77	84	73	85	60	96.8	69.4	101.1	72.3
11:00 AM	103	79	108	103	112	94	128	106	108	90	110	79	100	81	106.6	87.2	109.9	90.3
12:00 PM	107	136	119	115	101	125	104	110	100	108	100	114	83	106	102.0	119.2	102.0	116.3
1:00 PM	104	107	89	116	111	116	124	119	117	106	86	110	89	92	95.8	108.2	102.9	109.4
2:00 PM	112	130	119	115	102	132	120	108	78	125	117	127	105	116	111.0	124.0	107.6	121.9
3:00 PM	128	163	124	191	111	180	118	133	118	115	106	172	105	192	114.8	179.6	115.7	163.7
4:00 PM	122	195	117	199	130	169	133	153	94	120	120	203	104	165	118.6	186.2	117.1	172.0
5:00 PM	97	179	109	196	99	164	89	110	97	123	90	201	85	183	96.0	184.6	95.1	165.1
6:00 PM	108	156	106	170	95	147	101	132	51	89	91	159	91	171	98.2	160.6	91.9	146.3
7:00 PM	71	140	62	110	71	83	59	84	57	66	64	112	62	122	66.0	113.4	63.7	102.4
8:00 PM	59	95	47	91	37	102	32	73	50	48	45	73	41	71	45.8	86.4	44.4	79.0
9:00 PM	24	63	36	77	32	67	43	66	22	40	30	57	21	47	28.6	62.2	29.7	59.6
10:00 PM	12	30	17	29	30	44	30	50	25	25	23	26	20	22	20.4	30.2	22.4	32.3
11:00 PM	13	15	5	12	20	31	29	39	10	10	7	17	5	14	10.0	17.8	12.7	19.7
Totals	1841	1822	1839	1846	1758	1813	1541	1551	1275	1279	1724	1763	1654	1713	1763.2	1791.4	1661.7	1683.9
Combined	3663		3685		3571		3092		2554		3487		3367		3554.6		3345.6	
Split (%)	50.3	49.7	49.9	50.1	49.2	50.8	49.8	50.2	49.9	50.1	49.4	50.6	49.1	50.9	49.6	50.4	49.7	50.3

Peak Hours

12:00 AM - 12:00 PM	7:00 AM	8:00 AM	7:00 AM	11:00 AM	7:00 AM	8:00 AM	11:00 AM	11:00 AM	10:00 AM	11:00 AM	7:00 AM	8:00 AM	7:00 AM	8:00 AM	7:00 AM	8:00 AM	7:00 AM	11:00 AM
Volume	218	110	193	103	175	117	128	106	108	90	204	91	207	106	199.4	103.0	153.1	90.3
12:00 PM - 12:00 AM	3:00 PM	4:00 PM	3:00 PM	4:00 PM	4:00 PM	3:00 PM	4:00 PM	4:00 PM	3:00 PM	2:00 PM	4:00 PM	4:00 PM	2:00 PM	3:00 PM	4:00 PM	4:00 PM	4:00 PM	4:00 PM
Volume	128	195	124	199	130	180	133	153	118	125	120	203	105	192	118.6	186.2	117.1	172.0

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
email: CarlaN@trafficdatagathering.com**

Location : 15th Ave NW between NW 195th St & NW 196th St
City/County, State : Shoreline, WA
Counter : NT-0120

Site: Loc 02

Seven Day Volume

Interval Start	Wed 1/17/2018		Thu 1/18/2018		Fri 1/19/2018		Sat 1/20/2018		Sun 1/21/2018		Mon 1/22/2018		Tue 1/23/2018		Mon - Fri Average		7 Day Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	5	2	5	2	9	1	11	4	17	6	0	1	2	1	4.2	1.4	7.0	2.4
1:00 AM	3	1	2	1	1	1	4	2	8	4	0	2	1	0	1.4	1.0	2.7	1.6
2:00 AM	2	1	2	1	5	2	5	3	3	1	1	1	2	1	2.4	1.2	2.9	1.4
3:00 AM	0	0	0	1	2	3	2	0	2	1	1	1	1	0	0.8	1.0	1.1	0.9
4:00 AM	1	4	1	5	3	3	1	4	2	0	0	3	2	4	1.4	3.8	1.4	3.3
5:00 AM	3	14	6	20	3	15	1	4	2	4	4	12	9	19	5.0	16.0	4.0	12.6
6:00 AM	13	47	13	51	11	46	5	15	3	7	15	45	10	52	12.4	48.2	10.0	37.6
7:00 AM	27	89	43	79	31	88	11	12	9	12	30	72	38	64	33.8	78.4	27.0	59.4
8:00 AM	54	94	58	93	55	92	19	33	18	24	68	90	58	94	58.6	92.6	47.1	74.3
9:00 AM	52	58	40	63	48	60	34	50	29	42	42	65	34	61	43.2	61.4	39.9	57.0
10:00 AM	35	50	42	58	50	45	53	56	28	52	38	33	40	45	41.0	46.2	40.9	48.4
11:00 AM	54	41	53	64	58	51	75	60	55	65	37	54	44	34	49.2	48.8	53.7	52.7
12:00 PM	48	46	55	52	46	50	55	53	47	60	47	58	42	53	47.6	51.8	48.6	53.1
1:00 PM	49	40	36	36	45	49	53	60	65	63	43	54	50	42	44.6	44.2	48.7	49.1
2:00 PM	56	61	69	30	65	52	84	80	67	45	59	50	50	41	59.8	46.8	64.3	51.3
3:00 PM	83	81	83	71	96	72	86	79	51	49	88	79	92	70	88.4	74.6	82.7	71.6
4:00 PM	87	62	79	65	93	60	69	53	58	43	85	57	104	72	89.6	63.2	82.1	58.9
5:00 PM	88	69	94	72	103	68	47	52	55	56	107	68	94	69	97.2	69.2	84.0	64.9
6:00 PM	87	64	93	55	92	43	60	99	49	40	67	52	68	52	81.4	53.2	73.7	57.9
7:00 PM	59	33	51	22	52	44	45	36	25	30	50	39	54	36	53.2	34.8	48.0	34.3
8:00 PM	37	29	42	49	35	33	33	27	35	21	32	16	52	21	39.6	29.6	38.0	28.0
9:00 PM	31	26	30	7	30	36	26	28	17	9	19	14	31	16	28.2	19.8	26.3	19.4
10:00 PM	14	8	11	6	22	19	22	25	7	5	11	5	16	4	14.8	8.4	14.7	10.3
11:00 PM	8	3	9	7	14	13	14	6	6	3	4	3	7	9	8.4	7.0	8.9	6.3
Totals	896	923	917	910	969	946	815	841	658	642	848	874	901	860	906.2	902.6	857.7	856.6
Combined	1819		1827		1915		1656		1300		1722		1761		1808.8		1714.3	
Split (%)	49.3	50.7	50.2	49.8	50.6	49.4	49.2	50.8	50.6	49.4	49.2	50.8	51.2	48.8	50.1	49.9	50.0	50.0

Peak Hours

12:00 AM - 12:00 PM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	11:00 AM	8:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	11:00 AM	8:00 AM
Volume	54	94	58	93	58	92	75	60	55	65	68	90	58	94	58.6	92.6	53.7	74.3
12:00 PM - 12:00 AM	5:00 PM	3:00 PM	5:00 PM	5:00 PM	5:00 PM	3:00 PM	3:00 PM	6:00 PM	2:00 PM	1:00 PM	5:00 PM	3:00 PM	4:00 PM	4:00 PM	5:00 PM	3:00 PM	5:00 PM	3:00 PM
Volume	88	81	94	72	103	72	86	99	67	63	107	79	104	72	97.2	74.6	84.0	71.6

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
email: CarlaN@trafficdatagathering.com**

Location : 15th Ave NW between NW 191st St & NW Richmond Beach Rd
City/County, State : Shoreline, WA
Counter : NT-0216

Site: Loc 03

Seven Day Volume

Interval Start	Wed 1/17/2018		Thu 1/18/2018		Fri 1/19/2018		Sat 1/20/2018		Sun 1/21/2018		Mon 1/22/2018		Tue 1/23/2018		Mon - Fri Average		7 Day Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	1	6	2	4	4	5	3	5	7	12	1	4	2	4	2.0	4.6	2.9	5.7
1:00 AM	1	2	1	3	2	1	2	1	4	6	1	2	2	0	1.4	1.6	1.9	2.1
2:00 AM	0	2	8	5	0	2	4	5	3	1	1	1	0	2	1.8	2.4	2.3	2.6
3:00 AM	0	2	0	0	1	1	1	2	1	1	0	1	1	1	0.4	1.0	0.6	1.1
4:00 AM	1	3	1	4	1	1	1	2	1	1	1	4	1	3	1.0	3.0	1.0	2.6
5:00 AM	6	5	9	10	3	7	3	2	1	2	4	8	10	4	6.4	6.8	5.1	5.4
6:00 AM	22	14	36	18	19	18	5	6	1	2	15	6	19	18	22.2	14.8	16.7	11.7
7:00 AM	36	16	35	23	24	25	3	11	6	14	30	24	35	27	32.0	23.0	24.1	20.0
8:00 AM	33	45	36	46	39	43	17	38	6	18	35	47	37	40	36.0	44.2	29.0	39.6
9:00 AM	27	37	31	29	36	29	29	42	20	29	28	35	28	28	30.0	31.6	28.4	32.7
10:00 AM	33	34	25	39	29	43	46	39	21	25	32	33	28	37	29.4	37.2	30.6	35.7
11:00 AM	34	36	42	47	48	35	41	56	21	48	29	32	22	43	35.0	38.6	33.9	42.4
12:00 PM	22	46	28	44	29	47	55	38	27	41	31	44	23	29	26.6	42.0	30.7	41.3
1:00 PM	23	40	30	41	28	36	39	50	29	58	33	58	31	33	29.0	41.6	30.4	45.1
2:00 PM	42	54	34	47	29	50	45	67	48	44	30	41	25	31	32.0	44.6	36.1	47.7
3:00 PM	45	55	39	55	43	61	34	68	35	38	52	49	45	57	44.8	55.4	41.9	54.7
4:00 PM	38	76	40	62	34	61	47	59	37	37	48	76	53	79	42.6	70.8	42.4	64.3
5:00 PM	35	63	41	67	42	52	40	43	45	31	40	48	39	65	39.4	59.0	40.3	52.7
6:00 PM	40	42	31	48	39	44	42	41	33	21	32	60	45	45	37.4	47.8	37.4	43.0
7:00 PM	17	22	20	24	32	29	28	32	19	24	17	19	18	25	20.8	23.8	21.6	25.0
8:00 PM	13	22	30	17	26	21	26	19	18	20	18	20	21	14	21.6	18.8	21.7	19.0
9:00 PM	18	19	15	14	25	25	34	17	10	17	16	10	15	10	17.8	15.6	19.0	16.0
10:00 PM	10	10	9	4	12	15	33	21	6	8	10	8	15	6	11.2	8.6	13.6	10.3
11:00 PM	6	2	3	4	10	11	10	15	4	7	2	0	3	3	4.8	4.0	5.4	6.0
Totals	503	653	546	655	555	662	588	679	403	505	506	630	518	604	525.6	640.8	517.0	626.9
Combined	1156		1201		1217		1267		908		1136		1122		1166.4		1143.9	
Split (%)	43.5	56.5	45.5	54.5	45.6	54.4	46.4	53.6	44.4	55.6	44.5	55.5	46.2	53.8	45.1	54.9	45.2	54.8

Peak Hours

12:00 AM - 12:00 PM	7:00 AM	8:00 AM	11:00 AM	11:00 AM	11:00 AM	8:00 AM	10:00 AM	11:00 AM	10:00 AM	11:00 AM	8:00 AM	8:00 AM	8:00 AM	11:00 AM	8:00 AM	8:00 AM	11:00 AM	11:00 AM
Volume	36	45	42	47	48	43	46	56	21	48	35	47	37	43	36.0	44.2	33.9	42.4
12:00 PM - 12:00 AM	3:00 PM	4:00 PM	5:00 PM	5:00 PM	3:00 PM	3:00 PM	12:00 PM	3:00 PM	2:00 PM	1:00 PM	3:00 PM	4:00 PM	4:00 PM	4:00 PM	3:00 PM	4:00 PM	4:00 PM	4:00 PM
Volume	45	76	41	67	43	61	55	68	48	58	52	76	53	79	44.8	70.8	42.4	64.3

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
email: CarlaN@trafficdatagathering.com**

Location : NW 204th St between 15th Ave NW and 17th Ave NW
City/County, State : Shoreline, WA
Counter : NT-2808

Site: Loc 04

Seven Day Volume

Interval Start	Wed 1/17/2018		Thu 1/18/2018		Fri 1/19/2018		Sat 1/20/2018		Sun 1/21/2018		Mon 1/22/2018		Tue 1/23/2018		Mon - Fri Average		7 Day Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	5	0	2	0	3	0	4	2	5	1	2	0	1	1	2.6	0.2	3.1	0.6
1:00 AM	2	0	0	0	0	0	2	1	3	0	0	1	0	0	0.4	0.2	1.0	0.3
2:00 AM	0	0	0	0	0	0	3	0	2	2	1	0	0	0	0.2	0.0	0.9	0.3
3:00 AM	0	0	0	1	0	0	2	0	2	2	2	0	0	0	0.4	0.2	0.9	0.4
4:00 AM	2	6	2	3	2	3	1	3	0	0	0	2	4	1.6	3.6	1.3	3.0	
5:00 AM	3	4	2	5	0	6	1	3	2	1	0	4	1	6	1.2	5.0	1.3	4.1
6:00 AM	3	21	2	21	2	26	2	7	1	6	6	29	4	26	3.4	24.6	2.9	19.4
7:00 AM	8	41	15	51	7	33	1	11	3	9	15	38	10	42	11.0	41.0	8.4	32.1
8:00 AM	16	52	23	45	24	47	7	22	7	17	15	44	25	51	20.6	47.8	16.7	39.7
9:00 AM	25	33	27	46	19	34	18	35	5	17	22	31	21	37	22.8	36.2	19.6	33.3
10:00 AM	18	27	23	26	20	25	20	23	17	33	12	17	13	17	17.2	22.4	17.6	24.0
11:00 AM	25	19	24	31	16	35	44	35	28	27	19	17	21	15	21.0	23.4	25.3	25.6
12:00 PM	33	18	34	31	31	24	41	31	31	30	18	21	23	23	27.8	23.4	30.1	25.4
1:00 PM	21	18	25	25	22	24	36	29	26	20	26	27	20	21	22.8	23.0	25.1	23.4
2:00 PM	37	25	28	28	30	23	32	26	39	27	33	23	23	25	30.2	24.8	31.7	25.3
3:00 PM	58	34	38	31	40	26	39	29	35	31	43	28	42	27	44.2	29.2	42.1	29.4
4:00 PM	33	29	43	30	48	31	32	32	34	25	37	21	49	35	42.0	29.2	39.4	29.0
5:00 PM	60	25	55	28	51	33	38	23	43	23	46	21	52	29	52.8	27.2	49.3	26.0
6:00 PM	47	20	44	25	38	18	29	20	26	12	41	19	43	22	42.6	20.8	38.3	19.4
7:00 PM	42	17	30	16	24	17	32	18	23	16	34	17	30	18	32.0	17.0	30.7	17.0
8:00 PM	21	10	22	6	25	12	9	10	20	9	24	12	23	8	23.0	9.6	20.6	9.6
9:00 PM	28	8	23	7	22	13	23	8	11	5	13	2	26	4	22.4	6.8	20.9	6.7
10:00 PM	11	1	12	3	17	8	15	8	4	3	13	1	7	2	12.0	3.0	11.3	3.7
11:00 PM	1	5	5	0	6	6	8	2	4	1	3	0	6	2	4.2	2.6	4.7	2.3
Totals	499	413	479	459	447	444	439	378	371	317	425	375	442	415	458.4	421.2	443.1	400.1
Combined	912		938		891		817		688		800		857		879.6		843.3	
Split (%)	54.7	45.3	51.1	48.9	50.2	49.8	53.7	46.3	53.9	46.1	53.1	46.9	51.6	48.4	52.1	47.9	52.5	47.5

Peak Hours

12:00 AM - 12:00 PM	9:00 AM	8:00 AM	9:00 AM	7:00 AM	8:00 AM	8:00 AM	11:00 AM	9:00 AM	11:00 AM	10:00 AM	9:00 AM	8:00 AM	8:00 AM	8:00 AM	9:00 AM	8:00 AM	11:00 AM	8:00 AM
Volume	25	52	27	51	24	47	44	35	28	33	22	44	25	51	22.8	47.8	25.3	39.7
12:00 PM - 12:00 AM	5:00 PM	3:00 PM	5:00 PM	12:00 PM	5:00 PM	5:00 PM	12:00 PM	4:00 PM	5:00 PM	3:00 PM	5:00 PM	3:00 PM	5:00 PM	4:00 PM	5:00 PM	3:00 PM	5:00 PM	3:00 PM
Volume	60	34	55	31	51	33	41	32	43	31	46	28	52	35	52.8	29.2	49.3	29.4

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
email: CarlaN@trafficdatagathering.com**

Location : NW 201st St between 12th Ave NW and 15th Ave NW
City/County, State : Shoreline, WA
Counter : NT-0123

Site: Loc 05

Seven Day Volume

Interval Start	Wed 1/17/2018		Thu 1/18/2018		Fri 1/19/2018		Sat 1/20/2018		Sun 1/21/2018		Mon 1/22/2018		Tue 1/23/2018		Mon - Fri Average		7 Day Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	1	2	1	1	0	0	1	1	2	1	0	0	0	0	0.4	0.6	0.7	0.7
1:00 AM	2	0	0	0	2	1	0	0	1	1	0	0	1	0	1.0	0.2	0.9	0.3
2:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0.0	0.0	0.1	0.0
3:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0.0	0.0	0.1	0.0
4:00 AM	2	0	1	0	1	0	1	0	1	0	1	0	2	0	1.4	0.0	1.3	0.0
5:00 AM	0	1	1	1	1	1	0	0	0	0	2	1	2	0	1.2	0.8	0.9	0.6
6:00 AM	5	2	6	2	4	4	0	0	0	0	10	3	7	6	6.4	3.4	4.6	2.4
7:00 AM	12	8	27	9	11	8	1	2	1	1	12	7	22	8	16.8	8.0	12.3	6.1
8:00 AM	51	30	53	22	51	16	2	4	2	2	56	23	65	39	55.2	26.0	40.0	19.4
9:00 AM	23	31	19	30	17	24	6	6	4	1	15	22	22	35	19.2	28.4	15.1	21.3
10:00 AM	3	4	14	17	13	13	9	10	10	5	6	7	12	9	9.6	10.0	9.6	9.3
11:00 AM	4	6	12	14	10	10	10	5	9	10	7	8	4	12	7.4	10.0	8.0	9.3
12:00 PM	6	7	11	13	2	12	6	10	6	12	8	11	10	13	7.4	11.2	7.0	11.1
1:00 PM	7	8	3	3	7	8	7	9	8	10	9	6	10	8	7.2	6.6	7.3	7.4
2:00 PM	10	8	13	6	10	12	6	7	10	9	11	8	9	4	10.6	7.6	9.9	7.7
3:00 PM	40	47	39	28	37	39	14	10	10	8	37	45	42	35	39.0	38.8	31.3	30.3
4:00 PM	15	15	26	38	15	28	8	8	10	9	17	23	27	36	20.0	28.0	16.9	22.4
5:00 PM	14	23	18	22	19	28	7	11	1	10	15	13	19	18	17.0	20.8	13.3	17.9
6:00 PM	12	9	10	13	13	9	11	8	5	6	8	11	9	10	10.4	10.4	9.7	9.4
7:00 PM	10	6	6	3	9	9	3	5	5	4	5	5	5	5	7.0	5.6	6.1	5.3
8:00 PM	2	5	7	10	2	4	4	4	4	1	4	7	6	2	4.2	5.6	4.1	4.7
9:00 PM	0	5	1	5	5	4	3	10	0	1	2	2	3	5	2.2	4.2	2.0	4.6
10:00 PM	1	2	2	3	1	7	5	4	3	6	1	3	3	1	1.6	3.2	2.3	3.7
11:00 PM	3	1	0	0	2	2	0	0	0	0	0	0	0	1	1.0	0.8	0.7	0.6
Totals	223	220	270	240	232	239	105	114	93	97	226	205	280	247	246.2	230.2	204.1	194.6
Combined	443		510		471		219		190		431		527		476.4		398.7	
Split (%)	50.3	49.7	52.9	47.1	49.3	50.7	47.9	52.1	48.9	51.1	52.4	47.6	53.1	46.9	51.7	48.3	51.2	48.8

Peak Hours

12:00 AM - 12:00 PM	8:00 AM	9:00 AM	8:00 AM	9:00 AM	8:00 AM	9:00 AM	11:00 AM	10:00 AM	10:00 AM	11:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	9:00 AM	8:00 AM	9:00 AM
Volume	51	31	53	30	51	24	10	10	10	10	56	23	65	39	55.2	28.4	40.0	21.3
12:00 PM - 12:00 AM	3:00 PM	3:00 PM	3:00 PM	4:00 PM	3:00 PM	3:00 PM	3:00 PM	5:00 PM	2:00 PM	12:00 PM	3:00 PM	3:00 PM	3:00 PM	4:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM
Volume	40	47	39	38	37	39	14	11	10	12	37	45	42	36	39.0	38.8	31.3	30.3

City of Shoreline
Public Works -Traffic Services
17500 Midvale Ave N, Shoreline, WA 98133

Location : NW 188th St
Cross St : 15th Ave NW
Direction : e/o

Site: NW 188th St e/o 15th Ave NW

Seven Day Volume

Interval Start	Tue 6/23/2015		Wed 6/24/2015		Thu 6/25/2015		Fri 6/26/2015		Sat 6/27/2015		Sun 6/28/2015		Mon 6/29/2015		Mon - Fri Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
	12:00 AM	6	5	7	3	6	0	6	2	11	1	7	2	6	1	6.2
1:00 AM	1	1	5	1	1	5	3	2	3	2	3	1	3	2	2.6	2.2
2:00 AM	2	0	2	1	1	1	3	0	1	0	5	5	0	1	1.6	0.6
3:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0.2	0.2
4:00 AM	1	2	1	5	1	2	0	6	2	3	1	4	0	2	0.6	3.4
5:00 AM	9	8	4	6	5	7	4	6	2	2	1	2	5	4	5.4	6.2
6:00 AM	4	29	8	27	11	32	9	20	1	6	1	3	8	18	8.0	25.2
7:00 AM	40	53	42	53	44	57	21	43	9	13	6	12	36	45	36.6	50.2
8:00 AM	58	78	42	70	54	74	27	40	23	29	16	13	56	74	47.4	67.2
9:00 AM	51	72	59	71	55	63	58	49	31	35	26	33	52	65	55.0	64.0
10:00 AM	59	57	57	60	47	56	58	57	41	51	22	36	57	50	55.6	56.0
11:00 AM	60	42	64	40	61	51	44	49	38	46	28	27	75	45	60.8	45.4
12:00 PM	57	64	66	63	58	59	55	39	38	48	30	23	68	74	60.8	59.8
1:00 PM	59	55	52	70	58	45	52	54	53	41	38	20	70	57	58.2	56.2
2:00 PM	41	38	53	51	60	54	66	45	47	44	51	24	55	65	55.0	50.6
3:00 PM	65	49	56	32	72	54	68	46	40	36	51	34	64	45	65.0	45.2
4:00 PM	77	40	78	53	118	53	77	41	48	36	52	35	79	45	85.8	46.4
5:00 PM	91	49	90	46	162	68	72	46	33	32	45	30	80	41	99.0	50.0
6:00 PM	76	40	74	47	102	45	63	40	38	41	38	30	75	42	78.0	42.8
7:00 PM	55	39	52	31	54	35	43	27	34	17	40	31	34	37	47.6	33.8
8:00 PM	45	28	60	34	54	54	30	29	36	39	24	28	49	30	47.6	35.0
9:00 PM	26	22	35	23	49	137	29	35	20	25	22	20	32	21	34.2	47.6
10:00 PM	15	5	16	11	28	25	31	9	27	13	10	9	19	10	21.8	12.0
11:00 PM	9	5	8	4	13	2	9	11	7	5	11	5	12	7	10.2	5.8
Totals	907	781	931	802	1114	979	828	696	584	565	528	427	936	782	943.2	808.0
Combined	1688		1733		2093		1524		1149		955		1718		1751.2	
Split (%)	53.7	46.3	53.7	46.3	53.2	46.8	54.3	45.7	50.8	49.2	55.3	44.7	54.5	45.5	53.9	46.1

Peak Hours

12:00 AM - 12:00 PM	11:00 AM	8:00 AM	11:00 AM	9:00 AM	11:00 AM	8:00 AM	9:00 AM	10:00 AM	10:00 AM	10:00 AM	10:00 AM	11:00 AM	8:00 AM	11:00 AM	8:00 AM	
Volume	60	78	64	71	61	74	58	57	41	51	28	36	75	74	60.8	67.2
12:00 PM - 12:00 AM	5:00 PM	12:00 PM	5:00 PM	1:00 PM	5:00 PM	9:00 PM	4:00 PM	1:00 PM	1:00 PM	12:00 PM	4:00 PM	4:00 PM	5:00 PM	12:00 PM	5:00 PM	12:00 PM
Volume	91	64	90	70	162	137	77	54	53	48	52	35	80	74	99.0	59.8

City of Shoreline
 Public Works- Traffic Services
 17500 Midvale Ave N, Shoreline, WA 98133

Location : NW 188th St
 Cross St : 15th Ave NW
 Direction : e/o

Site: NW 188th St e/o 15th Ave NW

Seven Day Volume

Interval Start	Tue 7/7/2015		Wed 7/8/2015		Thu 7/9/2015		Fri 7/10/2015		Sat 7/11/2015		Sun 7/12/2015		Mon 7/13/2015		Mon - Fri Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0.0	0.0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0.0	0.0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0.0	0.0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0.0	0.0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0.0	0.0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0.0	0.0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0.0	0.0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0.0	0.0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0.0	0.0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0.0	0.0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0.0	0.0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0.0	0.0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0.0	0.0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0.0	0.0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0.0	0.0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0.0	0.0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0.0	0.0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0.0	0.0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0.0	0.0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0.0	0.0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0.0	0.0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0.0	0.0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0.0	0.0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0.0	0.0
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
Combined	0		0		0		0		0		0		0		0.0	
Split (%)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Peak Hours

12:00 AM - 12:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM - 12:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
email: CarlaN@trafficdatagathering.com**

Location : NW 188th St between 15th Ave NW and Springdale Ct NW
City/County, State : Shoreline, WA
Counter : NT-1865

Site: Loc 06

Seven Day Volume

Interval Start	Wed 1/17/2018		Thu 1/18/2018		Fri 1/19/2018		Sat 1/20/2018		Sun 1/21/2018		Mon 1/22/2018		Tue 1/23/2018		Mon - Fri Average		7 Day Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	0	6	1	5	5	4	2	11	6	6	0	1	2	4	1.6	4.0	2.3	5.3
1:00 AM	0	2	0	1	0	1	0	1	0	5	1	1	1	0	0.4	1.0	0.3	1.6
2:00 AM	1	1	4	2	0	1	2	1	2	1	0	0	1	4	1.2	1.6	1.4	1.4
3:00 AM	2	2	1	2	1	1	1	1	2	1	0	1	1	1	1.0	1.4	1.1	1.3
4:00 AM	3	1	2	0	2	0	3	2	1	1	3	2	2	2	2.4	1.0	2.3	1.1
5:00 AM	4	1	6	7	2	1	2	2	3	2	5	0	12	5	5.8	2.8	4.9	2.6
6:00 AM	36	2	41	23	24	7	10	4	3	1	30	3	36	5	33.4	8.0	25.7	6.4
7:00 AM	60	10	56	10	41	8	8	5	10	8	43	9	50	10	50.0	9.4	38.3	8.6
8:00 AM	42	23	51	29	46	37	20	16	15	11	48	27	55	25	48.4	28.2	39.6	24.0
9:00 AM	32	30	36	26	41	21	33	34	20	20	24	29	38	20	34.2	25.2	32.0	25.7
10:00 AM	34	40	33	47	28	29	43	35	24	25	29	33	24	28	29.6	35.4	30.7	33.9
11:00 AM	30	30	35	43	34	48	31	49	34	48	32	23	28	42	31.8	37.2	32.0	40.4
12:00 PM	27	55	27	45	28	41	34	37	23	39	28	43	26	34	27.2	43.6	27.6	42.0
1:00 PM	28	41	30	38	51	32	42	39	31	50	23	51	27	32	31.8	38.8	33.1	40.4
2:00 PM	40	53	30	44	43	49	47	68	26	40	31	47	23	39	33.4	46.4	34.3	48.6
3:00 PM	36	54	42	62	35	74	43	66	34	42	55	70	31	60	39.8	64.0	39.4	61.1
4:00 PM	35	77	26	74	36	70	39	62	27	44	33	73	39	80	33.8	74.8	33.6	68.6
5:00 PM	30	84	50	63	29	61	26	41	25	28	39	64	29	67	35.4	67.8	32.6	58.3
6:00 PM	34	70	24	50	30	51	34	36	18	15	25	55	20	56	26.6	56.4	26.4	47.6
7:00 PM	16	31	13	28	20	27	16	23	13	21	14	29	15	24	15.6	27.8	15.3	26.1
8:00 PM	12	33	16	24	9	13	12	13	18	14	9	31	7	19	10.6	24.0	11.9	21.0
9:00 PM	25	22	3	18	17	23	18	12	5	16	8	15	10	15	12.6	18.6	12.3	17.3
10:00 PM	6	16	5	4	8	25	19	20	2	9	4	8	9	10	6.4	12.6	7.6	13.1
11:00 PM	2	3	4	10	9	15	8	16	1	3	4	2	3	5	4.4	7.0	4.4	7.7
Totals	535	687	536	655	539	639	493	594	343	450	488	617	489	587	517.4	637.0	489.0	604.1
Combined	1222		1191		1178		1087		793		1105		1076		1154.4		1093.1	
Split (%)	43.8	56.2	45.0	55.0	45.8	54.2	45.4	54.6	43.3	56.7	44.2	55.8	45.4	54.6	44.8	55.2	44.7	55.3

Peak Hours

12:00 AM - 12:00 PM	7:00 AM	10:00 AM	7:00 AM	10:00 AM	8:00 AM	11:00 AM	10:00 AM	11:00 AM	11:00 AM	11:00 AM	8:00 AM	10:00 AM	8:00 AM	11:00 AM	7:00 AM	11:00 AM	8:00 AM	11:00 AM
Volume	60	40	56	47	46	48	43	49	34	48	48	33	55	42	50.0	37.2	39.6	40.4
12:00 PM - 12:00 AM	2:00 PM	5:00 PM	5:00 PM	4:00 PM	1:00 PM	3:00 PM	2:00 PM	2:00 PM	3:00 PM	1:00 PM	3:00 PM	4:00 PM	4:00 PM	4:00 PM	3:00 PM	4:00 PM	3:00 PM	4:00 PM
Volume	40	84	50	74	51	74	47	68	34	50	55	73	39	80	39.8	74.8	39.4	68.6

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
email: CarlaN@trafficdatagathering.com**

Location : NW 190th St between 8th Ave NW and NW Richmond Beach Rd
City/County, State : Shoreline, WA
Counter : NT-2800

Site: Loc 07

Seven Day Volume

Interval Start	Wed 1/17/2018		Thu 1/18/2018		Fri 1/19/2018		Sat 1/20/2018		Sun 1/21/2018		Mon 1/22/2018		Tue 1/23/2018		Mon - Fri Average		7 Day Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	0	1	1	1	1	1	2	10	5	7	2	1	2	4	1.2	1.6	1.9	3.6
1:00 AM	0	1	0	0	1	2	2	4	4	2	1	1	0	1	0.4	1.0	1.1	1.6
2:00 AM	0	1	0	0	2	1	2	1	0	1	0	1	0	1	0.4	0.8	0.6	0.9
3:00 AM	1	3	1	2	0	1	1	1	1	0	1	2	2	2	1.0	2.0	1.0	1.6
4:00 AM	2	1	1	2	2	1	0	2	0	5	2	1	3	1	2.0	1.2	1.4	1.9
5:00 AM	15	4	12	4	11	4	2	2	5	3	13	3	14	5	13.0	4.0	10.3	3.6
6:00 AM	20	8	29	8	18	7	11	8	5	3	21	7	26	10	22.8	8.0	18.6	7.3
7:00 AM	68	13	64	19	68	18	14	6	9	5	78	20	73	16	70.2	17.2	53.4	13.9
8:00 AM	69	39	87	41	80	42	24	12	25	7	78	43	79	43	78.6	41.6	63.1	32.4
9:00 AM	56	27	40	30	35	32	47	25	39	17	33	43	31	24	39.0	31.2	40.1	28.3
10:00 AM	42	33	46	32	51	40	58	36	38	25	39	35	19	21	39.4	32.2	41.9	31.7
11:00 AM	35	33	44	43	37	43	47	45	43	33	34	42	35	20	37.0	36.2	39.3	37.0
12:00 PM	35	38	40	45	40	53	46	50	40	44	36	42	26	38	35.4	43.2	37.6	44.3
1:00 PM	46	48	34	36	54	45	43	47	36	49	53	46	32	34	43.8	41.8	42.6	43.6
2:00 PM	44	39	52	55	55	48	47	61	39	49	59	44	50	38	52.0	44.8	49.4	47.7
3:00 PM	45	80	49	76	48	85	46	54	35	56	45	82	45	92	46.4	83.0	44.7	75.0
4:00 PM	39	48	37	73	51	63	43	51	42	50	50	73	46	86	44.6	68.6	44.0	63.4
5:00 PM	45	57	51	73	51	74	43	45	37	44	41	60	41	54	45.8	63.6	44.1	58.1
6:00 PM	23	50	52	68	46	64	28	35	25	36	34	54	38	52	38.6	57.6	35.1	51.3
7:00 PM	22	40	23	36	38	39	21	29	20	18	19	35	24	40	25.2	38.0	23.9	33.9
8:00 PM	19	25	22	36	23	39	13	26	13	23	16	26	12	27	18.4	30.6	16.9	28.9
9:00 PM	14	25	11	22	18	35	19	20	14	15	12	19	11	17	13.2	23.6	14.1	21.9
10:00 PM	4	13	10	15	18	20	12	19	8	10	8	13	8	9	9.6	14.0	9.7	14.1
11:00 PM	5	6	2	7	8	12	11	14	1	2	1	3	3	5	3.8	6.6	4.4	7.0
Totals	649	633	708	724	756	769	582	603	484	504	676	696	620	640	681.8	692.4	639.3	652.7
Combined	1282		1432		1525		1185		988		1372		1260		1374.2		1292.0	
Split (%)	50.6	49.4	49.4	50.6	49.6	50.4	49.1	50.9	49.0	51.0	49.3	50.7	49.2	50.8	49.6	50.4	49.5	50.5

Peak Hours

12:00 AM - 12:00 PM	8:00 AM	8:00 AM	8:00 AM	11:00 AM	8:00 AM	11:00 AM	10:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	7:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	11:00 AM
Volume	69	39	87	43	80	43	58	45	43	33	78	43	79	43	78.6	41.6	63.1	37.0	
12:00 PM - 12:00 AM	1:00 PM	3:00 PM	2:00 PM	3:00 PM	2:00 PM	3:00 PM	2:00 PM	2:00 PM	4:00 PM	3:00 PM	2:00 PM	3:00 PM	2:00 PM	3:00 PM	2:00 PM	3:00 PM	2:00 PM	3:00 PM	3:00 PM
Volume	46	80	52	76	55	85	47	61	42	56	59	82	50	92	52.0	83.0	49.4	75.0	

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
email: CarlaN@trafficdatagathering.com**

Location : Innis Arden NW between Ridgefield Rd NW & 8th Ave NW
City/County, State : Shoreline, WA
Counter : NT-1862

Site: Loc 08

Seven Day Volume

Interval Start	Wed 1/17/2018		Thu 1/18/2018		Fri 1/19/2018		Sat 1/20/2018		Sun 1/21/2018		Mon 1/22/2018		Tue 1/23/2018		Mon - Fri Average		7 Day Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	3	6	7	2	8	8	12	5	14	10	2	2	4	3	4.8	4.2	7.1	5.1
1:00 AM	2	0	5	4	3	3	8	1	9	8	2	0	2	1	2.8	1.6	4.4	2.4
2:00 AM	1	0	0	0	0	0	2	2	1	5	0	1	0	0	0.2	0.2	0.6	1.1
3:00 AM	0	1	1	3	2	0	0	1	5	1	1	1	3	1	1.4	1.2	1.7	1.1
4:00 AM	2	2	3	1	1	2	0	1	1	2	1	0	0	0	1.4	1.0	1.1	1.1
5:00 AM	0	8	2	4	0	5	0	3	1	1	0	7	0	4	0.4	5.6	0.4	4.6
6:00 AM	2	9	9	14	0	7	2	3	1	7	2	10	8	20	4.2	12.0	3.4	10.0
7:00 AM	8	31	25	30	8	17	2	9	3	12	9	22	7	28	11.4	25.6	8.9	21.3
8:00 AM	23	70	14	62	21	60	12	21	9	21	10	35	3	16	14.2	48.6	13.1	40.7
9:00 AM	38	50	42	51	51	41	23	44	19	26	0	0	0	0	26.2	28.4	24.7	30.3
10:00 AM	37	39	42	47	43	64	36	43	25	34	0	0	0	0	24.4	30.0	26.1	32.4
11:00 AM	52	70	48	50	47	52	44	70	36	58	17	11	35	24	39.8	41.4	39.9	47.9
12:00 PM	56	52	45	48	101	61	55	55	54	54	44	61	47	53	58.6	55.0	57.4	54.9
1:00 PM	66	49	62	38	58	53	51	62	71	42	55	55	38	49	55.8	48.8	57.3	49.7
2:00 PM	51	54	48	41	57	86	56	63	61	53	57	34	45	50	51.6	53.0	53.6	54.4
3:00 PM	53	54	70	56	81	93	66	56	46	42	54	55	56	41	62.8	59.8	60.9	56.7
4:00 PM	72	56	74	56	91	62	70	66	59	39	75	74	69	56	76.2	60.8	72.9	58.4
5:00 PM	68	46	57	47	86	49	82	49	68	44	84	51	54	40	69.8	46.6	71.3	46.6
6:00 PM	70	41	68	52	57	38	53	39	51	34	69	51	64	35	65.6	43.4	61.7	41.4
7:00 PM	60	44	67	32	68	45	44	33	23	26	57	42	53	30	61.0	38.6	53.1	36.0
8:00 PM	50	29	55	30	34	28	33	15	35	17	41	25	34	17	42.8	25.8	40.3	23.0
9:00 PM	40	21	36	18	23	16	20	23	17	16	41	11	34	6	34.8	14.4	30.1	15.9
10:00 PM	31	17	21	13	22	12	22	22	15	14	21	7	16	10	22.2	11.8	21.1	13.6
11:00 PM	17	11	8	4	27	10	23	19	12	5	12	2	15	7	15.8	6.8	16.3	8.3
Totals	802	760	809	703	889	812	716	705	636	571	654	557	587	491	748.2	664.6	727.6	657.0
Combined	1562		1512		1701		1421		1207		1211		1078		1412.8		1384.6	
Split (%)	51.3	48.7	53.5	46.5	52.3	47.7	50.4	49.6	52.7	47.3	54.0	46.0	54.5	45.5	53.0	47.0	52.5	47.5

Peak Hours

12:00 AM - 12:00 PM	11:00 AM	8:00 AM	11:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	8:00 AM	11:00 AM	7:00 AM	11:00 AM	8:00 AM	11:00 AM	11:00 AM
Volume	52	70	48	62	51	64	44	70	36	58	17	35	35	28	39.8	48.6	39.9	47.9
12:00 PM - 12:00 AM	4:00 PM	4:00 PM	4:00 PM	3:00 PM	12:00 PM	3:00 PM	5:00 PM	4:00 PM	1:00 PM	12:00 PM	5:00 PM	4:00 PM	4:00 PM	4:00 PM	4:00 PM	4:00 PM	4:00 PM	4:00 PM
Volume	72	56	74	56	101	93	82	66	71	54	84	74	69	56	76.2	60.8	72.9	58.4

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
email: CarlaN@trafficdatagathering.com**

Location : 8th Ave NW between NW 190th St and NW Richmond Beach Rd
City/County, State : Shoreline, WA
Counter : NT-2803

Site: Loc 09

Seven Day Volume

Interval Start	Wed 1/17/2018		Thu 1/18/2018		Fri 1/19/2018		Sat 1/20/2018		Sun 1/21/2018		Mon 1/22/2018		Tue 1/23/2018		Mon - Fri Average		7 Day Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	6	5	7	18	6	12	26	23	16	28	3	13	2	8	4.8	11.2	9.4	15.3
1:00 AM	3	4	2	7	0	5	5	15	5	21	3	6	4	3	2.4	5.0	3.1	8.7
2:00 AM	2	6	2	4	3	7	4	8	5	5	4	4	2	5	2.6	5.2	3.1	5.6
3:00 AM	5	2	5	4	2	3	5	6	6	5	5	2	4	1	4.2	2.4	4.6	3.3
4:00 AM	12	2	13	2	13	8	4	2	8	3	13	7	17	8	13.6	5.4	11.4	4.6
5:00 AM	60	20	69	12	46	18	5	6	5	7	55	17	62	17	58.4	16.8	43.1	13.9
6:00 AM	188	33	191	44	171	38	29	29	29	13	185	46	185	39	184.0	40.0	139.7	34.6
7:00 AM	491	114	446	133	391	118	55	47	47	41	458	124	451	124	447.4	122.6	334.1	100.1
8:00 AM	422	196	405	190	366	183	117	76	116	72	384	199	394	205	394.2	194.6	314.9	160.1
9:00 AM	257	158	267	154	255	152	174	111	140	95	246	163	276	181	260.2	161.6	230.7	144.9
10:00 AM	213	150	201	134	186	134	188	185	190	136	179	161	201	125	196.0	140.8	194.0	146.4
11:00 AM	176	178	191	205	207	193	215	193	203	179	187	162	146	167	181.4	181.0	189.3	182.4
12:00 PM	205	229	198	207	174	208	204	203	153	211	179	212	139	192	179.0	209.6	178.9	208.9
1:00 PM	159	192	149	207	166	245	202	201	160	213	164	222	150	189	157.6	211.0	164.3	209.9
2:00 PM	156	252	194	252	202	272	194	198	159	198	210	265	172	257	186.8	259.6	183.9	242.0
3:00 PM	206	416	222	400	252	395	181	254	193	156	216	393	230	387	225.2	398.2	214.3	343.0
4:00 PM	217	409	214	399	238	427	198	206	160	185	234	391	242	420	229.0	409.2	214.7	348.1
5:00 PM	187	434	191	458	182	425	171	211	136	176	187	413	201	447	189.6	435.4	179.3	366.3
6:00 PM	179	318	184	292	171	279	162	155	124	123	186	266	186	330	181.2	297.0	170.3	251.9
7:00 PM	122	181	132	176	122	144	105	82	113	91	98	152	104	166	115.6	163.8	113.7	141.7
8:00 PM	87	138	98	108	94	105	103	82	79	76	85	108	73	103	87.4	112.4	88.4	102.9
9:00 PM	67	77	52	74	69	82	57	87	30	42	43	81	52	70	56.6	76.8	52.9	73.3
10:00 PM	34	50	32	50	54	75	54	65	27	28	33	45	31	42	36.8	52.4	37.9	50.7
11:00 PM	22	22	15	26	35	32	28	46	9	13	10	14	10	35	18.4	25.8	18.4	26.9
Totals	3476	3586	3480	3556	3405	3560	2486	2491	2113	2117	3367	3466	3334	3521	3412.4	3537.8	3094.4	3185.3
Combined	7062		7036		6965		4977		4230		6833		6855		6950.2		6279.7	
Split (%)	49.2	50.8	49.5	50.5	48.9	51.1	49.9	50.1	50.0	50.0	49.3	50.7	48.6	51.4	49.1	50.9	49.3	50.7

Peak Hours

12:00 AM - 12:00 PM	7:00 AM	8:00 AM	7:00 AM	11:00 AM	7:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	7:00 AM	8:00 AM	7:00 AM	8:00 AM	7:00 AM	8:00 AM	7:00 AM	11:00 AM
Volume	491	196	446	205	391	193	215	193	203	179	458	199	451	205	447.4	194.6	334.1	182.4	
12:00 PM - 12:00 AM	4:00 PM	5:00 PM	3:00 PM	5:00 PM	3:00 PM	4:00 PM	12:00 PM	3:00 PM	3:00 PM	1:00 PM	4:00 PM	5:00 PM	4:00 PM	5:00 PM	4:00 PM	5:00 PM	4:00 PM	5:00 PM	
Volume	217	434	222	458	252	427	204	254	193	213	234	413	242	447	229.0	435.4	214.7	366.3	

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
email: CarlaN@trafficdatagathering.com**

Location : 8th Avenue NW between NW Richmond Beach Rd & NW 185th St
City/County, State : Shoreline, WA
Counter : NT-0118

Site: Loc10

Seven Day Volume

Interval Start	Wed 1/17/2018		Thu 1/18/2018		Fri 1/19/2018		Sat 1/20/2018		Sun 1/21/2018		Mon 1/22/2018		Tue 1/23/2018		Mon - Fri Average		7 Day Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	4	3	8	5	5	2	17	6	12	4	4	0	1	2	4.4	2.4	7.3	3.1
1:00 AM	3	2	2	2	4	1	5	4	13	4	0	1	1	0	2.0	1.2	4.0	2.0
2:00 AM	3	3	4	2	3	1	7	4	3	1	4	2	2	0	3.2	1.6	3.7	1.9
3:00 AM	2	1	3	0	2	1	2	1	3	1	2	0	0	1	1.8	0.6	2.0	0.7
4:00 AM	1	5	3	5	4	4	3	2	3	1	4	1	6	4	3.6	3.8	3.4	3.1
5:00 AM	6	20	3	23	5	20	3	4	1	5	7	23	6	22	5.4	21.6	4.4	16.7
6:00 AM	30	89	39	76	31	78	11	12	3	9	35	78	35	93	34.0	82.8	26.3	62.1
7:00 AM	69	303	72	264	72	232	34	29	31	21	65	287	70	308	69.6	278.8	59.0	206.3
8:00 AM	130	284	105	240	108	196	59	68	56	70	102	238	108	269	110.6	245.4	95.4	195.0
9:00 AM	118	142	123	130	110	133	79	77	68	69	127	134	133	139	122.2	135.6	108.3	117.7
10:00 AM	74	92	83	107	102	92	82	84	104	95	98	82	92	97	89.8	94.0	90.7	92.7
11:00 AM	114	108	104	119	120	102	126	79	103	101	105	114	98	83	108.2	105.2	110.0	100.9
12:00 PM	155	123	144	114	137	108	120	123	156	62	148	115	127	83	142.2	108.6	141.0	104.0
1:00 PM	141	92	131	76	137	88	133	99	131	101	138	94	146	82	138.6	86.4	136.7	90.3
2:00 PM	151	110	151	92	141	101	157	94	119	89	174	111	152	91	153.8	101.0	149.3	98.3
3:00 PM	256	114	233	107	226	118	137	113	103	103	223	135	228	119	233.2	118.6	200.9	115.6
4:00 PM	304	135	257	94	273	139	128	136	110	78	279	134	294	116	281.4	123.6	235.0	118.9
5:00 PM	309	104	300	114	280	107	137	96	111	69	276	117	308	115	294.6	111.4	245.9	103.1
6:00 PM	215	104	188	87	169	102	98	84	75	65	143	119	215	101	186.0	102.6	157.6	94.6
7:00 PM	97	63	111	63	80	81	49	42	50	50	116	62	92	60	99.2	65.8	85.0	60.1
8:00 PM	72	49	58	51	55	44	46	50	52	33	58	51	64	32	61.4	45.4	57.9	44.3
9:00 PM	36	34	42	35	61	46	52	31	18	15	49	20	39	26	45.4	32.2	42.4	29.6
10:00 PM	19	24	11	20	45	25	44	31	14	11	24	21	22	19	24.2	21.8	25.6	21.6
11:00 PM	12	14	10	6	21	26	26	24	6	5	9	11	15	7	13.4	12.8	14.1	13.3
Totals	2321	2018	2185	1832	2191	1847	1555	1293	1345	1062	2190	1950	2254	1869	2228.2	1903.2	2005.9	1695.9
Combined	4339		4017		4038		2848		2407		4140		4123		4131.4		3701.7	
Split (%)	53.5	46.5	54.4	45.6	54.3	45.7	54.6	45.4	55.9	44.1	52.9	47.1	54.7	45.3	53.9	46.1	54.2	45.8

Peak Hours

12:00 AM - 12:00 PM	8:00 AM	7:00 AM	9:00 AM	7:00 AM	11:00 AM	7:00 AM	11:00 AM	10:00 AM	10:00 AM	11:00 AM	9:00 AM	7:00 AM	9:00 AM	7:00 AM	9:00 AM	7:00 AM	11:00 AM	7:00 AM
Volume	130	303	123	264	120	232	126	84	104	101	127	287	133	308	122.2	278.8	110.0	206.3
12:00 PM - 12:00 AM	5:00 PM	4:00 PM	5:00 PM	12:00 PM	5:00 PM	4:00 PM	2:00 PM	4:00 PM	12:00 PM	3:00 PM	4:00 PM	3:00 PM	5:00 PM	3:00 PM	5:00 PM	4:00 PM	5:00 PM	4:00 PM
Volume	309	135	300	114	280	139	157	136	156	103	279	135	308	119	294.6	123.6	245.9	118.9

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
email: CarlaN@trafficdatagathering.com**

Location : NW 185th St between 3rd Ave NW and 8th Ave NW
City/County, State : Shoreline, WA
Counter : NT-2817

Site: Loc 11

Seven Day Volume

Interval Start	Wed 1/17/2018		Thu 1/18/2018		Fri 1/19/2018		Sat 1/20/2018		Sun 1/21/2018		Mon 1/22/2018		Tue 1/23/2018		Mon - Fri Average		7 Day Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	3	0	1	0	3	1	6	1	5	6	4	3	3	1	2.8	1.0	3.6	1.7
1:00 AM	4	0	1	0	0	0	2	3	1	0	2	2	3	0	2.0	0.4	1.9	0.7
2:00 AM	1	3	1	1	1	1	1	1	1	2	0	0	1	3	0.8	1.6	0.9	1.6
3:00 AM	1	1	0	0	0	1	0	1	2	2	0	1	0	0	0.2	0.6	0.4	0.9
4:00 AM	0	3	0	2	0	2	0	2	2	2	0	1	0	1	0.0	1.8	0.3	1.9
5:00 AM	4	9	1	12	0	9	1	3	1	1	1	7	1	9	1.4	9.2	1.3	7.1
6:00 AM	5	18	5	14	6	15	4	4	2	4	6	16	9	18	6.2	16.2	5.3	12.7
7:00 AM	24	42	25	45	11	42	4	12	7	7	24	38	34	48	23.6	43.0	18.4	33.4
8:00 AM	57	34	55	42	55	35	10	19	31	20	47	23	52	41	53.2	35.0	43.9	30.6
9:00 AM	36	61	30	54	31	49	18	24	24	43	38	55	26	46	32.2	53.0	29.0	47.4
10:00 AM	20	20	23	32	30	28	26	25	39	30	21	31	21	27	23.0	27.6	25.7	27.6
11:00 AM	52	28	30	35	32	35	32	22	23	22	43	30	38	28	39.0	31.2	35.7	28.6
12:00 PM	45	36	58	39	42	40	29	37	33	49	40	42	46	38	46.2	39.0	41.9	40.1
1:00 PM	36	42	27	46	33	32	45	29	28	22	31	44	32	32	31.8	39.2	33.1	35.3
2:00 PM	50	41	50	27	45	34	38	34	31	35	37	38	33	31	43.0	34.2	40.6	34.3
3:00 PM	59	33	57	39	52	42	40	29	39	32	53	36	60	39	56.2	37.8	51.4	35.7
4:00 PM	55	32	51	38	64	37	43	39	49	34	55	49	54	34	55.8	38.0	53.0	37.6
5:00 PM	42	29	47	29	56	33	38	31	30	21	49	35	39	29	46.6	31.0	43.0	29.6
6:00 PM	51	41	40	24	32	22	26	27	32	17	48	22	42	29	42.6	27.6	38.7	26.0
7:00 PM	36	18	40	15	46	26	27	15	28	19	47	25	28	17	39.4	20.2	36.0	19.3
8:00 PM	20	14	13	7	16	15	25	15	8	19	22	16	21	24	18.4	15.2	17.9	15.7
9:00 PM	10	14	14	10	18	39	17	12	12	6	12	9	12	4	13.2	15.2	13.6	13.4
10:00 PM	17	10	8	5	17	10	13	4	3	3	8	4	9	4	11.8	6.6	10.7	5.7
11:00 PM	4	5	7	2	9	7	14	7	6	3	3	0	2	3	5.0	3.4	6.4	3.9
Totals	632	534	584	518	599	555	459	396	437	399	591	527	566	506	594.4	528.0	552.6	490.7
Combined	1166		1102		1154		855		836		1118		1072		1122.4		1043.3	
Split (%)	54.2	45.8	53.0	47.0	51.9	48.1	53.7	46.3	52.3	47.7	52.9	47.1	52.8	47.2	53.0	47.0	53.0	47.0

Peak Hours

12:00 AM - 12:00 PM	8:00 AM	9:00 AM	8:00 AM	9:00 AM	8:00 AM	9:00 AM	11:00 AM	10:00 AM	10:00 AM	9:00 AM	8:00 AM	9:00 AM	8:00 AM	7:00 AM	8:00 AM	9:00 AM	8:00 AM	9:00 AM
Volume	57	61	55	54	55	49	32	25	39	43	47	55	52	48	53.2	53.0	43.9	47.4
12:00 PM - 12:00 AM	3:00 PM	1:00 PM	12:00 PM	1:00 PM	4:00 PM	3:00 PM	1:00 PM	4:00 PM	4:00 PM	12:00 PM	4:00 PM	4:00 PM	3:00 PM	3:00 PM	3:00 PM	1:00 PM	4:00 PM	12:00 PM
Volume	59	42	58	46	64	42	45	39	49	49	55	49	60	39	56.2	39.2	53.0	40.1

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
email: CarlaN@trafficdatagathering.com**

Location : NW 185th St between Dayton Ave NW and 3rd Ave NW
City/County, State : Shoreline, WA
Counter : NT-2816

Site: Loc 12

Seven Day Volume

Interval Start	Wed 1/17/2018		Thu 1/18/2018		Fri 1/19/2018		Sat 1/20/2018		Sun 1/21/2018		Mon 1/22/2018		Tue 1/23/2018		Mon - Fri Average		7 Day Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	5	2	2	2	6	2	4	1	5	2	4	3	2	0	3.8	1.8	4.0	1.7
1:00 AM	1	0	2	0	2	1	0	0	4	3	1	1	3	0	1.8	0.4	1.9	0.7
2:00 AM	0	2	1	4	1	1	3	0	1	0	0	1	1	3	0.6	2.2	1.0	1.6
3:00 AM	2	1	1	1	1	2	0	3	4	1	1	1	1	1	1.2	1.2	1.4	1.4
4:00 AM	0	8	1	8	0	5	1	3	2	3	1	5	2	5	0.8	6.2	1.0	5.3
5:00 AM	1	13	3	20	2	15	2	6	3	2	1	13	0	15	1.4	15.2	1.7	12.0
6:00 AM	8	32	8	30	7	28	5	12	2	6	8	30	11	27	8.4	29.4	7.0	23.6
7:00 AM	20	72	19	73	11	56	8	16	8	13	16	68	19	69	17.0	67.6	14.4	52.4
8:00 AM	27	55	24	52	26	63	7	21	16	23	26	55	17	55	24.0	56.0	20.4	46.3
9:00 AM	25	42	17	46	12	42	22	35	26	41	25	40	19	44	19.6	42.8	20.9	41.4
10:00 AM	12	38	20	34	28	35	22	34	29	35	24	34	17	37	20.2	35.6	21.7	35.3
11:00 AM	29	30	32	36	42	35	38	30	26	28	26	32	29	27	31.6	32.0	31.7	31.1
12:00 PM	43	37	35	43	43	36	36	43	38	40	47	36	38	38	41.2	38.0	40.0	39.0
1:00 PM	32	48	37	36	37	42	52	34	33	26	31	38	44	29	36.2	38.6	38.0	36.1
2:00 PM	51	40	39	32	56	30	44	41	44	31	42	34	43	31	46.2	33.4	45.6	34.1
3:00 PM	55	34	61	45	59	51	59	44	33	37	50	43	63	44	57.6	43.4	54.3	42.6
4:00 PM	76	42	71	34	73	38	43	40	33	39	61	45	78	42	71.8	40.2	62.1	40.0
5:00 PM	67	37	67	29	68	26	38	29	28	28	72	37	61	19	67.0	29.6	57.3	29.3
6:00 PM	63	42	58	36	53	33	43	28	24	15	48	25	50	27	54.4	32.6	48.4	29.4
7:00 PM	36	23	33	20	43	26	23	17	21	17	45	20	41	15	39.6	20.8	34.6	19.7
8:00 PM	31	13	30	18	27	15	25	18	20	14	26	11	29	16	28.6	14.6	26.9	15.0
9:00 PM	20	8	27	5	24	15	24	11	13	10	25	6	17	6	22.6	8.0	21.4	8.7
10:00 PM	17	4	9	6	13	7	15	12	7	3	7	3	5	3	10.2	4.6	10.4	5.4
11:00 PM	4	5	4	1	6	4	9	8	3	5	2	1	3	3	3.8	2.8	4.4	3.9
Totals	625	628	601	611	640	608	523	486	423	422	589	582	593	556	609.6	597.0	570.6	556.1
Combined	1253		1212		1248		1009		845		1171		1149		1206.6		1126.7	
Split (%)	49.9	50.1	49.6	50.4	51.3	48.7	51.8	48.2	50.1	49.9	50.3	49.7	51.6	48.4	50.5	49.5	50.6	49.4

Peak Hours

12:00 AM - 12:00 PM	11:00 AM	7:00 AM	11:00 AM	7:00 AM	11:00 AM	8:00 AM	11:00 AM	9:00 AM	10:00 AM	9:00 AM	8:00 AM	7:00 AM	11:00 AM	7:00 AM	11:00 AM	7:00 AM	11:00 AM	7:00 AM
Volume	29	72	32	73	42	63	38	35	29	41	26	68	29	69	31.6	67.6	31.7	52.4
12:00 PM - 12:00 AM	4:00 PM	1:00 PM	4:00 PM	3:00 PM	4:00 PM	3:00 PM	3:00 PM	3:00 PM	2:00 PM	12:00 PM	5:00 PM	4:00 PM	4:00 PM	3:00 PM	4:00 PM	3:00 PM	4:00 PM	3:00 PM
Volume	76	48	71	45	73	51	59	44	44	40	72	45	78	44	71.8	43.4	62.1	42.6

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
email: CarlaN@trafficdatagathering.com**

Location : NW 195th St between 3rd Ave NW and 8th Ave NW
City/County, State : Shoreline, WA
Counter : NT-2800

Site: Loc 13

Seven Day Volume

Interval Start	Thu 2/1/2018		Fri 2/2/2018		Sat 2/3/2018		Sun 2/4/2018		Mon 2/5/2018		Tue 2/6/2018		Wed 2/7/2018		Mon - Fri Average		7 Day Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	3	1	2	0	0	0	0	0	0	0	0	0	0	1.0	0.2	0.7	0.1	
1:00 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	0.6	0.2	0.4	0.1	
2:00 AM	3	0	1	0	0	0	0	0	0	0	0	0	0	0.8	0.0	0.6	0.0	
3:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0.0	0.1	0.0	
4:00 AM	1	1	1	0	0	0	0	0	0	0	0	0	0	0.4	0.2	0.3	0.1	
5:00 AM	9	13	4	11	0	0	0	0	0	0	0	0	0	2.6	4.8	1.9	3.4	
6:00 AM	6	37	9	5	0	0	0	0	0	0	0	0	0	3.0	8.4	2.1	6.0	
7:00 AM	42	136	23	22	0	0	0	0	0	0	0	0	0	13.0	31.6	9.3	22.6	
8:00 AM	79	165	64	55	0	0	0	0	0	0	0	0	0	28.6	44.0	20.4	31.4	
9:00 AM	34	42	4	1	0	0	0	0	0	0	0	0	0	7.6	8.6	5.4	6.1	
10:00 AM	30	40	1	1	0	1	1	0	0	0	0	0	0	6.2	8.2	4.6	6.0	
11:00 AM	50	55	32	22	0	0	0	0	1	0	0	0	0	16.6	15.4	11.9	11.0	
12:00 PM	56	51	0	0	0	0	2	1	1	0	0	0	0	11.4	10.2	8.4	7.4	
1:00 PM	39	42	0	1	0	0	0	0	0	0	0	0	0	7.8	8.6	5.6	6.1	
2:00 PM	48	94	2	3	0	1	0	0	0	0	0	0	0	10.0	19.4	7.1	14.0	
3:00 PM	127	74	1	1	1	0	0	0	0	0	0	0	0	25.6	15.0	18.4	10.7	
4:00 PM	110	99	0	1	1	1	0	0	0	0	0	0	0	22.0	20.0	15.9	14.4	
5:00 PM	107	66	0	0	1	3	0	0	0	0	0	0	0	21.4	13.2	15.4	9.9	
6:00 PM	66	65	0	0	1	0	0	0	0	0	0	0	0	13.2	13.0	9.6	9.3	
7:00 PM	57	37	0	0	17	3	0	0	0	0	0	0	0	11.4	7.4	10.6	5.7	
8:00 PM	47	19	0	0	0	1	0	0	0	0	0	0	0	9.4	3.8	6.7	2.9	
9:00 PM	26	13	0	0	0	0	0	0	0	0	0	0	0	5.2	2.6	3.7	1.9	
10:00 PM	13	3	0	0	0	0	0	0	0	0	0	0	0	2.6	0.6	1.9	0.4	
11:00 PM	8	0	0	1	0	0	0	0	0	0	0	0	0	1.6	0.2	1.1	0.1	
Totals	962	1054	147	124	21	10	3	1	2	0	0	0	0	222.2	235.6	162.1	169.9	
Combined	2016		271		31		4		2		0		0	457.8		332.0		
Split (%)	47.7	52.3	54.2	45.8	67.7	32.3	75.0	25.0	100.0	0.0	-	-	-	48.5	51.5	48.8	51.2	

Peak Hours

12:00 AM - 12:00 PM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	-	10:00 AM	10:00 AM	-	11:00 AM	-	-	-	-	-	8:00 AM	8:00 AM	8:00 AM	8:00 AM
Volume	79	165	64	55	-	1	1	-	1	-	-	-	-	-	28.6	44.0	20.4	31.4
12:00 PM - 12:00 AM	3:00 PM	4:00 PM	2:00 PM	2:00 PM	7:00 PM	5:00 PM	12:00 PM	12:00 PM	12:00 PM	-	-	-	-	-	3:00 PM	4:00 PM	3:00 PM	4:00 PM
Volume	127	99	2	3	17	3	2	1	1	-	-	-	-	-	25.6	20.0	18.4	14.4

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
email: CarlaN@trafficdatagathering.com**

Location : 3rd Ave NW between NW 195th St and NW Richmond Beach Rd
City/County, State : Shoreline, WA
Counter : NT-2808

Site: Loc 14

Seven Day Volume

Interval Start	Thu 2/1/2018		Fri 2/2/2018		Sat 2/3/2018		Sun 2/4/2018		Mon 2/5/2018		Tue 2/6/2018		Wed 2/7/2018		Mon - Fri Average		7 Day Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	7	8	13	3	17	17	15	10	6	3	2	6	6	5	6.8	5.0	9.4	7.4
1:00 AM	4	2	2	3	7	5	12	11	1	4	4	5	3	3	2.8	3.4	4.7	4.7
2:00 AM	4	5	2	2	15	6	7	6	0	0	1	3	0	4	1.4	2.8	4.1	3.7
3:00 AM	3	1	1	0	4	2	3	1	2	2	3	2	1	4	2.0	1.8	2.4	1.7
4:00 AM	2	5	2	6	3	7	2	2	3	6	3	10	7	7	3.4	6.8	3.1	6.1
5:00 AM	26	29	23	28	3	13	3	11	25	29	26	47	18	38	23.6	34.2	17.7	27.9
6:00 AM	55	147	43	119	18	26	17	18	51	154	52	154	55	160	51.2	146.8	41.6	111.1
7:00 AM	168	338	138	242	35	49	30	52	158	265	210	288	168	297	168.4	286.0	129.6	218.7
8:00 AM	192	346	174	364	74	88	75	122	198	329	195	361	193	351	190.4	350.2	157.3	280.1
9:00 AM	128	159	108	137	123	132	140	107	127	162	122	193	120	172	121.0	164.6	124.0	151.7
10:00 AM	120	139	100	143	139	168	185	193	112	120	103	155	101	137	107.2	138.8	122.9	150.7
11:00 AM	120	113	142	146	161	194	126	176	112	148	149	162	129	130	130.4	139.8	134.1	152.7
12:00 PM	158	159	123	170	160	177	177	177	146	153	130	152	137	147	138.8	156.2	147.3	162.1
1:00 PM	151	141	135	170	184	207	155	178	113	133	151	165	142	147	138.4	151.2	147.3	163.0
2:00 PM	210	180	203	155	180	203	139	186	185	163	218	151	198	149	202.8	159.6	190.4	169.6
3:00 PM	229	247	238	272	148	208	181	188	214	266	249	277	233	256	232.6	263.6	213.1	244.9
4:00 PM	317	201	291	183	162	210	99	115	268	179	281	237	258	223	283.0	204.6	239.4	192.6
5:00 PM	327	218	269	197	158	182	81	104	286	190	330	221	277	192	297.8	203.6	246.9	186.3
6:00 PM	264	193	226	160	104	128	65	77	230	142	234	168	228	179	236.4	168.4	193.0	149.6
7:00 PM	124	98	103	131	68	91	81	98	92	111	144	104	119	117	116.4	112.2	104.4	107.1
8:00 PM	88	90	98	92	70	72	95	82	78	90	81	87	104	99	89.8	91.6	87.7	87.4
9:00 PM	73	64	88	52	52	59	46	29	57	55	57	50	68	58	68.6	55.8	63.0	52.4
10:00 PM	35	36	61	39	49	45	19	33	30	26	21	27	37	31	36.8	31.8	36.0	33.9
11:00 PM	15	12	31	22	46	27	19	11	21	9	14	19	25	19	21.2	16.2	24.4	17.0
Totals	2820	2931	2614	2836	1980	2316	1772	1987	2515	2739	2780	3044	2627	2925	2671.2	2895.0	2444.0	2682.6
Combined	5751		5450		4296		3759		5254		5824		5552		5566.2		5126.6	
Split (%)	49.0	51.0	48.0	52.0	46.1	53.9	47.1	52.9	47.9	52.1	47.7	52.3	47.3	52.7	48.0	52.0	47.7	52.3

Peak Hours

12:00 AM - 12:00 PM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	11:00 AM	11:00 AM	10:00 AM	10:00 AM	8:00 AM	8:00 AM	7:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM
Volume	192	346	174	364	161	194	185	193	198	329	210	361	193	351	190.4	350.2	157.3	280.1
12:00 PM - 12:00 AM	5:00 PM	3:00 PM	4:00 PM	3:00 PM	1:00 PM	4:00 PM	3:00 PM	3:00 PM	5:00 PM	3:00 PM	5:00 PM	3:00 PM	5:00 PM	3:00 PM	5:00 PM	3:00 PM	5:00 PM	3:00 PM
Volume	327	247	291	272	184	210	181	188	286	266	330	277	277	256	297.8	263.6	246.9	244.9

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
email: CarlaN@trafficdatagathering.com**

Location : 3rd Ave NW between NW Richmond Beach Rd and NW 185th St
City/County, State : Shoreline, WA
Counter : NT-2054

Site: Loc 15

Seven Day Volume

Interval Start	Wed 1/17/2018		Thu 1/18/2018		Fri 1/19/2018		Sat 1/20/2018		Sun 1/21/2018		Mon 1/22/2018		Tue 1/23/2018		Mon - Fri Average		7 Day Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	1	4	1	4	0	1	7	19	7	10	3	2	1	4	1.2	3.0	2.9	6.3
1:00 AM	0	2	0	2	0	1	5	3	1	2	3	5	1	2	0.8	2.4	1.4	2.4
2:00 AM	2	2	0	2	0	1	2	1	3	5	0	1	0	1	0.4	1.4	1.0	1.9
3:00 AM	0	1	0	1	0	0	0	3	0	1	1	1	0	0	0.2	0.6	0.1	1.0
4:00 AM	3	2	4	1	3	1	1	1	2	1	3	0	4	2	3.4	1.2	2.9	1.1
5:00 AM	18	5	13	2	15	2	3	1	2	1	9	3	19	2	14.8	2.8	11.3	2.3
6:00 AM	28	11	31	15	34	14	11	6	5	4	27	10	38	18	31.6	13.6	24.9	11.1
7:00 AM	80	69	85	64	78	44	27	12	24	8	64	45	77	56	76.8	55.6	62.1	42.6
8:00 AM	69	94	79	98	76	96	42	20	47	33	77	96	82	110	76.6	98.8	67.4	78.1
9:00 AM	63	50	61	46	58	41	57	40	55	32	69	40	58	43	61.8	44.0	60.1	41.7
10:00 AM	46	36	47	37	55	50	63	43	62	47	41	32	40	37	45.8	38.4	50.6	40.3
11:00 AM	54	59	43	48	57	46	66	67	49	54	53	52	46	55	50.6	52.0	52.6	54.4
12:00 PM	47	58	58	74	62	65	72	57	75	67	46	50	51	62	52.8	61.8	58.7	61.9
1:00 PM	44	56	61	44	47	45	73	79	57	47	60	57	48	45	52.0	49.4	55.7	53.3
2:00 PM	58	65	47	57	59	72	79	78	64	50	64	62	59	52	57.4	61.6	61.4	62.3
3:00 PM	69	91	70	104	91	108	66	73	59	62	66	95	64	90	72.0	97.6	69.3	89.0
4:00 PM	55	68	80	77	85	74	54	72	49	69	64	79	77	69	72.2	73.4	66.3	72.6
5:00 PM	63	69	63	81	64	79	71	80	44	61	96	76	75	69	72.2	74.8	68.0	73.6
6:00 PM	68	69	46	74	58	62	51	60	34	63	51	79	44	75	53.4	71.8	50.3	68.9
7:00 PM	37	63	24	57	47	64	26	46	29	51	49	60	32	52	37.8	59.2	34.9	56.1
8:00 PM	20	50	16	48	36	44	27	46	22	31	28	36	38	47	27.6	45.0	26.7	43.1
9:00 PM	20	30	21	26	44	33	29	34	17	19	16	23	10	28	22.2	28.0	22.4	27.6
10:00 PM	15	20	10	16	14	27	12	22	5	9	7	13	10	15	11.2	18.2	10.4	17.4
11:00 PM	5	7	6	12	9	17	10	19	5	18	1	4	8	7	5.8	9.4	6.3	12.0
Totals	865	981	866	990	992	987	854	882	717	745	898	921	882	941	900.6	964.0	867.7	921.0
Combined	1846		1856		1979		1736		1462		1819		1823		1864.6		1788.7	
Split (%)	46.9	53.1	46.7	53.3	50.1	49.9	49.2	50.8	49.0	51.0	49.4	50.6	48.4	51.6	48.3	51.7	48.5	51.5

Peak Hours

12:00 AM - 12:00 PM	7:00 AM	8:00 AM	7:00 AM	8:00 AM	7:00 AM	8:00 AM	11:00 AM	11:00 AM	10:00 AM	11:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	7:00 AM	8:00 AM	8:00 AM	8:00 AM
Volume	80	94	85	98	78	96	66	67	62	54	77	96	82	110	76.8	98.8	67.4	78.1
12:00 PM - 12:00 AM	3:00 PM	3:00 PM	4:00 PM	3:00 PM	3:00 PM	3:00 PM	2:00 PM	5:00 PM	12:00 PM	4:00 PM	5:00 PM	3:00 PM	4:00 PM	3:00 PM	4:00 PM	3:00 PM	3:00 PM	3:00 PM
Volume	69	91	80	104	91	108	79	80	75	69	96	95	77	90	72.2	97.6	69.3	89.0

20th Ave NW s-o NW 197th St

Time	3/26/2019		3/27/2019		3/28/2019		3/29/2019		Weekday Average NB	Weekday Average SB
	NB	SB	NB	SB	NB	SB	NB	SB		
12:00 AM	0	2	0	8	1	4	1	2	0.5	4
1:00 AM	0	0	0	6	0	0	0	4	0	2.5
2:00 AM	0	1	0	1	0	1	1	1	0.25	1
3:00 AM	0	4	0	1	0	2	1	4	0.25	2.75
4:00 AM	0	8	0	6	0	5	0	5	0	6
5:00 AM	1	24	0	27	1	25	0	24	0.5	25
6:00 AM	0	86	2	89	6	88	0	62	2	81.25
7:00 AM	7	154	7	166	6	153	4	130	6	150.75
8:00 AM	17	153	11	140	16	149	9	132	13.25	143.5
9:00 AM	21	111	18	124	16	109	13	130	17	118.5
10:00 AM	12	88	12	89	18	96	19	99	15.25	93
11:00 AM	30	86	27	89	27	115	19	92	25.75	95.5
12:00 PM	46	78	25	110	71	101	45	92	46.75	95.25
1:00 PM	49	98	40	102	44	72	60	100	48.25	93
2:00 PM	71	92	39	104	59	91	56	104	56.25	97.75
3:00 PM	79	106	49	94	81	127	87	103	74	107.5
4:00 PM	80	98	54	98	84	109	91	117	77.25	105.5
5:00 PM	80	108	35	117	94	125	72	99	70.25	112.25
6:00 PM	56	102	43	107	57	113	42	104	49.5	106.5
7:00 PM	29	75	29	69	24	60	34	71	29	68.75
8:00 PM	11	42	18	46	27	50	15	60	17.75	49.5
9:00 PM	10	38	12	29	7	32	12	40	10.25	34.75
10:00 PM	1	13	4	18	8	13	7	24	5	17
11:00 PM	2	4	4	10	1	11	5	16	3	10.25
Totals	602	1571	429	1650	648	1651	593	1615	568	1621.75
Combined	2173		2079		2299		2208		2189.75	

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
EMAIL: CarlaN@trafficdatagathering.com**

Location : 20th Ave NW n/o NW 195th St
City/County, State : Shoreline, WA
Counter # : NT-2803

Site: Loc 05

Seven Day Volume

Interval Start	Thu 12/13/2018		Fri 12/14/2018		Sat 12/15/2018		Sun 12/16/2018		Mon 12/17/2018		Tue 12/18/2018		Wed 12/19/2018		Mon - Fri Average		7 Day Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	4	4	15	7	16	11	14	16	7	6	4	9	10	4	8.0	6.0	10.0	8.1
1:00 AM	7	3	5	7	16	14	12	11	7	7	7	8	9	9	7.0	6.8	9.0	8.4
2:00 AM	12	10	8	7	7	5	5	6	9	8	13	8	13	8	11.0	8.2	9.6	7.4
3:00 AM	21	24	18	23	11	8	9	5	16	16	18	26	18	21	18.2	22.0	15.9	17.6
4:00 AM	37	51	40	49	10	16	10	8	39	50	36	53	44	53	39.2	51.2	30.9	40.0
5:00 AM	67	82	64	79	18	27	10	25	79	116	65	97	66	105	68.2	95.8	52.7	75.9
6:00 AM	166	159	155	153	41	49	32	35	163	202	168	210	100	140	150.4	172.8	117.9	135.4
7:00 AM	151	151	127	146	55	77	57	41	151	191	148	168	155	165	146.4	164.2	120.6	134.1
8:00 AM	151	135	128	119	87	86	90	75	135	133	123	152	155	156	138.4	139.0	124.1	122.3
9:00 AM	115	132	121	123	116	114	87	113	150	133	155	138	141	136	136.4	132.4	126.4	127.0
10:00 AM	153	141	155	136	133	129	93	89	175	160	153	157	167	160	160.6	150.8	147.0	138.9
11:00 AM	179	150	201	165	150	135	129	125	190	174	183	164	176	166	185.8	163.8	172.6	154.1
12:00 PM	179	143	176	202	148	138	129	122	205	159	202	152	182	145	188.8	160.2	174.4	151.6
1:00 PM	207	193	211	184	155	124	102	111	231	208	217	183	203	191	213.8	191.8	189.4	170.6
2:00 PM	238	180	264	205	172	140	124	110	232	175	258	178	276	175	253.6	182.6	223.4	166.1
3:00 PM	229	185	267	212	175	138	117	97	272	179	261	184	271	187	260.0	189.4	227.4	168.9
4:00 PM	214	155	230	169	152	118	109	82	235	177	246	167	249	191	234.8	171.8	205.0	151.3
5:00 PM	176	121	150	103	110	98	99	90	172	134	146	132	164	159	161.6	129.8	145.3	119.6
6:00 PM	111	89	109	105	85	66	74	94	103	84	112	83	103	96	107.6	91.4	99.6	88.1
7:00 PM	84	62	72	73	72	62	56	51	76	65	72	62	88	73	78.4	67.0	74.3	64.0
8:00 PM	41	40	58	63	45	49	38	33	38	40	47	42	42	40	45.2	45.0	44.1	43.9
9:00 PM	33	28	47	36	40	45	34	29	27	22	25	32	25	28	31.4	29.2	33.0	31.4
10:00 PM	27	27	26	27	33	21	15	11	14	8	16	14	17	19	20.0	19.0	21.1	18.1
11:00 PM	18	9	12	14	14	11	7	9	7	8	10	7	15	12	12.4	10.0	11.9	10.0
Totals	2620	2274	2659	2407	1861	1681	1452	1388	2733	2455	2685	2426	2689	2439	2677.2	2400.2	2385.6	2152.9
Combined	4894		5066		3542		2840		5188		5111		5128		5077.4		4538.4	
Split (%)	53.5	46.5	52.5	47.5	52.5	47.5	51.1	48.9	52.7	47.3	52.5	47.5	52.4	47.6	52.7	47.3	52.6	47.4

Peak Hours

12:00 AM - 12:00 PM	11:00 AM	6:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	6:00 AM	11:00 AM	6:00 AM	11:00 AM	11:00 AM	11:00 AM	6:00 AM	11:00 AM	11:00 AM
Volume	179	159	201	165	150	135	129	125	190	202	183	210	176	166	185.8	172.8	172.6	154.1
12:00 PM - 12:00 AM	2:00 PM	1:00 PM	3:00 PM	3:00 PM	3:00 PM	2:00 PM	12:00 PM	12:00 PM	3:00 PM	1:00 PM	3:00 PM	3:00 PM	2:00 PM	1:00 PM	3:00 PM	1:00 PM	3:00 PM	1:00 PM
Volume	238	193	267	212	175	140	129	122	272	208	261	184	276	191	260.0	191.8	227.4	170.6

15th Ave NW between NW 195th St & NW 196th St

Time	3/25/2019		3/26/2019		3/27/2019		3/28/2019		3/29/2019		Average Weekday	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	5	5	3	6	8	4	6	3	1	3	4.6	4.2
1:00 AM	2	3	1	1	3	1	4	2	3	1	2.6	1.6
2:00 AM	0	0	1	1	5	0	0	0	2	0	1.6	0.2
3:00 AM	2	1	2	1	1	1	1	1	2	3	1.6	1.4
4:00 AM	2	3	1	2	0	2	2	3	2	2	1.4	2.4
5:00 AM	3	16	3	14	3	14	3	15	1	16	2.6	15
6:00 AM	9	37	16	50	9	39	8	39	6	32	9.6	39.4
7:00 AM	34	71	34	73	31	81	31	80	40	76	34	76.2
8:00 AM	52	85	45	77	51	77	58	79	67	72	54.6	78
9:00 AM	51	81	55	83	59	61	60	64	62	62	57.4	70.2
10:00 AM	40	61	51	44	42	54	49	47	58	57	48	52.6
11:00 AM	38	43	52	38	49	55	48	58	68	82	51	55.2
12:00 PM	61	48	72	58	61	52	61	58	86	55	68.2	54.2
1:00 PM	49	45	55	55	76	49	56	47	71	81	61.4	55.4
2:00 PM	64	57	54	44	71	67	76	46	71	62	67.2	55.2
3:00 PM	84	75	97	84	72	64	89	75	98	80	88	75.6
4:00 PM	74	68	102	91	84	53	97	55	111	75	93.6	68.4
5:00 PM	117	60	109	74	127	75	111	59	98	69	112.4	67.4
6:00 PM	73	61	100	66	79	56	89	73	106	76	89.4	66.4
7:00 PM	58	30	62	56	63	51	75	50	64	48	64.4	47
8:00 PM	40	26	47	31	43	28	45	23	43	41	43.6	29.8
9:00 PM	19	12	30	15	29	28	35	18	42	20	31	18.6
10:00 PM	11	9	20	17	20	10	18	11	17	13	17.2	12
11:00 PM	8	1	7	4	7	5	9	8	19	12	10	6
Totals	896	898	1019	985	993	927	1031	914	1138	1038	1015	952
Combined	1794		2004		1920		1945		2176		1968	

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
email: CarlaN@trafficdatagathering.com**

Location : 15th Ave NW n/o NW 195th St
City/County, State : Shoreline, WA
Counter : G-0504

Site: Loc 06

Seven Day Volume

Interval Start	Fri 12/14/2018		Sat 12/15/2018		Sun 12/16/2018		Mon 12/17/2018		Tue 12/18/2018		Wed 12/19/2018		Thu 12/20/2018		Mon - Fri Average		7 Day Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	4	1	11	4	9	7	3	1	3	4	7	3	9	7	5.2	3.2	6.6	3.9
1:00 AM	4	0	6	4	5	3	3	5	1	1	5	2	3	2	3.2	2.0	3.9	2.4
2:00 AM	3	0	6	1	5	2	0	0	4	1	2	2	1	1	2.0	0.8	3.0	1.0
3:00 AM	0	1	4	1	3	1	1	3	1	2	2	2	1	1	1.0	1.8	1.7	1.6
4:00 AM	2	1	0	3	2	0	1	3	1	2	3	3	2	2	1.8	2.2	1.6	2.0
5:00 AM	5	21	4	5	2	4	4	18	1	17	2	19	3	20	3.0	19.0	3.0	14.9
6:00 AM	9	42	6	11	1	5	13	41	13	43	9	33	8	42	10.4	40.2	8.4	31.0
7:00 AM	28	59	11	15	7	13	24	81	31	86	29	91	40	77	30.4	78.8	24.3	60.3
8:00 AM	53	67	31	37	18	29	59	110	43	95	50	94	53	106	51.6	94.4	43.9	76.9
9:00 AM	42	69	38	46	45	67	48	73	47	74	52	80	51	71	48.0	73.4	46.1	68.6
10:00 AM	44	54	55	59	52	64	40	51	46	51	50	48	43	57	44.6	52.2	47.1	54.9
11:00 AM	61	39	58	70	51	98	42	51	47	57	69	55	39	44	51.6	49.2	52.4	59.1
12:00 PM	62	42	96	77	80	71	61	62	44	49	62	73	68	61	59.4	57.4	67.6	62.1
1:00 PM	72	67	92	72	69	60	59	61	74	47	80	57	56	54	68.2	57.2	71.7	59.7
2:00 PM	74	55	70	102	49	43	58	68	66	45	79	87	75	71	70.4	65.2	67.3	67.3
3:00 PM	113	82	78	77	52	33	90	80	100	88	81	97	86	107	94.0	90.8	85.7	80.6
4:00 PM	107	65	92	68	56	59	88	62	80	84	82	57	91	95	89.6	72.6	85.1	70.0
5:00 PM	112	98	97	131	72	55	113	67	98	60	107	64	127	61	111.4	70.0	103.7	76.6
6:00 PM	93	101	76	111	55	44	73	55	94	76	88	66	96	92	88.8	78.0	82.1	77.9
7:00 PM	76	57	55	58	37	18	55	35	69	30	69	59	66	62	67.0	48.6	61.0	45.6
8:00 PM	55	50	44	44	33	38	37	20	35	41	42	33	36	97	41.0	48.2	40.3	46.1
9:00 PM	40	18	29	27	23	18	32	24	40	25	37	26	39	24	37.6	23.4	34.3	23.1
10:00 PM	43	24	23	14	23	15	14	11	19	10	21	15	16	13	22.6	14.6	22.7	14.6
11:00 PM	25	11	21	14	9	4	8	4	12	8	14	12	6	7	13.0	8.4	13.6	8.6
Totals	1127	1024	1003	1051	758	751	926	986	969	996	1042	1078	1015	1174	1015.8	1051.6	977.1	1008.6
Combined	2151		2054		1509		1912		1965		2120		2189		2067.4		1985.7	
Split (%)	52.4	47.6	48.8	51.2	50.2	49.8	48.4	51.6	49.3	50.7	49.2	50.8	46.4	53.6	49.1	50.9	49.2	50.8

Peak Hours

12:00 AM - 12:00 PM	11:00 AM	9:00 AM	11:00 AM	11:00 AM	10:00 AM	11:00 AM	8:00 AM	8:00 AM	9:00 AM	8:00 AM	11:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	11:00 AM	8:00 AM
Volume	61	69	58	70	52	98	59	110	47	95	69	94	53	106	51.6	94.4	52.4	76.9
12:00 PM - 12:00 AM	3:00 PM	6:00 PM	5:00 PM	5:00 PM	12:00 PM	12:00 PM	5:00 PM	3:00 PM	3:00 PM	3:00 PM	5:00 PM	3:00 PM	5:00 PM	3:00 PM	5:00 PM	3:00 PM	5:00 PM	3:00 PM
Volume	113	101	97	131	80	71	113	80	100	88	107	97	127	107	111.4	90.8	103.7	80.6

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
EMAIL: CarlaN@trafficdatagathering.com**

Location : 15th Ave NW s/o NW Richmond Beach Road
City, State : Shoreline, WA
Counter # : NT-0116

Site: Loc 07

Seven Day Volume

Interval Start	Thu 12/13/2018		Fri 12/14/2018		Sat 12/15/2018		Sun 12/16/2018		Mon 12/17/2018		Tue 12/18/2018		Wed 12/19/2018		Mon - Fri Average		7 Day Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	1	1	1	3	1	1	1	1	0	0	2	1	2	1	1.2	1.2	1.1	1.1
1:00 AM	4	6	1	8	2	1	3	3	0	0	2	1	1	0	1.6	3.0	1.9	2.7
2:00 AM	4	1	2	1	1	2	0	0	0	0	0	0	1	7	1.4	1.8	1.1	1.6
3:00 AM	13	5	6	4	4	0	1	0	5	0	3	2	6	3	6.6	2.8	5.4	2.0
4:00 AM	22	7	16	8	11	1	3	2	7	7	11	4	9	2	13.0	5.6	11.3	4.4
5:00 AM	29	29	26	27	5	2	1	0	21	9	23	8	27	12	25.2	17.0	18.9	12.4
6:00 AM	40	46	41	39	10	7	1	1	31	33	28	28	31	30	34.2	35.2	26.0	26.3
7:00 AM	47	52	40	50	18	11	2	1	37	37	40	55	50	58	42.8	50.4	33.4	37.7
8:00 AM	36	45	33	30	14	11	6	5	44	31	46	41	44	56	40.6	40.6	31.9	31.3
9:00 AM	27	38	32	36	17	16	9	20	29	37	43	38	34	38	33.0	37.4	27.3	31.9
10:00 AM	37	47	40	51	18	20	12	9	32	54	45	41	34	42	37.6	47.0	31.1	37.7
11:00 AM	60	59	70	61	19	19	11	12	29	42	36	49	40	54	47.0	53.0	37.9	42.3
12:00 PM	44	50	46	67	11	19	21	8	47	42	73	69	41	55	50.2	56.6	40.4	44.3
1:00 PM	31	58	30	58	15	18	11	21	39	47	41	74	36	36	35.4	54.6	29.0	44.6
2:00 PM	43	77	38	74	9	11	7	11	44	66	50	49	27	54	40.4	64.0	31.1	48.9
3:00 PM	42	98	28	66	12	10	6	7	50	79	57	87	47	73	44.8	80.6	34.6	60.0
4:00 PM	28	51	27	41	9	9	6	7	35	81	41	101	42	86	34.6	72.0	26.9	53.7
5:00 PM	15	33	18	22	6	9	8	10	24	56	24	57	21	56	20.4	44.8	16.6	34.7
6:00 PM	11	16	11	16	2	7	4	13	16	21	24	33	24	21	17.2	21.4	13.1	18.1
7:00 PM	16	19	7	5	3	8	5	10	6	8	8	22	7	7	8.8	12.2	7.4	11.3
8:00 PM	7	5	5	12	3	8	10	5	3	6	6	16	4	17	5.0	11.2	5.4	9.9
9:00 PM	2	4	6	3	6	6	4	3	9	6	6	11	10	9	6.6	6.6	6.1	6.0
10:00 PM	5	5	6	2	4	3	2	1	11	7	8	8	2	9	6.4	6.2	5.4	5.0
11:00 PM	3	1	5	2	2	0	1	0	7	6	10	3	4	1	5.8	2.6	4.6	1.9
Totals	567	753	535	686	202	199	135	150	526	675	627	798	544	727	559.8	727.8	448.0	569.7
Combined	1320		1221		401		285		1201		1425		1271		1287.6		1017.7	
Split (%)	43.0	57.0	43.8	56.2	50.4	49.6	47.4	52.6	43.8	56.2	44.0	56.0	42.8	57.2	43.5	56.5	44.0	56.0

Peak Hours

12:00 AM - 12:00 PM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	10:00 AM	10:00 AM	9:00 AM	8:00 AM	10:00 AM	8:00 AM	7:00 AM	7:00 AM	7:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM
Volume	60	59	70	61	19	20	12	20	44	54	46	55	50	58	47.0	53.0	37.9	42.3	
12:00 PM - 12:00 AM	12:00 PM	3:00 PM	12:00 PM	2:00 PM	1:00 PM	12:00 PM	12:00 PM	1:00 PM	3:00 PM	4:00 PM	12:00 PM	4:00 PM	3:00 PM	4:00 PM	12:00 PM	3:00 PM	12:00 PM	3:00 PM	
Volume	44	98	46	74	15	19	21	21	50	81	73	101	47	86	50.2	80.6	40.4	60.0	

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
email: CarlaN@trafficdatagathering.com**

Location : NW 204th St w/o 15th Ave NW
City/County, State : Shoreline, WA
Counter : NT-2810

Site: Loc 08

Seven Day Volume

Interval Start	Wed 11/28/2018		Thu 11/29/2018		Fri 11/30/2018		Sat 12/1/2018		Sun 12/2/2018		Mon 12/3/2018		Tue 12/4/2018		Mon - Fri Average		7 Day Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	3	0	0	0	2	0	2	0	6	1	2	0	3	1	2.0	0.2	2.6	0.3
1:00 AM	1	0	0	0	3	2	5	0	1	3	1	1	0	0	1.0	0.6	1.6	0.9
2:00 AM	0	0	2	0	0	0	0	0	4	1	0	0	0	0	0.4	0.0	0.9	0.1
3:00 AM	0	1	0	3	2	1	0	0	0	0	0	1	2	1	0.8	1.4	0.6	1.0
4:00 AM	1	1	1	3	0	2	0	0	0	0	2	3	2	3	1.2	2.4	0.9	1.7
5:00 AM	2	13	0	6	3	7	1	1	2	1	2	14	1	12	1.6	10.4	1.6	7.7
6:00 AM	2	28	3	27	1	25	2	8	1	4	4	25	0	25	2.0	26.0	1.9	20.3
7:00 AM	11	31	17	51	14	34	3	19	5	7	14	30	17	37	14.6	36.6	11.6	29.9
8:00 AM	17	60	24	58	26	62	9	18	6	20	23	55	13	60	20.6	59.0	16.9	47.6
9:00 AM	14	38	25	39	25	41	20	42	14	41	18	37	26	37	21.6	38.4	20.3	39.3
10:00 AM	16	32	20	28	23	30	22	35	23	32	11	21	11	18	16.2	25.8	18.0	28.0
11:00 AM	17	24	31	28	27	25	35	36	31	26	21	16	16	26	22.4	23.8	25.4	25.9
12:00 PM	50	27	32	25	32	29	32	34	41	36	20	15	27	33	32.2	25.8	33.4	28.4
1:00 PM	42	31	29	20	31	21	34	23	39	19	29	18	32	33	32.6	24.6	33.7	23.6
2:00 PM	34	40	24	28	32	31	44	29	32	27	25	25	25	28	28.0	30.4	30.9	29.7
3:00 PM	46	21	53	36	48	32	31	33	24	25	43	36	55	35	49.0	32.0	42.9	31.1
4:00 PM	50	30	50	45	46	36	36	47	31	15	44	50	51	28	48.2	37.8	44.0	35.9
5:00 PM	58	26	66	44	60	29	35	21	39	24	62	30	66	31	62.4	32.0	55.1	29.3
6:00 PM	42	21	46	35	42	27	38	29	36	20	46	31	45	42	44.2	31.2	42.1	29.3
7:00 PM	34	25	25	11	30	18	29	18	18	7	38	23	38	22	33.0	19.8	30.3	17.7
8:00 PM	29	13	29	12	17	16	21	13	9	8	19	21	38	15	26.4	15.4	23.1	14.0
9:00 PM	16	9	14	3	13	9	19	15	4	1	17	3	15	5	15.0	5.8	14.0	6.4
10:00 PM	10	1	5	2	11	9	13	13	9	3	1	0	8	5	7.0	3.4	8.1	4.7
11:00 PM	7	1	9	3	10	7	12	4	1	0	5	2	4	3	7.0	3.2	6.9	2.9
Totals	502	473	505	507	498	493	443	438	376	321	447	457	495	500	489.4	486.0	466.6	455.6
Combined	975		1012		991		881		697		904		995		975.4		922.1	
Split (%)	51.5	48.5	49.9	50.1	50.3	49.7	50.3	49.7	53.9	46.1	49.4	50.6	49.7	50.3	50.2	49.8	50.6	49.4

Peak Hours

12:00 AM - 12:00 PM	8:00 AM	8:00 AM	11:00 AM	8:00 AM	11:00 AM	8:00 AM	11:00 AM	9:00 AM	11:00 AM	9:00 AM	8:00 AM	8:00 AM	9:00 AM	8:00 AM	11:00 AM	8:00 AM	11:00 AM	8:00 AM
Volume	17	60	31	58	27	62	35	42	31	41	23	55	26	60	22.4	59.0	25.4	47.6
12:00 PM - 12:00 AM	5:00 PM	2:00 PM	5:00 PM	4:00 PM	5:00 PM	4:00 PM	2:00 PM	4:00 PM	12:00 PM	12:00 PM	5:00 PM	4:00 PM	5:00 PM	6:00 PM	5:00 PM	4:00 PM	5:00 PM	4:00 PM
Volume	58	40	66	45	60	36	44	47	41	36	62	50	66	42	62.4	37.8	55.1	35.9

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
email: CarlaN@trafficdatagathering.com**

Location : NW 201st St e/o 15th Ave NW
City/County, State : Shoreline, WA
Counter : NT-2817

Site: Loc 09

Seven Day Volume

Interval Start	Wed 11/28/2018		Thu 11/29/2018		Fri 11/30/2018		Sat 12/1/2018		Sun 12/2/2018		Mon 12/3/2018		Tue 12/4/2018		Mon - Fri Average		7 Day Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	0	0	0	0	1	0	0	2	2	2	0	0	0	2	0.2	0.4	0.4	0.9
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.2	0.0	0.1	0.0
2:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0.0	0.0	0.1	0.1
3:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0.2	0.0	0.3	0.0
4:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0.0	0.2	0.1	0.1
5:00 AM	1	4	1	3	2	3	1	1	0	2	1	3	1	3	1.2	3.2	1.0	2.7
6:00 AM	1	3	1	6	1	9	0	0	1	3	2	4	1	2	1.2	4.8	1.0	3.9
7:00 AM	9	14	13	36	8	20	1	4	0	1	6	14	8	7	8.8	18.2	6.4	13.7
8:00 AM	25	58	22	56	24	65	6	9	2	4	27	56	16	15	22.8	50.0	17.4	37.6
9:00 AM	23	29	36	23	23	24	5	9	3	8	24	31	22	9	25.6	23.2	19.4	19.0
10:00 AM	6	13	16	13	8	13	11	20	11	12	7	6	9	4	9.2	9.8	9.7	11.6
11:00 AM	14	11	14	12	15	6	20	17	10	11	6	7	5	14	10.8	10.0	12.0	11.1
12:00 PM	15	14	18	16	10	12	7	13	12	18	8	14	11	15	12.4	14.2	11.6	14.6
1:00 PM	22	31	12	12	8	10	12	11	16	13	17	7	8	4	13.4	12.8	13.6	12.6
2:00 PM	29	24	13	18	15	18	13	13	6	6	7	9	6	9	14.0	15.6	12.7	13.9
3:00 PM	25	14	33	32	44	44	13	15	11	9	40	48	44	31	37.2	33.8	30.0	27.6
4:00 PM	17	20	24	24	35	12	5	19	11	9	15	17	32	14	24.6	17.4	19.9	16.4
5:00 PM	24	15	40	19	23	15	19	15	11	10	30	16	18	17	27.0	16.4	23.6	15.3
6:00 PM	13	10	25	23	18	13	7	5	9	8	12	7	14	4	16.4	11.4	14.0	10.0
7:00 PM	8	7	11	12	6	5	8	2	7	6	7	4	5	3	7.4	6.2	7.4	5.6
8:00 PM	4	4	6	8	4	4	4	1	3	2	6	5	6	2	5.2	4.6	4.7	3.7
9:00 PM	12	6	4	3	3	4	8	9	3	4	1	1	3	1	4.6	3.0	4.9	4.0
10:00 PM	3	5	1	0	3	3	3	4	0	1	1	0	1	0	1.8	1.6	1.7	1.9
11:00 PM	1	1	2	0	1	2	1	2	0	1	1	0	0	0	1.0	0.6	0.9	0.9
Totals	252	283	292	316	253	282	145	171	120	131	218	250	211	156	245.2	257.4	213.0	227.0
Combined	535		608		535		316		251		468		367		502.6		440.0	
Split (%)	47.1	52.9	48.0	52.0	47.3	52.7	45.9	54.1	47.8	52.2	46.6	53.4	57.5	42.5	48.8	51.2	48.4	51.6

Peak Hours

12:00 AM - 12:00 PM	8:00 AM	8:00 AM	9:00 AM	8:00 AM	8:00 AM	8:00 AM	11:00 AM	10:00 AM	10:00 AM	10:00 AM	8:00 AM	8:00 AM	9:00 AM	8:00 AM	9:00 AM	8:00 AM	9:00 AM	8:00 AM
Volume	25	58	36	56	24	65	20	20	11	12	27	56	22	15	25.6	50.0	19.4	37.6
12:00 PM - 12:00 AM	2:00 PM	1:00 PM	5:00 PM	3:00 PM	3:00 PM	3:00 PM	5:00 PM	4:00 PM	1:00 PM	12:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM
Volume	29	31	40	32	44	44	19	19	16	18	40	48	44	31	37.2	33.8	30.0	27.6

NW 188th St between 15th Ave NW and Springdale Ct NW
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Time	3/25/2019		3/26/2019		3/27/2019		3/28/2019		3/29/2019		Average Weekday	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	3	5	4	2	2	5	1	2	2	5	2.4	3.8
1:00 AM	1	2	1	4	2	0	2	3	2	1	1.6	2
2:00 AM	1	1	0	1	0	2	0	0	1	0	0.4	0.8
3:00 AM	2	0	0	0	1	1	0	0	0	1	0.6	0.4
4:00 AM	1	0	3	1	3	0	2	0	0	0	1.8	0.2
5:00 AM	1	2	2	0	5	3	2	4	6	3	3.2	2.4
6:00 AM	21	3	27	3	20	6	32	5	20	2	24	3.8
7:00 AM	43	10	53	13	55	12	40	11	54	18	49	12.8
8:00 AM	63	27	53	29	66	25	50	25	50	26	56.4	26.4
9:00 AM	42	29	40	36	29	34	36	26	32	32	35.8	31.4
10:00 AM	28	26	36	25	19	25	31	35	36	38	30	29.8
11:00 AM	23	38	31	43	28	45	40	32	40	41	32.4	39.8
12:00 PM	32	34	37	31	34	32	30	35	39	52	34.4	36.8
1:00 PM	34	42	31	37	31	56	28	43	54	41	35.6	43.8
2:00 PM	30	43	35	54	25	47	22	53	44	52	31.2	49.8
3:00 PM	50	70	44	74	35	68	52	73	35	73	43.2	71.6
4:00 PM	46	78	48	79	40	77	38	83	53	90	45	81.4
5:00 PM	38	97	37	85	35	87	53	100	48	81	42.2	90
6:00 PM	30	54	30	81	34	77	42	88	33	61	33.8	72.2
7:00 PM	17	42	33	53	25	58	33	49	24	48	26.4	50
8:00 PM	12	16	29	31	17	16	21	32	20	30	19.8	25
9:00 PM	8	15	11	25	8	14	16	19	8	15	10.2	17.6
10:00 PM	6	13	7	15	4	6	10	15	11	19	7.6	13.6
11:00 PM	5	4	2	5	6	7	5	3	6	17	4.8	7.2
Totals	537	651	594	727	524	703	586	736	618	746	572	713
Combined	1188		1321		1227		1322		1364		1284	

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
email: CarlaN@trafficdatagathering.com**

Location : NW 188th St e/o 15th Ave NW
City/County, State : Shoreline, WA
Counter : NT-2809

Site: Loc 10

Seven Day Volume

Interval Start	Wed 11/28/2018		Thu 11/29/2018		Fri 11/30/2018		Sat 12/1/2018		Sun 12/2/2018		Mon 12/3/2018		Tue 12/4/2018		Mon - Fri Average		7 Day Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	4	1	1	4	8	2	12	3	8	4	3	0	5	1	4.2	1.6	5.9	2.1
1:00 AM	1	0	1	0	2	0	5	1	4	4	2	0	0	0	1.2	0.0	2.1	0.7
2:00 AM	0	0	3	0	2	1	2	1	3	1	0	0	0	0	1.0	0.2	1.4	0.4
3:00 AM	0	1	0	2	2	3	3	3	3	0	0	1	2	2	0.8	1.8	1.4	1.7
4:00 AM	2	1	1	3	3	6	1	3	2	0	1	1	1	2	1.6	2.6	1.6	2.3
5:00 AM	1	20	2	18	0	20	4	4	2	2	2	23	6	21	2.2	20.4	2.4	15.4
6:00 AM	5	47	8	45	12	44	2	16	0	6	10	37	10	39	9.0	42.4	6.7	33.4
7:00 AM	38	82	46	85	29	61	10	22	10	7	32	73	25	76	34.0	75.4	27.1	58.0
8:00 AM	65	69	66	69	64	77	15	28	12	31	74	78	64	83	66.6	75.2	51.4	62.1
9:00 AM	42	49	42	67	49	60	45	54	32	75	47	61	42	78	44.4	63.0	42.7	63.4
10:00 AM	31	35	41	44	43	44	68	49	50	51	32	42	33	58	36.0	44.6	42.6	46.1
11:00 AM	43	47	45	50	43	49	53	72	61	58	44	42	58	30	46.6	43.6	49.6	49.7
12:00 PM	56	52	63	38	57	44	56	58	74	61	53	36	47	42	55.2	42.4	58.0	47.3
1:00 PM	77	60	48	34	56	43	70	59	67	66	46	56	47	45	54.8	47.6	58.7	51.9
2:00 PM	70	72	57	42	74	47	82	56	50	46	64	51	47	39	62.4	50.2	63.4	50.4
3:00 PM	66	65	112	69	93	65	61	71	57	41	99	87	114	73	96.8	71.8	86.0	67.3
4:00 PM	81	51	112	71	87	76	75	44	55	58	95	64	88	68	92.6	66.0	84.7	61.7
5:00 PM	98	56	101	62	93	65	61	52	69	38	112	56	105	61	101.8	60.0	91.3	55.7
6:00 PM	85	61	89	54	67	60	60	62	36	29	75	61	96	44	82.4	56.0	72.6	53.0
7:00 PM	52	35	58	29	46	43	42	41	36	25	45	29	46	32	49.4	33.6	46.4	33.4
8:00 PM	42	17	42	29	34	19	27	20	22	24	32	29	36	31	37.2	25.0	33.6	24.1
9:00 PM	35	15	22	24	57	21	33	15	16	9	15	5	22	14	30.2	15.8	28.6	14.7
10:00 PM	15	6	11	10	25	15	33	21	9	4	8	4	16	7	15.0	8.4	16.7	9.6
11:00 PM	7	3	5	2	12	10	21	12	6	1	4	3	2	2	6.0	4.0	8.1	4.7
Totals	916	845	976	851	958	875	841	767	684	641	895	839	912	848	931.4	851.6	883.1	809.4
Combined	1761		1827		1833		1608		1325		1734		1760		1783.0		1692.6	
Split (%)	52.0	48.0	53.4	46.6	52.3	47.7	52.3	47.7	51.6	48.4	51.6	48.4	51.8	48.2	52.2	47.8	52.2	47.8

Peak Hours

12:00 AM - 12:00 PM	8:00 AM	7:00 AM	8:00 AM	7:00 AM	8:00 AM	8:00 AM	10:00 AM	11:00 AM	11:00 AM	9:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	7:00 AM	8:00 AM	9:00 AM
Volume	65	82	66	85	64	77	68	72	61	75	74	78	64	83	66.6	75.4	51.4	63.4
12:00 PM - 12:00 AM	5:00 PM	2:00 PM	3:00 PM	4:00 PM	3:00 PM	4:00 PM	2:00 PM	3:00 PM	12:00 PM	1:00 PM	5:00 PM	3:00 PM	3:00 PM	3:00 PM	5:00 PM	3:00 PM	5:00 PM	3:00 PM
Volume	98	72	112	71	93	76	82	71	74	66	112	87	114	73	101.8	71.8	91.3	67.3

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
email: CarlaN@trafficdatagathering.com**

Location : NW 190th St e/o Richmond Beach Rd
City/County, State : Shoreline, WA
Counter : NT-2810

Site: Loc 11

Seven Day Volume

Interval Start	Tue 11/13/2018		Wed 11/14/2018		Thu 11/15/2018		Fri 11/16/2018		Sat 11/17/2018		Sun 11/18/2018		Mon 11/19/2018		Mon - Fri Average		7 Day Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	1	6	1	1	0	1	0	1	6	7	1	10	1	2	0.6	2.2	1.4	4.0
1:00 AM	0	1	1	0	0	3	1	2	2	3	2	3	0	0	0.4	1.2	0.9	1.7
2:00 AM	2	0	0	0	0	2	0	2	1	1	1	2	1	1	0.6	1.0	0.7	1.1
3:00 AM	2	3	1	2	2	2	1	1	1	1	0	1	2	0	1.6	1.6	1.3	1.4
4:00 AM	2	1	2	0	1	0	2	1	2	1	0	1	0	2	1.4	0.8	1.3	0.9
5:00 AM	7	5	4	4	9	8	12	5	1	1	2	3	4	0	7.2	4.4	5.6	3.7
6:00 AM	25	6	27	7	22	7	18	6	9	6	4	2	24	8	23.2	6.8	18.4	6.0
7:00 AM	76	16	71	16	65	20	64	15	24	5	12	6	60	21	67.2	17.6	53.1	14.1
8:00 AM	78	57	64	44	79	38	75	38	26	20	26	8	78	38	74.8	43.0	60.9	34.7
9:00 AM	52	29	47	34	43	33	40	46	44	35	40	19	57	31	47.8	34.6	46.1	32.4
10:00 AM	43	42	47	33	40	34	65	42	50	47	45	31	44	41	47.8	38.4	47.7	38.6
11:00 AM	47	42	39	42	39	33	36	40	54	40	47	40	46	40	41.4	39.4	44.0	39.6
12:00 PM	38	36	51	52	39	51	35	47	54	57	33	63	33	41	39.2	45.4	40.4	49.6
1:00 PM	35	49	38	53	34	37	47	58	37	67	41	47	38	56	38.4	50.6	38.6	52.4
2:00 PM	62	53	58	57	51	60	60	48	38	57	43	69	60	63	58.2	56.2	53.1	58.1
3:00 PM	35	88	36	66	62	63	53	83	34	62	56	56	49	87	47.0	77.4	46.4	72.1
4:00 PM	53	68	49	76	51	91	44	72	56	71	61	57	48	83	49.0	78.0	51.7	74.0
5:00 PM	44	64	45	75	36	78	57	59	51	64	48	65	42	88	44.8	72.8	46.1	70.4
6:00 PM	58	52	36	60	48	71	43	62	35	42	27	45	62	73	49.4	63.6	44.1	57.9
7:00 PM	21	44	27	52	26	38	32	31	20	31	34	24	21	45	25.4	42.0	25.9	37.9
8:00 PM	28	30	22	34	23	26	17	29	20	18	12	32	17	30	21.4	29.8	19.9	28.4
9:00 PM	22	21	7	20	12	29	5	21	11	21	7	10	18	21	12.8	22.4	11.7	20.4
10:00 PM	6	15	11	19	10	16	9	24	9	19	7	8	9	14	9.0	17.6	8.7	16.4
11:00 PM	2	2	5	4	5	1	6	13	5	8	2	4	8	13	5.2	6.6	4.7	6.4
Totals	739	730	689	751	697	742	722	746	590	684	551	606	722	798	713.8	753.4	672.9	722.4
Combined	1469		1440		1439		1468		1274		1157		1520		1467.2		1395.3	
Split (%)	50.3	49.7	47.8	52.2	48.4	51.6	49.2	50.8	46.3	53.7	47.6	52.4	47.5	52.5	48.7	51.3	48.2	51.8

Peak Hours

12:00 AM - 12:00 PM	8:00 AM	8:00 AM	7:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	9:00 AM	11:00 AM	10:00 AM	11:00 AM	11:00 AM	8:00 AM	10:00 AM	8:00 AM	8:00 AM	8:00 AM	11:00 AM
Volume	78	57	71	44	79	38	75	46	54	47	47	40	78	41	74.8	43.0	60.9	39.6	
12:00 PM - 12:00 AM	2:00 PM	3:00 PM	2:00 PM	4:00 PM	3:00 PM	4:00 PM	2:00 PM	3:00 PM	4:00 PM	4:00 PM	4:00 PM	2:00 PM	6:00 PM	5:00 PM	2:00 PM	4:00 PM	2:00 PM	4:00 PM	
Volume	62	88	58	76	62	91	60	83	56	71	61	69	62	88	58.2	78.0	53.1	74.0	

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
email: CarlaN@trafficdatagathering.com**

Location : Innis Arden Dr NW ne/o Ridgefield Rd NW
City/County, State : Shoreline, WA
Counter : NT-2808

Site: Loc 12

Seven Day Volume

Interval Start	Mon 11/12/2018		Tue 11/13/2018		Wed 11/14/2018		Thu 11/15/2018		Fri 11/16/2018		Sat 11/17/2018		Sun 11/18/2018		Mon - Fri Average		7 Day Average	
	SWB	NEB	SWB	NEB	SWB	NEB	SWB	NEB	SWB	NEB	SWB	NEB	SWB	NEB	SWB	NEB	SWB	NEB
12:00 AM	-	-	0	0	0	0	0	1	4	1	12	3	4	6	1.0	0.5	3.3	1.8
1:00 AM	-	-	0	1	0	0	1	0	2	0	5	2	5	4	0.8	0.3	2.2	1.2
2:00 AM	-	-	0	0	0	0	0	2	1	1	0	2	3	2	0.3	0.8	0.7	1.2
3:00 AM	-	-	1	0	0	0	1	0	2	1	2	1	1	1	1.0	0.3	1.2	0.5
4:00 AM	-	-	0	4	0	0	0	6	0	3	1	1	1	3	0.0	3.3	0.3	2.8
5:00 AM	-	-	9	14	0	0	8	15	0	5	1	6	2	2	4.3	8.5	3.3	7.0
6:00 AM	-	-	8	41	0	0	9	31	9	32	5	7	2	3	6.5	26.0	5.5	19.0
7:00 AM	-	-	34	71	0	0	35	69	46	70	13	23	8	10	28.8	52.5	22.7	40.5
8:00 AM	-	-	65	67	0	0	50	70	53	62	23	47	16	34	42.0	49.8	34.5	46.7
9:00 AM	-	-	42	54	0	0	52	53	39	53	39	52	27	49	33.3	40.0	33.2	43.5
10:00 AM	-	-	51	53	0	0	60	52	46	52	52	55	39	50	39.3	39.3	41.3	43.7
11:00 AM	-	-	57	61	0	0	52	58	53	64	51	87	49	49	40.5	45.8	43.7	53.2
12:00 PM	-	-	43	61	0	0	62	66	53	53	66	55	57	50	39.5	45.0	46.8	47.5
1:00 PM	20	13	0	0	18	12	65	54	51	47	67	57	66	70	33.5	28.3	44.5	40.0
2:00 PM	70	70	0	0	60	60	62	73	69	59	73	48	60	57	52.2	52.4	56.3	52.4
3:00 PM	80	52	0	0	76	56	73	50	91	70	57	56	55	46	64.0	45.6	61.7	47.1
4:00 PM	79	67	0	0	60	68	65	64	77	75	79	78	73	52	56.2	54.8	61.9	57.7
5:00 PM	63	41	0	0	75	56	71	50	72	55	67	52	67	36	56.2	40.4	59.3	41.4
6:00 PM	49	35	0	0	71	33	62	42	59	40	44	33	41	32	48.2	30.0	46.6	30.7
7:00 PM	48	20	0	0	52	24	48	25	55	26	32	18	42	33	40.6	19.0	39.6	20.9
8:00 PM	30	16	0	0	34	18	41	17	24	14	28	18	28	19	25.8	13.0	26.4	14.6
9:00 PM	20	21	0	0	22	10	37	18	20	17	20	14	20	10	19.8	13.2	19.9	12.9
10:00 PM	10	1	0	0	14	2	8	4	19	11	20	15	10	4	10.2	3.6	11.6	5.3
11:00 PM	5	4	0	0	6	3	4	5	11	6	20	11	5	3	5.2	3.6	7.3	4.6
Totals	474	340	310	427	488	342	866	825	856	817	777	741	681	625	648.9	615.6	673.6	636.1
Combined	814		737		830		1691		1673		1518		1306		1264.5		1309.7	
Split (%)	58.2	41.8	42.1	57.9	58.8	41.2	51.2	48.8	51.2	48.8	51.2	48.8	52.1	47.9	51.3	48.7	51.4	48.6

Peak Hours

12:00 AM - 12:00 PM	-	-	8:00 AM	7:00 AM	-	-	10:00 AM	8:00 AM	8:00 AM	7:00 AM	10:00 AM	11:00 AM	11:00 AM	10:00 AM	8:00 AM	7:00 AM	11:00 AM	11:00 AM
Volume	-	-	65	71	-	-	60	70	53	70	52	87	49	50	42.0	52.5	43.7	53.2
12:00 PM - 12:00 AM	3:00 PM	2:00 PM	12:00 PM	12:00 PM	3:00 PM	4:00 PM	3:00 PM	2:00 PM	3:00 PM	4:00 PM	4:00 PM	4:00 PM	4:00 PM	1:00 PM	3:00 PM	4:00 PM	4:00 PM	4:00 PM
Volume	80	70	43	61	76	68	73	73	91	75	79	78	73	70	64.0	54.8	61.9	57.7

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
email: CarlaN@trafficdatagathering.com**

Location : Innis Arden Dr NW ne/o Ridgefield Rd NW
City/County, State : Shoreline, WA
Counter : NT-2808

Site: Loc 12

Seven Day Volume

Interval Start	Mon 11/19/2018		Tue 11/20/2018		Wed 11/21/2018		Thu 11/22/2018		Fri 11/23/2018		Sat 11/24/2018		Sun 11/25/2018		Mon - Fri Average		7 Day Average	
	SWB	NEB	SWB	NEB	SWB	NEB	SWB	NEB	SWB	NEB	SWB	NEB	SWB	NEB	SWB	NEB	SWB	NEB
12:00 AM	2	2	0	1	3	2	-	-	-	-	-	-	-	-	1.7	1.7	1.7	1.7
1:00 AM	0	0	4	0	1	2	-	-	-	-	-	-	-	-	1.7	0.7	1.7	0.7
2:00 AM	1	2	0	0	0	0	-	-	-	-	-	-	-	-	0.3	0.7	0.3	0.7
3:00 AM	1	1	2	1	2	0	-	-	-	-	-	-	-	-	1.7	0.7	1.7	0.7
4:00 AM	0	3	0	5	1	3	-	-	-	-	-	-	-	-	0.3	3.7	0.3	3.7
5:00 AM	0	4	7	5	0	10	-	-	-	-	-	-	-	-	2.3	6.3	2.3	6.3
6:00 AM	11	13	18	5	13	20	-	-	-	-	-	-	-	-	14.0	12.7	14.0	12.7
7:00 AM	29	38	35	40	35	56	-	-	-	-	-	-	-	-	33.0	44.7	33.0	44.7
8:00 AM	63	56	63	63	66	82	-	-	-	-	-	-	-	-	64.0	67.0	64.0	67.0
9:00 AM	40	70	42	78	15	7	-	-	-	-	-	-	-	-	41.0	74.0	41.0	74.0
10:00 AM	50	56	64	50	-	-	-	-	-	-	-	-	-	-	57.0	53.0	57.0	53.0
11:00 AM	38	56	54	60	-	-	-	-	-	-	-	-	-	-	46.0	58.0	46.0	58.0
12:00 PM	62	66	52	56	-	-	-	-	-	-	-	-	-	-	57.0	61.0	57.0	61.0
1:00 PM	68	49	66	62	-	-	-	-	-	-	-	-	-	-	67.0	55.5	67.0	55.5
2:00 PM	65	60	67	71	-	-	-	-	-	-	-	-	-	-	66.0	65.5	66.0	65.5
3:00 PM	98	62	84	72	-	-	-	-	-	-	-	-	-	-	91.0	67.0	91.0	67.0
4:00 PM	80	70	80	79	-	-	-	-	-	-	-	-	-	-	80.0	74.5	80.0	74.5
5:00 PM	70	52	100	47	-	-	-	-	-	-	-	-	-	-	85.0	49.5	85.0	49.5
6:00 PM	65	41	63	44	-	-	-	-	-	-	-	-	-	-	64.0	42.5	64.0	42.5
7:00 PM	41	19	54	35	-	-	-	-	-	-	-	-	-	-	47.5	27.0	47.5	27.0
8:00 PM	39	9	39	14	-	-	-	-	-	-	-	-	-	-	39.0	11.5	39.0	11.5
9:00 PM	28	11	20	10	-	-	-	-	-	-	-	-	-	-	24.0	10.5	24.0	10.5
10:00 PM	12	5	11	3	-	-	-	-	-	-	-	-	-	-	11.5	4.0	11.5	4.0
11:00 PM	7	7	8	8	-	-	-	-	-	-	-	-	-	-	7.5	7.5	7.5	7.5
Totals	870	752	933	809	136	182	0	0	0	0	0	0	0	0	902.5	799.0	902.5	799.0
Combined	1622		1742		318		0	0	0	0	0	0	0	0	1701.5		1701.5	
Split (%)	53.6	46.4	53.6	46.4	42.8	57.2	-	-	-	-	-	-	-	-	53.0	47.0	53.0	47.0

Peak Hours

12:00 AM - 12:00 PM	8:00 AM	9:00 AM	10:00 AM	9:00 AM	8:00 AM	8:00 AM	-	-	-	-	-	-	-	-	8:00 AM	9:00 AM	8:00 AM	9:00 AM
Volume	63	70	64	78	66	82	-	-	-	-	-	-	-	-	64.0	74.0	64.0	74.0
12:00 PM - 12:00 AM	3:00 PM	4:00 PM	5:00 PM	4:00 PM	-	-	-	-	-	-	-	-	-	-	3:00 PM	4:00 PM	3:00 PM	4:00 PM
Volume	98	70	100	79	-	-	-	-	-	-	-	-	-	-	91.0	74.5	91.0	74.5

GRIDSMART®

Turning Movement Counts -

Intersection 8 AVE NW & NW RICH BCH
Date 3/18/2019-3/22/2019

	Innis Arden Dr			Northbound			Eastbound				Southbound				Westbound			
	R	T	L	R	T	L	R	T	L	U	R	T	L	U	R	T	L	U
00:00	0	0	0	0	0	0	0	4	0	0	0	1	1	0	1	4	0	0
01:00	0	0	0	0	0	0	0	4	0	0	1	0	1	0	1	4	0	0
02:00	0	0	0	0	0	0	0	14	0	0	2	1	1	0	1	2	0	0
03:00	0	0	0	0	0	0	0	33	1	0	0	0	8	0	1	2	0	0
04:00	1	7	0	0	4	1	1	105	3	0	3	15	31	0	3	14	1	0
05:00	2	15	0	2	12	4	7	207	5	0	10	64	90	0	10	29	7	0
06:00	34	4	21	9	48	13	54	359	25	0	18	194	182	0	58	117	28	0
07:00	25	6	23	14	102	31	58	319	22	0	41	162	163	0	104	172	48	0
08:00	31	5	15	16	89	35	28	278	19	0	32	95	136	0	65	191	45	0
09:00	31	5	20	13	66	29	20	254	23	0	36	58	108	0	70	186	42	0
10:00	33	6	22	14	77	37	23	248	26	0	36	67	97	0	98	228	58	0
11:00	31	6	21	16	77	47	25	254	31	0	49	65	95	0	112	276	60	0
12:00	27	4	25	14	92	48	20	258	33	0	41	63	90	0	116	294	62	0
13:00	27	5	23	19	104	50	22	290	40	0	48	64	107	0	146	303	65	0
14:00	26	4	23	20	168	69	20	283	47	0	57	71	117	0	198	378	71	0
15:00	31	4	18	20	237	81	20	281	36	0	54	75	117	0	204	387	72	2
16:00	19	2	14	21	251	92	25	271	37	0	49	81	120	0	214	407	69	2
17:00	20	4	18	13	135	70	23	266	24	0	49	63	97	0	168	454	70	1
18:00	12	9	8	10	64	38	13	239	20	0	41	44	63	0	79	229	42	1
19:00	1	12	0	2	22	11	3	146	12	0	25	34	37	0	30	90	15	1
20:00	1	8	0	1	14	13	2	94	4	0	13	20	30	0	19	63	8	0
21:00	0	0	0	0	7	5	1	63	5	0	7	12	17	0	13	40	7	0
22:00	0	0	0	1	3	4	1	27	3	0	3	7	7	0	7	18	3	0
23:00	0	0	0	0	0	0	0	15	1	0	2	3	2	0	3	9	1	0
Total	352	106	251	205	1572	678	366	4312	417	0	617	1259	1717	0	1721	3897	774	7

8th Ave NW north of Richmond Beach Road 7554

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
email: CarlaN@trafficdatagathering.com**

Location : 8th Ave NW n/o Richmond Beach Rd
City/County, State : Shoreline, WA
Counter : G-2873

Site: Loc 13

Seven Day Volume

Interval Start	Tue 11/13/2018		Wed 11/14/2018		Thu 11/15/2018		Fri 11/16/2018		Sat 11/17/2018		Sun 11/18/2018		Mon 11/19/2018		Mon - Fri Average		7 Day Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	6	2	4	8	5	5	6	3	18	18	10	10	7	5	5.6	4.6	8.0	7.3
1:00 AM	5	2	0	3	4	3	3	6	12	10	10	1	3	0	3.0	2.8	5.3	3.6
2:00 AM	3	2	1	1	1	5	1	5	4	3	3	4	0	4	1.2	3.4	1.9	3.4
3:00 AM	2	0	3	5	2	2	3	1	1	1	3	4	2	0	2.4	1.6	2.3	1.9
4:00 AM	14	4	15	4	11	3	13	4	4	2	7	1	13	4	13.2	3.8	11.0	3.1
5:00 AM	55	6	63	8	65	7	53	14	17	1	4	0	54	8	58.0	8.6	44.4	6.3
6:00 AM	169	25	194	24	187	39	178	22	29	4	27	7	153	17	176.2	25.4	133.9	19.7
7:00 AM	365	48	416	65	426	72	379	85	63	10	53	11	377	42	392.6	62.4	297.0	47.6
8:00 AM	344	78	434	69	419	102	316	118	156	39	123	39	327	121	368.0	97.6	302.7	80.9
9:00 AM	261	61	270	60	252	86	278	84	188	53	171	60	266	62	265.4	70.6	240.9	66.6
10:00 AM	193	149	216	65	216	107	226	97	237	84	196	58	233	60	216.8	95.6	216.7	88.6
11:00 AM	189	225	186	109	187	148	190	115	214	188	177	125	185	105	187.4	140.4	189.7	145.0
12:00 PM	214	240	198	128	193	217	207	229	254	197	195	190	228	212	208.0	205.2	212.7	201.9
1:00 PM	182	214	185	159	197	275	176	174	230	122	193	128	194	120	186.8	188.4	193.9	170.3
2:00 PM	198	299	197	209	227	302	227	171	187	112	192	143	212	141	212.2	224.4	205.7	196.7
3:00 PM	203	227	236	282	246	420	239	230	187	89	229	107	225	172	229.8	266.2	223.6	218.1
4:00 PM	234	236	225	323	240	362	236	243	217	118	208	109	234	188	233.8	270.4	227.7	225.6
5:00 PM	206	233	205	321	234	373	246	146	208	96	180	106	205	213	219.2	257.2	212.0	212.6
6:00 PM	175	196	181	207	186	210	164	95	160	85	117	65	171	137	175.4	169.0	164.9	142.1
7:00 PM	113	103	171	146	111	108	104	64	102	45	97	60	105	87	120.8	101.6	114.7	87.6
8:00 PM	92	61	103	78	96	90	86	37	67	47	73	59	96	59	94.6	65.0	87.6	61.6
9:00 PM	55	46	59	71	62	85	61	45	81	36	39	27	61	48	59.6	59.0	59.7	51.1
10:00 PM	30	29	37	35	30	39	48	28	41	32	17	15	32	18	35.4	29.8	33.6	28.0
11:00 PM	13	13	9	12	17	18	38	20	27	26	13	5	16	11	18.6	14.8	19.0	15.0
Totals	3321	2499	3608	2392	3614	3078	3478	2036	2704	1418	2337	1334	3399	1834	3484.0	2367.8	3208.7	2084.4
Combined	5820		6000		6692		5514		4122		3671		5233		5851.8		5293.1	
Split (%)	57.1	42.9	60.1	39.9	54.0	46.0	63.1	36.9	65.6	34.4	63.7	36.3	65.0	35.0	59.5	40.5	60.6	39.4

Peak Hours

12:00 AM - 12:00 PM	7:00 AM	11:00 AM	8:00 AM	11:00 AM	7:00 AM	11:00 AM	7:00 AM	8:00 AM	10:00 AM	11:00 AM	10:00 AM	11:00 AM	7:00 AM	8:00 AM	7:00 AM	11:00 AM	8:00 AM	11:00 AM
Volume	365	225	434	109	426	148	379	118	237	188	196	125	377	121	392.6	140.4	302.7	145.0
12:00 PM - 12:00 AM	4:00 PM	2:00 PM	3:00 PM	4:00 PM	3:00 PM	3:00 PM	5:00 PM	4:00 PM	12:00 PM	12:00 PM	3:00 PM	12:00 PM	4:00 PM	5:00 PM	4:00 PM	4:00 PM	4:00 PM	4:00 PM
Volume	234	299	236	323	246	420	246	243	254	197	229	190	234	213	233.8	270.4	227.7	225.6

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
EMAIL: CarlaN@trafficdatagathering.com**

Location : 8th Ave NW s/o NW Richmond Beach Rd
City/County, State : Shoreline, WA
Counter : NT-0123

Site: Loc 14

Seven Day Volume

Interval Start	Tue 1/8/2019		Wed 1/9/2019		Thu 1/10/2019		Fri 1/11/2019		Sat 1/12/2019		Sun 1/13/2019		Mon 1/14/2019		Mon - Fri Average		7 Day Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	5	2	6	3	2	1	1	8	15	7	16	13	1	4	3.0	3.6	6.6	5.4
1:00 AM	7	0	1	1	3	3	2	2	9	4	5	6	1	3	2.8	1.8	4.0	2.7
2:00 AM	1	0	1	1	3	1	1	2	4	6	6	2	2	1	1.6	1.0	2.6	1.9
3:00 AM	1	1	4	2	4	2	5	0	5	2	5	4	3	3	3.4	1.6	3.9	2.0
4:00 AM	3	4	2	2	2	4	5	2	1	2	2	1	3	1	3.0	2.6	2.6	2.3
5:00 AM	11	32	11	28	8	19	10	25	6	0	1	1	8	33	9.6	27.4	7.9	19.7
6:00 AM	39	106	38	112	37	118	29	85	13	13	12	16	28	108	34.2	105.8	28.0	79.7
7:00 AM	88	306	77	328	68	311	82	249	34	37	18	29	65	281	76.0	295.0	61.7	220.1
8:00 AM	169	325	108	322	113	268	112	242	62	54	46	98	99	236	120.2	278.6	101.3	220.7
9:00 AM	151	189	120	170	144	131	122	132	76	74	93	79	117	123	130.8	149.0	117.6	128.3
10:00 AM	107	116	100	110	120	125	106	96	91	88	119	110	87	85	104.0	106.4	104.3	104.3
11:00 AM	134	120	141	134	119	140	122	114	115	98	115	97	108	113	124.8	124.2	122.0	116.6
12:00 PM	119	117	163	118	152	108	125	114	137	119	176	109	159	99	143.6	111.2	147.3	112.0
1:00 PM	148	96	141	103	129	87	147	98	116	110	142	113	137	108	140.4	98.4	137.1	102.1
2:00 PM	169	108	143	114	144	104	157	115	134	114	132	105	150	99	152.6	108.0	147.0	108.4
3:00 PM	220	112	212	93	232	122	247	122	154	120	122	112	221	136	226.4	117.0	201.1	116.7
4:00 PM	300	126	312	119	272	137	295	136	133	113	146	118	290	117	293.8	127.0	249.7	123.7
5:00 PM	290	116	318	101	296	123	249	134	122	83	104	124	267	137	284.0	122.2	235.1	116.9
6:00 PM	186	108	207	110	159	107	148	90	88	81	61	73	142	122	168.4	107.4	141.6	98.7
7:00 PM	83	70	95	61	103	63	82	76	63	57	52	41	84	52	89.4	64.4	80.3	60.0
8:00 PM	63	62	63	55	68	54	52	54	44	41	47	42	62	38	61.6	52.6	57.0	49.4
9:00 PM	60	38	60	19	62	36	49	36	40	40	20	21	43	33	54.8	32.4	47.7	31.9
10:00 PM	18	19	21	15	35	25	35	25	39	27	11	16	17	14	25.2	19.6	25.1	20.1
11:00 PM	12	14	13	13	10	13	18	24	29	20	6	3	7	7	12.0	14.2	13.6	13.4
Totals	2384	2187	2357	2134	2285	2102	2201	1981	1530	1310	1457	1333	2101	1953	2265.6	2071.4	2045.0	1857.1
Combined	4571		4491		4387		4182		2840		2790		4054		4337.0		3902.1	
Split (%)	52.2	47.8	52.5	47.5	52.1	47.9	52.6	47.4	53.9	46.1	52.2	47.8	51.8	48.2	52.2	47.8	52.4	47.6

Peak Hours

12:00 AM - 12:00 PM	8:00 AM	8:00 AM	11:00 AM	7:00 AM	9:00 AM	7:00 AM	9:00 AM	7:00 AM	11:00 AM	11:00 AM	10:00 AM	10:00 AM	9:00 AM	7:00 AM	9:00 AM	7:00 AM	11:00 AM	8:00 AM
Volume	169	325	141	328	144	311	122	249	115	98	119	110	117	281	130.8	295.0	122.0	220.7
12:00 PM - 12:00 AM	4:00 PM	4:00 PM	5:00 PM	4:00 PM	5:00 PM	4:00 PM	4:00 PM	4:00 PM	3:00 PM	3:00 PM	12:00 PM	5:00 PM	4:00 PM	5:00 PM	4:00 PM	4:00 PM	4:00 PM	4:00 PM
Volume	300	126	318	119	296	137	295	136	154	120	176	124	290	137	293.8	127.0	249.7	123.7

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
email: CarlaN@trafficdatagathering.com**

Location : NW 185th St w/o 3rd Ave NW
City/County, State : Shoreline, WA
Counter : NT-2805

Site: Loc 15

Seven Day Volume

Interval Start	Mon 11/12/2018		Tue 11/13/2018		Wed 11/14/2018		Thu 11/15/2018		Fri 11/16/2018		Sat 11/17/2018		Sun 11/18/2018		Mon - Fri Average		7 Day Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	-	-	1	0	0	0	0	0	0	0	5	7	4	4	0.3	0.0	1.7	1.8
1:00 AM	-	-	2	1	0	0	0	0	0	0	2	0	5	1	0.5	0.3	1.5	0.3
2:00 AM	-	-	1	1	0	0	0	0	0	0	0	2	3	1	0.3	0.3	0.7	0.7
3:00 AM	-	-	0	0	0	0	0	0	0	0	2	0	1	0	0.0	0.0	0.5	0.0
4:00 AM	-	-	1	0	0	0	0	0	0	0	0	2	0	1	0.3	0.0	0.2	0.5
5:00 AM	-	-	1	3	0	0	0	0	0	0	1	1	1	1	0.3	0.8	0.5	0.8
6:00 AM	-	-	11	11	0	0	0	0	0	0	0	3	2	7	2.8	2.8	2.2	3.5
7:00 AM	-	-	19	42	0	0	0	0	0	0	9	8	15	6	4.8	10.5	7.2	9.3
8:00 AM	-	-	45	36	0	0	0	0	0	0	14	15	29	13	11.3	9.0	14.7	10.7
9:00 AM	-	-	30	53	0	0	0	0	0	0	26	20	25	22	7.5	13.3	13.5	15.8
10:00 AM	-	-	20	20	0	0	0	0	0	0	31	20	33	37	5.0	5.0	14.0	12.8
11:00 AM	-	-	34	33	0	0	0	0	0	0	25	24	26	21	8.5	8.3	14.2	13.0
12:00 PM	-	-	35	20	0	0	0	0	0	0	42	25	39	61	8.8	5.0	19.3	17.7
1:00 PM	23	21	31	30	0	0	0	0	13	18	38	14	47	32	11.0	12.0	21.5	15.7
2:00 PM	23	21	51	26	0	0	0	0	38	30	31	22	27	14	22.4	15.4	24.3	16.1
3:00 PM	35	18	41	31	0	0	0	0	55	26	43	19	40	22	26.2	15.0	30.6	16.6
4:00 PM	40	28	42	34	0	0	0	0	56	43	39	43	39	26	27.6	21.0	30.9	24.9
5:00 PM	33	20	0	0	0	0	0	0	44	24	27	29	33	22	15.4	8.8	19.6	13.6
6:00 PM	41	14	0	0	0	0	0	0	36	26	36	21	26	23	15.4	8.0	19.9	12.0
7:00 PM	28	21	0	0	0	0	0	0	31	13	20	11	16	13	11.8	6.8	13.6	8.3
8:00 PM	17	22	0	0	0	0	0	0	12	6	19	7	15	17	5.8	5.6	9.0	7.4
9:00 PM	11	13	0	0	0	0	0	0	12	25	8	12	9	9	4.6	7.6	5.7	8.4
10:00 PM	5	4	0	0	0	0	0	0	9	4	11	10	4	1	2.8	1.6	4.1	2.7
11:00 PM	1	2	0	0	0	0	0	0	8	6	5	3	2	2	1.8	1.6	2.3	1.9
Totals	257	184	365	341	0	0	0	0	314	221	434	318	441	356	194.8	158.4	271.4	214.5
Combined	441		706		0		0		535		752		797		353.2		485.9	
Split (%)	58.3	41.7	51.7	48.3	-	-	-	-	58.7	41.3	57.7	42.3	55.3	44.7	55.2	44.8	55.8	44.2

Peak Hours

12:00 AM - 12:00 PM	-	-	8:00 AM	9:00 AM	-	-	-	-	-	-	10:00 AM	11:00 AM	10:00 AM	10:00 AM	8:00 AM	9:00 AM	8:00 AM	9:00 AM
Volume	-	-	45	53	-	-	-	-	-	-	31	24	33	37	11.3	13.3	14.7	15.8
12:00 PM - 12:00 AM	6:00 PM	4:00 PM	2:00 PM	4:00 PM	-	-	-	-	4:00 PM	4:00 PM	3:00 PM	4:00 PM	1:00 PM	12:00 PM	4:00 PM	4:00 PM	4:00 PM	4:00 PM
Volume	41	28	51	34	-	-	-	-	56	43	43	43	47	61	27.6	21.0	30.9	24.9

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
email: CarlaN@trafficdatagathering.com**

Location : NW 185th St w/o 3rd Ave NW
City/County, State : Shoreline, WA
Counter : NT-2805

Site: Loc 15

Seven Day Volume

Interval Start	Mon 11/19/2018		Tue 11/20/2018		Wed 11/21/2018		Thu 11/22/2018		Fri 11/23/2018		Sat 11/24/2018		Sun 11/25/2018		Mon - Fri Average		7 Day Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	1	2	2	0	0	0	-	-	-	-	-	-	-	-	1.0	0.7	1.0	0.7
1:00 AM	1	1	2	1	0	0	-	-	-	-	-	-	-	-	1.0	0.7	1.0	0.7
2:00 AM	1	0	0	1	0	0	-	-	-	-	-	-	-	-	0.3	0.3	0.3	0.3
3:00 AM	0	0	3	0	0	0	-	-	-	-	-	-	-	-	1.0	0.0	1.0	0.0
4:00 AM	1	0	1	1	0	0	-	-	-	-	-	-	-	-	0.7	0.3	0.7	0.3
5:00 AM	3	1	3	0	0	0	-	-	-	-	-	-	-	-	2.0	0.3	2.0	0.3
6:00 AM	10	6	10	8	0	0	-	-	-	-	-	-	-	-	6.7	4.7	6.7	4.7
7:00 AM	22	37	13	39	0	0	-	-	-	-	-	-	-	-	11.7	25.3	11.7	25.3
8:00 AM	42	35	41	33	0	0	-	-	-	-	-	-	-	-	27.7	22.7	27.7	22.7
9:00 AM	31	52	37	40	0	0	-	-	-	-	-	-	-	-	34.0	46.0	34.0	46.0
10:00 AM	27	23	20	30	-	-	-	-	-	-	-	-	-	-	23.5	26.5	23.5	26.5
11:00 AM	41	24	43	23	-	-	-	-	-	-	-	-	-	-	42.0	23.5	42.0	23.5
12:00 PM	47	49	32	35	-	-	-	-	-	-	-	-	-	-	39.5	42.0	39.5	42.0
1:00 PM	25	33	34	42	-	-	-	-	-	-	-	-	-	-	29.5	37.5	29.5	37.5
2:00 PM	39	22	47	33	-	-	-	-	-	-	-	-	-	-	43.0	27.5	43.0	27.5
3:00 PM	43	29	17	10	-	-	-	-	-	-	-	-	-	-	30.0	19.5	30.0	19.5
4:00 PM	44	47	0	0	-	-	-	-	-	-	-	-	-	-	22.0	23.5	22.0	23.5
5:00 PM	95	28	0	0	-	-	-	-	-	-	-	-	-	-	47.5	14.0	47.5	14.0
6:00 PM	30	17	0	0	-	-	-	-	-	-	-	-	-	-	15.0	8.5	15.0	8.5
7:00 PM	27	21	0	0	-	-	-	-	-	-	-	-	-	-	13.5	10.5	13.5	10.5
8:00 PM	19	21	0	0	-	-	-	-	-	-	-	-	-	-	9.5	10.5	9.5	10.5
9:00 PM	11	11	0	0	-	-	-	-	-	-	-	-	-	-	5.5	5.5	5.5	5.5
10:00 PM	5	4	0	0	-	-	-	-	-	-	-	-	-	-	2.5	2.0	2.5	2.0
11:00 PM	3	2	0	0	-	-	-	-	-	-	-	-	-	-	1.5	1.0	1.5	1.0
Totals	568	465	305	296	0	0	0	0	0	0	0	0	0	0	410.5	353.0	410.5	353.0
Combined	1033		601		0	0	0	0	0	0	0	0	0	0	763.5		763.5	
Split (%)	55.0	45.0	50.7	49.3	-	-	-	-	-	-	-	-	-	-	53.8	46.2	53.8	46.2

Peak Hours

12:00 AM - 12:00 PM	8:00 AM	9:00 AM	11:00 AM	9:00 AM	-	-	-	-	-	-	-	-	-	-	11:00 AM	9:00 AM	11:00 AM	9:00 AM
Volume	42	52	43	40	-	-	-	-	-	-	-	-	-	-	42.0	46.0	42.0	46.0
12:00 PM - 12:00 AM	5:00 PM	12:00 PM	2:00 PM	1:00 PM	-	-	-	-	-	-	-	-	-	-	5:00 PM	12:00 PM	5:00 PM	12:00 PM
Volume	95	49	47	42	-	-	-	-	-	-	-	-	-	-	47.5	42.0	47.5	42.0

TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
email: CarlaN@trafficdatagathering.com

Location : NW 185th St w/o 3rd Ave NW
 City/County, State : Shoreline, WA
 Counter : NT-2808

Site: Loc 15

Seven Day Volume

Interval Start	Mon 1/7/2019		Tue 1/8/2019		Wed 1/9/2019		Thu 1/10/2019		Fri 1/11/2019		Sat 1/12/2019		Sun 1/13/2019		Mon - Fri Average		7 Day Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	-	-	1	1	1	3	2	2	1	0	0	0	0	0	1.3	1.5	0.8	1.0
1:00 AM	-	-	0	1	1	0	4	1	2	2	0	0	0	0	1.8	1.0	1.2	0.7
2:00 AM	-	-	0	0	0	0	0	2	0	0	0	0	0	0.0	0.5	0.0	0.3	
3:00 AM	-	-	0	0	1	0	0	0	2	1	0	0	0	0.8	0.3	0.5	0.2	
4:00 AM	-	-	0	1	2	0	1	1	0	2	0	0	0	0.8	1.0	0.5	0.7	
5:00 AM	-	-	4	3	3	4	1	2	3	4	0	0	0	2.8	3.3	1.8	2.2	
6:00 AM	-	-	11	15	8	11	12	7	10	5	0	0	0	10.3	9.5	6.8	6.3	
7:00 AM	-	-	33	20	34	20	30	21	29	22	0	0	0	31.5	20.8	21.0	13.8	
8:00 AM	-	-	27	46	34	36	39	48	26	23	0	0	0	31.5	38.3	21.0	25.5	
9:00 AM	-	-	46	21	48	9	50	21	28	20	0	0	0	43.0	17.8	28.7	11.8	
10:00 AM	-	-	22	15	25	13	34	21	27	23	0	0	0	27.0	18.0	18.0	12.0	
11:00 AM	-	-	25	22	29	27	26	27	25	25	0	0	0	26.3	25.3	17.5	16.8	
12:00 PM	-	-	30	16	29	43	31	40	30	41	0	0	0	30.0	35.0	20.0	23.3	
1:00 PM	26	31	36	23	40	31	38	33	31	25	0	0	0	36.3	28.0	24.2	18.7	
2:00 PM	23	53	34	18	25	23	23	36	19	33	0	0	0	24.8	32.6	17.7	23.3	
3:00 PM	20	60	29	23	22	30	17	33	24	42	0	0	0	22.4	37.6	16.0	26.9	
4:00 PM	37	32	42	23	29	32	44	40	0	0	0	0	0	30.4	25.4	21.7	18.1	
5:00 PM	24	38	28	24	31	35	26	35	0	0	0	0	0	21.8	26.4	15.6	18.9	
6:00 PM	31	18	24	19	20	36	20	28	0	0	0	0	0	19.0	20.2	13.6	14.4	
7:00 PM	24	20	9	12	17	17	19	21	0	0	0	0	0	13.8	14.0	9.9	10.0	
8:00 PM	17	19	18	14	18	14	11	19	0	0	0	0	0	12.8	13.2	9.1	9.4	
9:00 PM	18	15	12	11	13	20	16	14	0	0	0	0	0	11.8	12.0	8.4	8.6	
10:00 PM	3	3	2	8	5	6	3	9	0	0	0	0	0	2.6	5.2	1.9	3.7	
11:00 PM	6	7	3	2	2	6	1	5	0	0	0	0	0	2.4	4.0	1.7	2.9	
Totals	229	296	436	338	437	416	448	466	257	268	0	0	0	0	404.8	390.6	277.6	269.5
Combined	525		774		853		914		525		0		0		795.4		547.0	
Split (%)	43.6	56.4	56.3	43.7	51.2	48.8	49.0	51.0	49.0	51.0	-	-	-	-	50.9	49.1	50.7	49.3

Peak Hours

12:00 AM - 12:00 PM	-	-	9:00 AM	8:00 AM	9:00 AM	8:00 AM	9:00 AM	8:00 AM	7:00 AM	11:00 AM	-	-	-	-	9:00 AM	8:00 AM	9:00 AM	8:00 AM
Volume	-	-	46	46	48	36	50	48	29	25	-	-	-	-	43.0	38.3	28.7	25.5
12:00 PM - 12:00 AM	4:00 PM	3:00 PM	4:00 PM	5:00 PM	1:00 PM	12:00 PM	4:00 PM	12:00 PM	1:00 PM	3:00 PM	-	-	-	-	1:00 PM	3:00 PM	1:00 PM	3:00 PM
Volume	37	60	42	24	40	43	44	40	31	42	-	-	-	-	34.2	37.6	24.4	26.9

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
EMAIL: CarlaN@trafficdatagathering.com**

Location : NW 185th St w/o Dayton Ave N
City/County, State : Shoreline, WA
Counter : NT-2811

Site: Loc 16

Seven Day Volume

Interval Start	Mon 11/12/2018		Tue 11/13/2018		Wed 11/14/2018		Thu 11/15/2018		Fri 11/16/2018		Sat 11/17/2018		Sun 11/18/2018		Mon - Fri Average		7 Day Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	-	-	2	0	0	0	0	0	0	0	4	6	7	3	0.5	0.0	2.2	1.5
1:00 AM	-	-	2	1	0	0	0	0	0	0	3	2	4	1	0.5	0.3	1.5	0.7
2:00 AM	-	-	0	1	0	0	0	0	0	0	3	1	5	0	0.0	0.3	1.3	0.3
3:00 AM	-	-	1	1	0	0	0	0	0	0	2	1	1	1	0.3	0.3	0.7	0.5
4:00 AM	-	-	0	3	0	0	1	0	0	0	1	4	2	1	0.3	0.8	0.7	1.3
5:00 AM	-	-	0	15	0	0	0	0	0	0	1	3	0	3	0.0	3.8	0.2	3.5
6:00 AM	-	-	7	41	0	0	0	0	0	0	5	11	5	10	1.8	10.3	2.8	10.3
7:00 AM	-	-	19	74	0	0	0	0	0	0	6	18	11	14	4.8	18.5	6.0	17.7
8:00 AM	-	-	28	52	0	0	0	0	0	0	23	38	10	23	7.0	13.0	10.2	18.8
9:00 AM	-	-	23	42	0	0	0	0	0	0	36	45	23	28	5.8	10.5	13.7	19.2
10:00 AM	-	-	24	34	0	0	0	0	0	0	37	54	35	54	6.0	8.5	16.0	23.7
11:00 AM	-	-	35	33	0	0	0	0	0	0	48	47	34	38	8.8	8.3	19.5	19.7
12:00 PM	-	-	18	25	0	0	0	0	0	0	56	40	48	51	4.5	6.3	20.3	19.3
1:00 PM	35	51	0	0	0	0	0	0	13	14	49	37	39	32	9.6	13.0	19.4	19.1
2:00 PM	35	44	33	29	0	0	0	0	56	41	48	39	41	49	24.8	22.8	30.4	28.9
3:00 PM	35	29	62	48	0	0	0	0	66	49	54	37	51	37	32.6	25.2	38.3	28.6
4:00 PM	50	32	69	31	0	0	0	0	70	37	45	44	32	33	37.8	20.0	38.0	25.3
5:00 PM	53	31	1	1	0	0	0	0	65	48	50	36	48	27	23.8	16.0	31.0	20.4
6:00 PM	50	25	0	0	0	0	0	0	47	31	50	46	31	23	19.4	11.2	25.4	17.9
7:00 PM	41	14	0	0	0	0	0	0	35	13	31	23	20	17	15.2	5.4	18.1	9.6
8:00 PM	30	10	0	0	0	0	0	0	28	13	39	25	12	12	11.6	4.6	15.6	8.6
9:00 PM	8	6	0	0	0	0	0	0	35	16	31	28	18	10	8.6	4.4	13.1	8.6
10:00 PM	11	6	0	0	0	0	0	0	16	9	14	11	9	6	5.4	3.0	7.1	4.6
11:00 PM	3	5	0	0	0	0	0	0	17	5	8	7	4	4	4.0	2.0	4.6	3.0
Totals	351	253	324	431	0	0	1	0	448	276	644	603	490	477	232.8	208.1	336.1	310.9
Combined	604		755		0		1		724		1247		967		440.9		647.1	
Split (%)	58.1	41.9	42.9	57.1	-	-	100.0	0.0	61.9	38.1	51.6	48.4	50.7	49.3	52.8	47.2	51.9	48.1

Peak Hours

12:00 AM - 12:00 PM	-	-	11:00 AM	7:00 AM	-	-	4:00 AM	-	-	-	11:00 AM	10:00 AM	10:00 AM	10:00 AM	11:00 AM	7:00 AM	11:00 AM	10:00 AM
Volume	-	-	35	74	-	-	1	-	-	-	48	54	35	54	8.8	18.5	19.5	23.7
12:00 PM - 12:00 AM	5:00 PM	1:00 PM	4:00 PM	3:00 PM	-	-	-	-	4:00 PM	3:00 PM	12:00 PM	6:00 PM	3:00 PM	12:00 PM	4:00 PM	3:00 PM	3:00 PM	2:00 PM
Volume	53	51	69	48	-	-	-	-	70	49	56	46	51	51	37.8	25.2	38.3	28.9

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
EMAIL: CarlaN@trafficdatagathering.com**

Location : NW 185th St w/o Dayton Ave N
City/County, State : Shoreline, WA
Counter : NT-2811

Site: Loc 16

Seven Day Volume

Interval Start	Mon 11/19/2018		Tue 11/20/2018		Wed 11/21/2018		Thu 11/22/2018		Fri 11/23/2018		Sat 11/24/2018		Sun 11/25/2018		Mon - Fri Average		7 Day Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	3	5	5	1	4	0	-	-	-	-	-	-	-	-	4.0	2.0	4.0	2.0
1:00 AM	2	0	1	2	2	0	-	-	-	-	-	-	-	-	1.7	0.7	1.7	0.7
2:00 AM	1	1	1	3	2	0	-	-	-	-	-	-	-	-	1.3	1.3	1.3	1.3
3:00 AM	2	1	2	2	1	0	-	-	-	-	-	-	-	-	1.7	1.0	1.7	1.0
4:00 AM	0	3	0	3	1	0	-	-	-	-	-	-	-	-	0.3	2.0	0.3	2.0
5:00 AM	0	10	1	11	0	0	-	-	-	-	-	-	-	-	0.3	7.0	0.3	7.0
6:00 AM	5	39	7	38	6	1	-	-	-	-	-	-	-	-	6.0	26.0	6.0	26.0
7:00 AM	19	81	15	69	6	0	-	-	-	-	-	-	-	-	13.3	50.0	13.3	50.0
8:00 AM	27	56	22	53	0	0	-	-	-	-	-	-	-	-	16.3	36.3	16.3	36.3
9:00 AM	27	50	29	50	-	-	-	-	-	-	-	-	-	-	28.0	50.0	28.0	50.0
10:00 AM	28	39	23	45	-	-	-	-	-	-	-	-	-	-	25.5	42.0	25.5	42.0
11:00 AM	25	42	37	48	-	-	-	-	-	-	-	-	-	-	31.0	45.0	31.0	45.0
12:00 PM	47	40	32	36	-	-	-	-	-	-	-	-	-	-	39.5	38.0	39.5	38.0
1:00 PM	27	36	36	35	-	-	-	-	-	-	-	-	-	-	31.5	35.5	31.5	35.5
2:00 PM	51	37	47	36	-	-	-	-	-	-	-	-	-	-	49.0	36.5	49.0	36.5
3:00 PM	70	45	55	4	-	-	-	-	-	-	-	-	-	-	62.5	24.5	62.5	24.5
4:00 PM	70	42	74	0	-	-	-	-	-	-	-	-	-	-	72.0	21.0	72.0	21.0
5:00 PM	182	37	52	12	-	-	-	-	-	-	-	-	-	-	117.0	24.5	117.0	24.5
6:00 PM	71	31	63	17	-	-	-	-	-	-	-	-	-	-	67.0	24.0	67.0	24.0
7:00 PM	42	27	47	7	-	-	-	-	-	-	-	-	-	-	44.5	17.0	44.5	17.0
8:00 PM	37	26	42	5	-	-	-	-	-	-	-	-	-	-	39.5	15.5	39.5	15.5
9:00 PM	24	8	28	0	-	-	-	-	-	-	-	-	-	-	26.0	4.0	26.0	4.0
10:00 PM	9	7	9	1	-	-	-	-	-	-	-	-	-	-	9.0	4.0	9.0	4.0
11:00 PM	4	6	8	0	-	-	-	-	-	-	-	-	-	-	6.0	3.0	6.0	3.0
Totals	773	669	636	478	22	1	0	0	0	0	0	0	0	0	693.0	510.8	693.0	510.8
Combined	1442		1114		23		0		0		0		0		1203.8		1203.8	
Split (%)	53.6	46.4	57.1	42.9	95.7	4.3	-	-	-	-	-	-	-	-	57.6	42.4	57.6	42.4

Peak Hours

12:00 AM - 12:00 PM	10:00 AM	7:00 AM	11:00 AM	7:00 AM	6:00 AM	6:00 AM	-	-	-	-	-	-	-	-	11:00 AM	7:00 AM	11:00 AM	7:00 AM
Volume	28	81	37	69	6	1	-	-	-	-	-	-	-	-	31.0	50.0	31.0	50.0
12:00 PM - 12:00 AM	5:00 PM	3:00 PM	4:00 PM	12:00 PM	-	-	-	-	-	-	-	-	-	-	5:00 PM	12:00 PM	5:00 PM	12:00 PM
Volume	182	45	74	36	-	-	-	-	-	-	-	-	-	-	117.0	38.0	117.0	38.0

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
EMAIL: CarlaN@trafficdatagathering.com**

Location : NW 185th St w/o Dayton Ave N
City/County, State : Shoreline, WA
Counter : NT-1863

Site: Loc 16

Seven Day Volume

Interval Start	Tue 11/27/2018		Wed 11/28/2018		Thu 11/29/2018		Fri 11/30/2018		Sat 12/1/2018		Sun 12/2/2018		Mon 12/3/2018		Mon - Fri Average		7 Day Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	-	-	0	0	1	4	3	3	0	0	3	6	8	4	3.0	2.8	2.5	2.8
1:00 AM	-	-	0	0	1	2	2	1	0	0	6	2	2	1	1.3	1.0	1.8	1.0
2:00 AM	-	-	0	0	0	0	0	0	0	0	5	1	0	1	0.0	0.3	0.8	0.3
3:00 AM	-	-	0	0	1	2	2	3	0	0	4	2	1	2	1.0	1.8	1.3	1.5
4:00 AM	-	-	0	0	0	2	3	6	0	0	2	1	3	4	1.5	3.0	1.3	2.2
5:00 AM	-	-	0	0	0	15	0	14	0	0	2	2	5	16	1.3	11.3	1.2	7.8
6:00 AM	-	-	0	0	6	30	7	34	0	0	6	12	18	40	7.8	26.0	6.2	19.3
7:00 AM	-	-	0	0	24	78	17	55	0	0	9	14	20	64	15.3	49.3	11.7	35.2
8:00 AM	-	-	0	0	26	65	18	53	0	0	9	18	29	51	18.3	42.3	13.7	31.2
9:00 AM	-	-	0	0	26	46	30	48	0	0	18	39	34	48	22.5	35.5	18.0	30.2
10:00 AM	-	-	0	0	39	37	27	42	0	0	36	46	37	42	25.8	30.3	23.2	27.8
11:00 AM	-	-	0	0	33	38	18	18	0	0	45	39	45	34	24.0	22.5	23.5	21.5
12:00 PM	-	-	21	27	42	36	0	0	0	0	61	45	46	31	27.3	23.5	28.3	23.2
1:00 PM	28	42	53	34	40	40	0	0	0	0	65	48	57	37	35.6	30.6	34.7	28.7
2:00 PM	43	35	58	47	48	44	3	4	0	0	44	46	56	32	41.6	32.4	36.0	29.7
3:00 PM	67	38	64	29	61	43	61	37	0	0	47	36	71	42	64.8	37.8	53.0	32.1
4:00 PM	26	20	65	37	58	44	20	12	13	12	58	28	85	41	50.8	30.8	46.4	27.7
5:00 PM	0	0	61	26	60	24	0	0	39	35	46	36	93	29	42.8	15.8	42.7	21.4
6:00 PM	0	0	59	36	80	34	0	0	44	33	44	32	103	30	48.4	20.0	47.1	23.6
7:00 PM	0	0	48	18	53	27	0	0	29	21	27	20	51	26	30.4	14.2	29.7	16.0
8:00 PM	0	0	28	24	43	19	0	0	22	18	30	17	49	13	24.0	11.2	24.6	13.0
9:00 PM	0	0	26	12	20	9	0	0	18	9	20	4	26	19	14.4	8.0	15.7	7.6
10:00 PM	0	0	12	7	14	13	0	0	20	15	11	5	14	5	8.0	5.0	10.1	6.4
11:00 PM	0	0	9	4	10	6	0	0	10	4	8	2	5	1	4.8	2.2	6.0	2.4
Totals	164	135	504	301	686	658	211	330	195	147	606	501	858	613	514.4	457.3	479.6	412.7
Combined	299		805		1344		541		342		1107		1471		971.6		892.4	
Split (%)	54.8	45.2	62.6	37.4	51.0	49.0	39.0	61.0	57.0	43.0	54.7	45.3	58.3	41.7	52.9	47.1	53.8	46.2

Peak Hours

12:00 AM - 12:00 PM	-	-	-	-	10:00 AM	7:00 AM	9:00 AM	7:00 AM	-	-	11:00 AM	10:00 AM	11:00 AM	7:00 AM	10:00 AM	7:00 AM	11:00 AM	7:00 AM
Volume	-	-	-	-	39	78	30	55	-	-	45	46	45	64	25.8	49.3	23.5	35.2
12:00 PM - 12:00 AM	3:00 PM	1:00 PM	4:00 PM	2:00 PM	6:00 PM	2:00 PM	3:00 PM	3:00 PM	6:00 PM	5:00 PM	1:00 PM	1:00 PM	6:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM
Volume	67	42	65	47	80	44	61	37	44	35	65	48	103	42	64.8	37.8	53.0	32.1

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
EMAIL: CarlaN@trafficdatagathering.com**

Location : NW 185th St w/o Dayton Ave N
City/County, State : Shoreline, WA
Counter : NT-1863

Site: Loc 16

Seven Day Volume

Interval Start	Tue 12/4/2018		Wed 12/5/2018		Thu 12/6/2018		Fri 12/7/2018		Sat 12/8/2018		Sun 12/9/2018		Mon 12/10/2018		Mon - Fri Average		7 Day Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	2	1	0	0	-	-	-	-	-	-	-	-	-	-	1.0	0.5	1.0	0.5
1:00 AM	3	2	0	0	-	-	-	-	-	-	-	-	-	-	1.5	1.0	1.5	1.0
2:00 AM	4	0	0	0	-	-	-	-	-	-	-	-	-	-	2.0	0.0	2.0	0.0
3:00 AM	2	2	0	0	-	-	-	-	-	-	-	-	-	-	1.0	1.0	1.0	1.0
4:00 AM	0	5	0	0	-	-	-	-	-	-	-	-	-	-	0.0	2.5	0.0	2.5
5:00 AM	2	16	0	0	-	-	-	-	-	-	-	-	-	-	1.0	8.0	1.0	8.0
6:00 AM	14	36	0	0	-	-	-	-	-	-	-	-	-	-	7.0	18.0	7.0	18.0
7:00 AM	29	73	8	24	-	-	-	-	-	-	-	-	-	-	18.5	48.5	18.5	48.5
8:00 AM	28	58	36	56	-	-	-	-	-	-	-	-	-	-	32.0	57.0	32.0	57.0
9:00 AM	31	49	38	46	-	-	-	-	-	-	-	-	-	-	34.5	47.5	34.5	47.5
10:00 AM	11	12	-	-	-	-	-	-	-	-	-	-	-	-	11.0	12.0	11.0	12.0
11:00 AM	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0	0.0
12:00 PM	1	0	-	-	-	-	-	-	-	-	-	-	-	-	1.0	0.0	1.0	0.0
1:00 PM	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0	0.0
2:00 PM	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0	0.0
3:00 PM	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0	0.0
4:00 PM	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0	0.0
5:00 PM	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0	0.0
6:00 PM	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0	0.0
7:00 PM	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0	0.0
8:00 PM	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0	0.0
9:00 PM	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0	0.0
10:00 PM	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0	0.0
11:00 PM	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0	0.0
Totals	127	254	82	126	0	0	0	0	0	0	0	0	0	0	110.5	196.0	110.5	196.0
Combined	381		208		0		0		0		0		0		306.5		306.5	
Split (%)	33.3	66.7	39.4	60.6	-	-	-	-	-	-	-	-	-	-	36.1	63.9	36.1	63.9

Peak Hours

12:00 AM - 12:00 PM	9:00 AM	7:00 AM	9:00 AM	8:00 AM	-	-	-	-	-	-	-	-	-	-	9:00 AM	8:00 AM	9:00 AM	8:00 AM
Volume	31	73	38	56	-	-	-	-	-	-	-	-	-	-	34.5	57.0	34.5	57.0
12:00 PM - 12:00 AM	12:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	12:00 PM	-	12:00 PM	-
Volume	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0	-	1.0	-

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
email: CarlaN@trafficdatagathering.com**

Location : NW 195th St w/o 3rd Ave NW
City/County, State : Shoreline, WA
Counter : NT-1845

Site: Loc 17

Seven Day Volume

Interval Start	Tue 11/13/2018		Wed 11/14/2018		Thu 11/15/2018		Fri 11/16/2018		Sat 11/17/2018		Sun 11/18/2018		Mon 11/19/2018		Mon - Fri Average		7 Day Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	2	2	4	3	1	1	4	2	11	6	12	6	1	1	2.4	1.8	5.0	3.0
1:00 AM	0	0	1	2	1	0	2	1	6	5	5	4	0	0	0.8	0.6	2.1	1.7
2:00 AM	0	0	0	0	2	1	2	0	4	3	4	2	1	0	1.0	0.2	1.9	0.9
3:00 AM	1	0	1	1	1	0	1	1	1	3	2	0	1	1	1.0	0.6	1.1	0.9
4:00 AM	1	1	3	1	1	0	1	1	1	0	3	1	0	0	1.2	0.6	1.4	0.6
5:00 AM	1	2	1	2	0	1	2	1	1	0	0	0	2	2	1.2	1.6	1.0	1.1
6:00 AM	6	7	3	9	9	9	4	16	1	0	1	0	3	16	5.0	11.4	3.9	8.1
7:00 AM	17	44	12	33	15	33	14	27	3	3	2	3	12	26	14.0	32.6	10.7	24.1
8:00 AM	37	141	32	101	41	116	43	123	11	16	11	12	36	114	37.8	119.0	30.1	89.0
9:00 AM	78	150	100	177	92	180	77	177	23	33	13	34	84	186	86.2	174.0	66.7	133.9
10:00 AM	31	53	36	42	34	47	43	49	45	51	24	45	41	60	37.0	50.2	36.3	49.6
11:00 AM	48	44	27	40	36	38	56	55	48	57	42	41	44	53	42.2	46.0	43.0	46.9
12:00 PM	44	53	45	47	48	46	49	53	46	41	35	50	46	48	46.4	49.4	44.7	48.3
1:00 PM	50	48	51	57	47	58	45	50	60	62	73	41	50	51	48.6	52.8	53.7	52.4
2:00 PM	49	46	55	49	42	48	46	54	56	56	50	42	53	52	49.0	49.8	50.1	49.6
3:00 PM	59	104	65	77	52	77	55	83	42	46	67	43	72	92	60.6	86.6	58.9	74.6
4:00 PM	125	93	121	97	101	86	135	90	52	39	60	51	120	81	120.4	89.4	102.0	76.7
5:00 PM	113	99	108	71	132	97	118	81	61	46	74	58	101	87	114.4	87.0	101.0	77.0
6:00 PM	114	62	103	69	89	68	90	65	55	53	67	53	149	78	109.0	68.4	95.3	64.0
7:00 PM	77	106	86	62	65	46	71	42	43	28	33	27	96	74	79.0	66.0	67.3	55.0
8:00 PM	70	28	65	49	51	37	35	33	28	23	30	24	65	35	57.2	36.4	49.1	32.7
9:00 PM	47	20	38	27	38	23	26	20	18	15	22	13	34	29	36.6	23.8	31.9	21.0
10:00 PM	30	16	13	17	25	11	14	12	14	16	9	4	16	17	19.6	14.6	17.3	13.3
11:00 PM	9	6	7	10	10	6	15	12	13	8	7	5	7	7	9.6	8.2	9.7	7.7
Totals	1009	1125	977	1043	933	1029	948	1048	643	610	646	559	1034	1110	980.2	1071.0	884.3	932.0
Combined	2134		2020		1962		1996		1253		1205		2144		2051.2		1816.3	
Split (%)	47.3	52.7	48.4	51.6	47.6	52.4	47.5	52.5	51.3	48.7	53.6	46.4	48.2	51.8	47.8	52.2	48.7	51.3

Peak Hours

12:00 AM - 12:00 PM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	11:00 AM	11:00 AM	11:00 AM	10:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM
Volume	78	150	100	177	92	180	77	177	48	57	42	45	84	186	86.2	174.0	66.7	133.9	
12:00 PM - 12:00 AM	4:00 PM	7:00 PM	4:00 PM	4:00 PM	5:00 PM	5:00 PM	4:00 PM	4:00 PM	5:00 PM	1:00 PM	5:00 PM	5:00 PM	6:00 PM	3:00 PM	4:00 PM	4:00 PM	4:00 PM	4:00 PM	5:00 PM
Volume	125	106	121	97	132	97	135	90	61	62	74	58	149	92	120.4	89.4	102.0	77.0	

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
email: CarlaN@trafficdatagathering.com**

Location : 3rd Ave NW n/o Richmond Beach Rd
City/County, State : Shoreline, WA
Counter : NT-1846

Site: Loc 18

Seven Day Volume

Interval Start	Tue 11/13/2018		Wed 11/14/2018		Thu 11/15/2018		Fri 11/16/2018		Sat 11/17/2018		Sun 11/18/2018		Mon 11/19/2018		Mon - Fri Average		7 Day Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	12	14	13	19	15	19	13	18	24	31	26	39	14	8	13.4	15.6	16.7	21.1
1:00 AM	4	3	5	7	8	6	7	11	16	16	13	28	4	6	5.6	6.6	8.1	11.0
2:00 AM	7	3	2	2	5	3	3	3	9	11	6	8	4	3	4.2	2.8	5.1	4.7
3:00 AM	2	3	3	1	3	5	4	1	5	11	5	7	2	2	2.8	2.4	3.4	4.3
4:00 AM	2	3	4	2	3	1	4	1	9	5	3	3	0	1	2.6	1.6	3.6	2.3
5:00 AM	7	4	6	4	7	4	5	7	5	5	3	6	8	5	6.6	4.8	5.9	5.0
6:00 AM	29	26	30	12	29	23	35	21	9	10	8	6	29	20	30.4	20.4	24.1	16.9
7:00 AM	128	49	128	53	129	48	99	54	19	17	15	20	109	26	118.6	46.0	89.6	38.1
8:00 AM	340	158	291	143	321	157	306	149	55	42	44	16	277	147	307.0	150.8	233.4	116.0
9:00 AM	361	198	390	220	367	214	345	204	101	97	129	44	363	200	365.2	207.2	293.7	168.1
10:00 AM	179	125	208	111	181	128	171	103	159	108	119	89	177	130	183.2	119.4	170.6	113.4
11:00 AM	127	103	145	98	152	111	130	93	198	126	138	132	140	115	138.8	104.0	147.1	111.1
12:00 PM	155	104	141	113	171	129	130	120	184	145	153	137	150	142	149.4	121.6	154.9	127.1
1:00 PM	176	112	156	134	155	131	160	125	154	145	182	185	177	133	164.8	127.0	165.7	137.9
2:00 PM	123	132	148	127	154	132	163	166	169	162	164	148	169	155	151.4	142.4	155.7	146.0
3:00 PM	153	201	186	199	164	176	182	174	179	148	177	164	183	178	173.6	185.6	174.9	177.1
4:00 PM	284	210	245	207	265	235	296	237	186	145	160	158	267	215	271.4	220.8	243.3	201.0
5:00 PM	253	324	233	256	261	292	245	287	181	161	175	154	229	262	244.2	284.2	225.3	248.0
6:00 PM	266	291	188	284	213	273	218	228	147	135	172	138	200	248	217.0	264.8	200.6	228.1
7:00 PM	236	317	157	213	160	199	156	210	147	140	110	86	147	181	171.2	224.0	159.0	192.3
8:00 PM	146	152	119	117	96	99	119	117	98	86	71	64	122	115	120.4	120.0	110.1	107.1
9:00 PM	144	82	97	86	82	82	78	65	60	61	66	72	101	75	100.4	78.0	89.7	74.7
10:00 PM	53	74	47	62	49	94	59	88	50	57	29	40	56	55	52.8	74.6	49.0	67.1
11:00 PM	32	26	32	29	38	38	39	50	46	57	25	21	26	27	33.4	34.0	34.0	35.4
Totals	3219	2714	2974	2499	3028	2599	2967	2532	2210	1921	1993	1765	2954	2449	3028.4	2558.6	2763.6	2354.1
Combined	5933		5473		5627		5499		4131		3758		5403		5587.0		5117.7	
Split (%)	54.3	45.7	54.3	45.7	53.8	46.2	54.0	46.0	53.5	46.5	53.0	47.0	54.7	45.3	54.2	45.8	54.0	46.0

Peak Hours

12:00 AM - 12:00 PM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM
Volume	361	198	390	220	367	214	345	204	198	126	138	132	363	200	365.2	207.2	293.7	168.1	
12:00 PM - 12:00 AM	4:00 PM	5:00 PM	4:00 PM	6:00 PM	4:00 PM	5:00 PM	4:00 PM	5:00 PM	4:00 PM	2:00 PM	1:00 PM	1:00 PM	4:00 PM	5:00 PM	4:00 PM	5:00 PM	4:00 PM	5:00 PM	4:00 PM
Volume	284	324	245	284	265	292	296	287	186	162	182	185	267	262	271.4	284.2	243.3	248.0	

**TRAFFIC DATA GATHERING
LAKE STEVENS, WA (425) 334-3348
email: CarlaN@trafficdatagathering.com**

Location : 3rd Ave NW s/o Richmond Beach Rd
City/County, State : Shoreline, WA
Counter : NT-2815

Site: Loc 19

Seven Day Volume

Interval Start	Tue 11/13/2018		Wed 11/14/2018		Thu 11/15/2018		Fri 11/16/2018		Sat 11/17/2018		Sun 11/18/2018		Mon 11/19/2018		Mon - Fri Average		7 Day Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	1	3	1	3	0	7	1	4	5	14	8	9	1	3	0.8	4.0	2.4	6.1
1:00 AM	1	1	1	2	0	0	0	3	3	4	2	7	1	0	0.6	1.2	1.1	2.4
2:00 AM	0	2	2	1	2	1	0	2	5	3	3	5	1	1	1.0	1.4	1.9	2.1
3:00 AM	3	0	0	0	1	0	0	1	1	0	2	1	1	0	1.0	0.2	1.1	0.3
4:00 AM	2	0	7	1	3	0	5	0	2	1	1	1	5	1	4.4	0.4	3.6	0.6
5:00 AM	20	1	12	4	17	4	16	2	2	1	3	3	13	4	15.6	3.0	11.9	2.7
6:00 AM	34	13	39	12	32	14	38	12	8	4	10	3	28	14	34.2	13.0	27.0	10.3
7:00 AM	69	64	69	53	70	60	75	52	21	5	17	13	69	45	70.4	54.8	55.7	41.7
8:00 AM	78	91	65	90	71	97	84	92	46	16	37	38	81	89	75.8	91.8	66.0	73.3
9:00 AM	71	54	68	58	66	56	71	49	54	48	70	37	70	60	69.2	55.4	67.1	51.7
10:00 AM	45	42	45	41	49	48	58	39	49	50	86	47	45	48	48.4	43.6	53.9	45.0
11:00 AM	56	48	46	42	57	57	49	63	54	51	58	51	56	56	52.8	53.2	53.7	52.6
12:00 PM	52	62	54	65	55	68	63	67	64	61	75	81	60	59	56.8	64.2	60.4	66.1
1:00 PM	56	53	57	47	57	50	68	66	63	63	72	58	60	59	59.6	55.0	61.9	56.6
2:00 PM	61	57	54	68	64	65	64	58	57	70	61	63	56	57	59.8	61.0	59.6	62.6
3:00 PM	59	94	68	102	87	105	65	99	60	76	55	67	48	88	65.4	97.6	63.1	90.1
4:00 PM	91	88	73	78	73	86	80	102	57	80	65	78	99	95	83.2	89.8	76.9	86.7
5:00 PM	71	105	63	74	77	91	78	82	66	72	45	77	91	76	76.0	85.6	70.1	82.4
6:00 PM	69	86	47	69	67	84	57	73	48	73	54	64	64	70	60.8	76.4	58.0	74.1
7:00 PM	31	54	41	64	47	58	52	65	32	44	30	30	37	53	41.6	58.8	38.6	52.6
8:00 PM	35	47	29	38	25	46	26	41	36	38	17	33	37	57	30.4	45.8	29.3	42.9
9:00 PM	23	21	20	28	26	30	35	30	42	32	16	16	16	28	24.0	27.4	25.4	26.4
10:00 PM	7	15	4	20	11	15	15	24	21	30	6	10	3	13	8.0	17.4	9.6	18.1
11:00 PM	3	5	1	8	3	13	14	24	12	9	2	4	4	9	5.0	11.8	5.6	10.3
Totals	938	1006	866	968	960	1055	1014	1050	808	845	795	796	946	985	944.8	1012.8	903.9	957.9
Combined	1944		1834		2015		2064		1653		1591		1931		1957.6		1861.7	
Split (%)	48.3	51.7	47.2	52.8	47.6	52.4	49.1	50.9	48.9	51.1	50.0	50.0	49.0	51.0	48.3	51.7	48.5	51.5

Peak Hours

12:00 AM - 12:00 PM	8:00 AM	8:00 AM	7:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	9:00 AM	11:00 AM	10:00 AM	11:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	9:00 AM	8:00 AM
Volume	78	91	69	90	71	97	84	92	54	51	86	51	81	89	75.8	91.8	67.1	73.3	
12:00 PM - 12:00 AM	4:00 PM	5:00 PM	4:00 PM	3:00 PM	3:00 PM	3:00 PM	4:00 PM	4:00 PM	5:00 PM	4:00 PM	12:00 PM	12:00 PM	4:00 PM	4:00 PM	4:00 PM	3:00 PM	4:00 PM	3:00 PM	
Volume	91	105	73	102	87	105	80	102	66	80	75	81	99	95	83.2	97.6	76.9	90.1	

Council Meeting Date: June 10, 2019

Agenda Item: 8(b)

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussion of Proposed Ordinance No. 860 - Granting a Non-Exclusive Franchise to Puget Sound Energy to Construct, Maintain, Operate, Replace, and Repair a Natural Gas Utility System Over, Along, Under, and Through Designated Public Rights-of-way in the City of Shoreline		
DEPARTMENT:	City Manager's Office		
PRESENTED BY:	Christina Arcidy, Management Analyst		
ACTION:	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input checked="" type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

PROBLEM/ISSUE STATEMENT:

As per Shoreline Municipal Code (SMC) Section 12.25.010, all utilities using the City's rights-of-way for operation and maintenance of their facilities are required to have a non-exclusive franchise with the City. The City's current franchise with Puget Sound Energy (PSE), which was granted by Shoreline Ordinance No. 798 and extended by Ordinance No. 840, expires on October 31, 2019. The City and PSE have been negotiating a renewal franchise agreement since 2017, which resulted in proposed Ordinance No. 860. This agreement provides for a 15-year franchise allowing PSE to install, maintain, operate, replace, and repair a natural gas utility system over, along, under, and through designated public rights-of-way, with considerations for being allowed to do so. This staff report provides an overview of the proposed franchise and considerations Council must consider by code in granting this franchise to PSE.

RESOURCE/FINANCIAL IMPACT:

There is no fiscal impact to adopting Ordinance No. 860. PSE is currently assessed a 6% utility tax in lieu of a franchise fee, which is continued in this franchise renewal. Therefore, there will not be a loss of City general fund revenue associated with franchise adoption.

RECOMMENDATION

No action is required at this time. Staff recommends that Council discuss proposed Ordinance No. 860 and provide staff with feedback. Proposed Ordinance No. 860 is currently scheduled to return to Council for possible adoption on June 24, 2019.

Approved by: City Manager _____ City Attorney _____

BACKGROUND

SMC 12.25.010 requires all utilities using the City's rights-of-way for operation and maintenance of their facilities to have a non-exclusive franchise with the City. The City's current franchise with Puget Sound Energy (PSE), which was granted by Shoreline Ordinance No. 798 and extended by Ordinance No. 840, expires on October 31, 2019. PSE's current franchise with the City can be found at the following link: [Ordinance No. 798 – Granting a Non-Exclusive Franchise to Puget Sound Energy.](#)

The City and PSE have been negotiating a renewal franchise agreement since 2017, which resulted in proposed Ordinance No. 860 (Attachment A). This agreement provides for a 15-year franchise allowing PSE to install, maintain, operate, replace, and repair their natural gas utility system over, along, under, and through City of Shoreline rights-of-way, with considerations for being allowed to do so.

Negotiating the terms of this franchise has been smooth, with the primary reason for extending the prior franchise being City staff capacity and turnover. The remaining sections of this staff report provide an overview of the proposed franchise terms and the considerations Council must consider by code in whether to grant this franchise to PSE. As this is a discussion item only for the proposed franchise, no action is required tonight. Staff is currently scheduled to bring the proposed franchise back to Council for final consideration and adoption on June 24, 2019.

DISCUSSION

Franchise Terms

The sections of the proposed PSE franchise are generally similar to the current PSE franchise. However, there is new franchise language through the franchise agreement to improve implementation. The following information provides an overview of the major sections of the franchise:

- **Section 1, Definitions.** This section provides the definitions of terms used throughout the franchise. There are no new definitions in this section, however some definitions were edited to provide further clarity.
- **Section 2, Franchise Granted.** This section states that the City is granting PSE a franchise to use the City's rights-of-way, and the City still controls the right-of-way.
- **Section 3, Nonexclusive Franchise.** The franchise is not exclusive.
- **Section 4, Term.** The term of the franchise is 15 years.
- **Section 5, City Ordinances and Regulations.** The franchise does not supersede City ordinances that may impact PSE's rights within the franchise.
- **Section 6, Right-of-way Management.** This is a significant section of the franchise that covers many topics regarding how PSE can work and operate in the City's right-of-way. This section includes:
 - Permitting for work (minor, blanket and major activities) performed in the right-of-way by PSE,

- Decommissioned PSE facilities,
- Restoration of the right-of-way after PSE constructs a project,
- Bonding requirements,
- Work safety in the right-of-way and the City's ability to manage this safety, and
- Correcting any lateral support impairments caused by PSE's facilities.
- **Section 7, Relocation of Facilities.** This section governs PSE's responsibilities regarding when they must move, or relocate, their facilities (typically underground pipes) when the City engages in a capital improvement project in the right-of-way that necessitates relocation. This relocation will be paid for by PSE. PSE does have the right to provide alternatives to the City's relocation plans if they feel their alternatives are more cost-effective or provide for less interference to their operations. However, the City ultimately has the ability to decide how PSE's facilities will be relocated.
- **Section 9, Planning Coordination.** This section outlines how capital projects within the right-of-way will be coordinated between the City, PSE, and other utility providers. This section also outlines coordination of the utility's aspect of the City's Comprehensive Plan, development of right-of-way standards, and coordination of emergency management functions.
- **Section 11, Insurance.** This section outlines the levels of insurance PSE must carry through a combination of self-insurance and excess liability insurance to protection against risks in such amounts as are consistent with good utility practice.
- **Section 14, Enforcement.** This section allows for the franchise to be terminated by the City or PSE if there is a substantial breach of the terms of the agreement, but only after there has been time provided to cure the alleged breach.
- **Section 15, Dispute Resolution.** This section replaces the former "Alternative Dispute Resolution" section from the previous franchise. It allows for unresolved disputes to be referred to mediation, and, if those fail, for the dissatisfied party to see available judicial remedies.

Franchise Application Considerations

SMC section 12.25.070 identifies the considerations the City should review when granting a right-of-way franchise. For franchise renewals, they are:

1. The applicant's past service record in the city and in other communities.
2. The nature of the proposed facilities and services.
3. The proposed area of service.
4. The proposed rates (if applicable).
5. Whether the proposal would serve the public needs and the overall interests of the city residents.
6. That the applicant has substantially complied with the material terms of the existing franchise.
7. The quality of the applicant's service, response to consumer complaints, and billing practices.
8. That the applicant has the financial, legal, and technical ability to provide the services, facilities, and equipment as set forth in the application.

9. The applicant's proposal is reasonable to meet the future community needs and interests, taking into account the cost of meeting such needs and interests.

The following information provides some context and analysis for Council to consider regarding these considerations for franchise adoption.

Past Service Record

Each year PSE measures service-quality benchmarks established in cooperation with the Washington Utilities and Transportation Commission (WUTC), the Public Counsel Unit of the Attorney General's Office, and other parties to gauge how well PSE delivers services to customers. In reviewing PSE's past service record throughout their service territory, staff found PSE to provide very reliable natural gas service to the community. The City has found them to be extremely responsive regarding possible leak locations and emergency service requests, which is essential given the safety issues related to natural gas. PSE's posts its "Annual Service Quality Report Card" and "Natural Gas Energy Efficiency Report Card" on its website.

Nature and Location of Facilities and Services

The nature of PSE's facilities is defined in the definitions section of the proposed franchise. Facilities are defined as "all gas pipes, pipelines, mains, laterals, conduits, feeders, regulators, valves, meters, meter-reading devices, fixtures and communications systems; and all other equipment, appliances, facilities, attachment, and appurtenances utilized by PSE in the operation of activities authorized by this Franchise, whether the same be located over or under ground." These facilities are used by the utility to provide natural gas service to Shoreline residents and businesses. PSE's service area includes the entire City of Shoreline.

Serves the Needs and Interests of the City

As PSE is the only natural gas service provider in Shoreline, they serve the public needs and interests of the community by providing an essential utility service.

Proposed Rates

PSE has complied with RCW 80.28.060 and Chapter 480-80 WAC regarding rates and services, as well as the required notice of proposed rate changes.

Complied with the Material Terms of the Franchise

PSE has complied with the material terms of their current franchise with the City. Staff have reported that PSE staff is responsive to issues that occur in the right-of-way, pay permit fees on time, and are generally good actors in the City. Additionally, the City has never entered into enforcement action with the utility as identified in Section 15 of the current franchise nor entered into an alternate dispute resolution process with PSE.

Quality of Service

In reviewing PSE's quality of service, their response to consumer complaints, and billing practices, staff again has found PSE to provide quality service to the community. The number of complaints and concerns regarding PSE service quality the City received

over the course of the current franchise term is really low. PSE credits customers \$50 if technicians miss an appointment to install new service, reconnect existing service, or inspect natural gas equipment.

Financial, Legal and Technical Ability

As PSE is a large utility provider, their financial ability to provide the service and facilities to carry out the terms of the franchise are supported by the large rate base that makes up the utility. They operate Washington's largest natural gas distribution system, serving nearly 800,000 gas customers in six counties. PSE introduced Washington territory to gas lighting in 1873. Their long history speaks to their legal and technical ability to provide the services, facilities, and equipment that make up natural gas service provision.

Meets Future Community Needs and Interests

To ensure they meet current and future community needs and interests, PSE is committed to reducing their carbon footprint by 50 percent by 2040. PSE's carbon reduction initiative includes a measurable action plan covering three major areas: transition from coal, new product and resource development, and cleaner transportation. PSE also has simple and concrete actions for customers to make a difference in their daily lives, including energy-efficient lighting and appliances to solar, carbon reduction and other green power programs. Staff believes these commitments compliment the Council goals, specifically "Goal 2: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment," and therefore is working to effectively meet the future community needs and interests.

Franchise Application Conclusion

Based on this analysis, staff believes PSE's franchise renewal meets the criteria identified in SMC section 12.25.070 and their franchise should be granted when proposed Ordinance No. 860 is brought back for Council action on June 24, 2019.

RESOURCE/FINANCIAL IMPACT

There is no fiscal impact to adopting Ordinance No. 860. PSE is currently assessed a 6% utility tax in lieu of a franchise fee, which is continued in this franchise renewal. Therefore, there will not be a loss of City general fund revenue associated with franchise adoption.

RECOMMENDATION

No action is required at this time. Staff recommends that Council discuss proposed Ordinance No. 860 and provide staff with feedback. Proposed Ordinance No. 860 is currently scheduled to return to Council for possible adoption on June 24, 2019.

ATTACHMENTS

Attachment A: Proposed Ordinance No. 860

ORDINANCE NO. 860

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON, GRANTING PUGET SOUND ENERGY, INC., A WASHINGTON CORPORATION, A NON-EXCLUSIVE FRANCHISE TO CONSTRUCT, MAINTAIN, OPERATE, REPLACE AND REPAIR A NATURAL GAS DISTRIBUTION SYSTEM, IN, ACROSS, OVER, ALONG, UNDER, THROUGH AND BELOW PUBLIC RIGHTS-OF-WAY OF THE CITY OF SHORELINE, WASHINGTON.

WHEREAS, RCW 35A.11.020 grants the City broad authority to regulate the use of the public right-of-way; and

WHEREAS, RCW 35A.47.040 authorizes the City “to grant nonexclusive franchises for the use of public streets, bridges or other public ways, structures or places above or below the surface of the ground for ... poles, conduits, tunnels, towers and structures, pipes and wires and appurtenances thereof for transmission and distribution of...gas...”; and

WHEREAS, the Council finds that it is in the best interests of the health, safety and welfare of residents of the Shoreline community to grant a non-exclusive franchise to Puget Sound Energy, Inc., for the operation of a natural gas distribution system within the City right-of-way;

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

1. Definitions.

The following terms contained herein, unless otherwise indicated, shall be defined as follows:

- 1.1. City: The City of Shoreline, a municipal corporation of the State of Washington, specifically including all areas incorporated therein as of the effective date of this Ordinance and any other areas later added thereto by annexation or other means.
- 1.2. Days: Calendar days.
- 1.3. Director: The Director of the Public Works Department or designee.
- 1.4. Facilities: Natural gas distribution systems, including, but not limited to, all gas pipes, pipelines, mains, laterals, conduits, feeders, regulators, valves, meters, meter-reading devices, fixtures and communications systems; and all other equipment, appliances, facilities, attachments, and appurtenances utilized by PSE in the operation of activities authorized by this Franchise, whether the same be located over or under ground. The decommissioning by PSE of any Facilities as defined herein shall not act to remove the same from this definition.
- 1.5. Person: An entity or natural person.

- 1.6. Public Project: City initiated capital improvement project as listed in the City’s Capital Improvement Plan, including but not limited to, roadway improvement, pedestrian improvement projects, and City owned utility, that is undertaken by or on behalf of the City and is funded by the City (either directly with its own funds or with other public monies obtained by the City).
- 1.7. PSE: Means Puget Sound Energy, Inc., a Washington corporation, and its successors and assigns.
- 1.8. Right-of-way: As used herein shall refer to the surface of and the space along, above, and below any street, road, highway, freeway, lane, sidewalk, alley, court, boulevard, parkway, drive, utility easement, and/or unimproved right-of-way now or hereafter be laid out, platted, dedicated, acquired, or improved within the present or extended limits of the City.
- 1.9. Tariff. As used herein is that term defined in WAC 480-80-030, as amended, or such similar definition describing rate schedules, rules and regulations relating to charges and services as may hereinafter be adopted by the regulatory authority with jurisdiction, under the laws of the State of Washington, over public service companies.
- 1.10. Traffic: All forms of travel, both motorized and non-motorized, within the Right-of-way (e.g., vehicle, pedestrian, bicycle, equestrian, etc.).

2. Franchise Granted.

- 2.1. Pursuant to RCW 35A.47.040, the City hereby grants to PSE, its heirs, successors, and assigns, subject to the terms and conditions hereinafter set forth, a franchise beginning on the effective date of this Ordinance (“Franchise”).
- 2.2. This Franchise shall grant PSE the right, privilege and authority, subject to the terms and conditions hereinafter set forth, to install, construct, operate, maintain, repair, replace, and use Facilities for a natural gas distribution system, in, under, on, across, over, through, along, or below the Right-of-way, as approved under City permits issued by the City pursuant to this Franchise and City ordinances.
- 2.3. This Franchise specifically does not authorize PSE to place Facilities or to otherwise utilize Facilities in the Right-of-way to provide telecommunications, cable television, point-to-point data communications, or similar services either via wire or wireless technologies regardless of whether these services are provided to any person outside PSE’s organization. This Section does not restrict PSE’s ability to utilize wires, wireless technology or telemetric devices to monitor and operate its natural gas distribution systems, to monitor and control the usage of natural gas, and/or to operate communications systems supporting its gas operations but which are not used by PSE to provide telecommunications services to the general public.
- 2.4. This Franchise is granted upon the express condition that it shall not in any manner prevent the City from granting other or further franchises in, along, over, through, under, below or across any Right-of-way subject to Section 3 below. Such Franchise shall in no way prevent or prohibit the City from using any Right-of-way or other

City property or affect its jurisdiction over them or any part of them, and the City shall retain the authority to make all necessary changes, relocations, repairs, maintenance, establishment, improvement, dedication of the same as the City may deem fit, including the dedication, establishment, maintenance, and improvement of new Right-of-way or other public properties of every type and description.

- 2.5. This Franchise shall not govern or apply to Facilities located on and using PSE owned or leased properties or easements (whether inside or outside of the Right-of-way, whether granted by a private or public entity, and whether now existing or hereafter acquired) and such Facilities are not, and will not be deemed to be, located pursuant to rights derived from this Franchise or pursuant to other rights granted by the City.

3. Nonexclusive Franchise.

This Franchise is not and shall not be deemed to be an exclusive Franchise and shall not prohibit the City from granting other franchises upon, under, and across the Franchise Area which do not interfere with PSE's rights under this Franchise. PSE acknowledges that the City's grant of a non-exclusive franchise to another party providing electrical or natural gas services does not, in and of itself, constitute unreasonable interference so long as the terms of the other franchise do not purport to give the other party priority or preference rights, or any other rights that unreasonably interfere with PSE's rights under this Franchise. This Franchise in no way shall prevent or prohibit the City from using the Franchise area or affect the jurisdiction of the City over the same or any part thereof.

4. Franchise Term.

The term of the Franchise granted hereunder shall be for the period of fifteen (15) years counted from the last day of the calendar month in which this Ordinance becomes effective.

5. City Ordinances and Regulations.

- 5.1. Subject to Section 25 below, nothing herein shall be deemed to direct or restrict the City's ability to adopt and enforce all necessary and appropriate ordinances regulating PSE's exercise of its rights under this Franchise and PSE shall promptly conform with all such regulations, unless compliance would cause PSE to violate requirements of state or federal law.

6. Right-of-Way Management.

- 6.1. PSE's Facilities shall be constructed, installed, maintained, and repaired within the Right-of-way, and PSE's activities shall be undertaken in such a manner, so as not to unreasonably interfere with the safe and unobstructed passage of Traffic and the unobstructed access to property adjoining the Right-of-way.
- 6.2. Permitting And Notice Of Entry.
- 6.2.1. PSE shall at all times post and maintain proper barricades and comply with all applicable federal, state, and local safety regulations when performing applicable activities as provided under this Franchise or applicable City permit within the Right-of-way, including RCW 39.04.180, for the construction of trench safety systems.

6.2.2. Prior to performing any work in the City's Right-of-way for the purpose of installation, construction, repair, testing, maintenance, or relocation of its Facilities, PSE shall apply for and obtain from the City appropriate permit(s) in accordance with the City's ordinances and regulations requiring permits to operate in the Right-of-way. In no case shall any such work commence within any Right-of-way without a permit, except as otherwise provided in this Franchise. PSE shall provide the City with its proposed plans, and upon request, maps and information showing the final location of any Facilities in accordance with Section 7.10 of this Franchise.

6.2.3. Minor Activities.

6.2.3.1.1. Minor Activities Defined. A Minor Activity is routine work performed by PSE that requires no hard surface cuts of the Right-of-way. Typical examples include but are not limited to: valve adjustment in pavement when in conjunction with a City or developer-generated project, valve maintenance, leak surveys, valve box maintenance in gravel shoulder, testing, cathodic testing, utility locates, and repair or replacement of services or mains involving the excavation of 25 square feet or less in a gravel shoulder.

6.2.3.1.2. Requirements for Minor Activities. Minor activities do not require a City permit, City notification, or payment of fees. The following Traffic passage requirements must be met for minor activities: no lane restrictions on arterials, street closures or Traffic detours at any time. Minor activities require Traffic control measures consistent with the Manual on Uniform Traffic Control Devices (MUTCD) and Americans with Disabilities Act (ADA) requirements.

6.2.4. Blanket Activities.

6.2.4.1. Blanket Activities Defined. Blanket activities are any routine work performed by PSE on a non-arterial street that requires hard-surface excavation of 35 square feet or less in the Right-of-way as well as service installations that require no more than two (2) hard-surface excavations of 35 square feet or less in the right-of-way. Other typical examples of blanket activities for work performed on non-arterials include but are not limited to: leak repairs and cut and caps with a hard-surface excavation of 35 square feet or less, service or main repairs more than 25 square feet in a gravel shoulder, replacement or installation of valves in pavement, and transverse tie-ins on joint-trench jobs. Cut and caps of existing gas lines in arterials shall also be considered a blanket activity if they have no impact to travel lanes and occur in the soft surface shoulder of the street.

6.2.4.2. Requirements for Blanket Activities. PSE must obtain a Blanket Permit from the City for each Blanket Activity performed in the City's Right-of-way. Each Blanket Permit will be charged at a Right-of-way

Use permit rate equal to two (2) hours of time as identified in the City's Fee Schedule and shall be paid on a monthly basis within 30 Days following the end of each month. Blanket Activities require Traffic control measures consistent with the MUTCD. Traffic passage requirements include no street closures or Traffic detours at any time. Alternating two-way Traffic consistent with MUTCD is permissible.

- 6.2.4.3. Notification of Blanket Activities. PSE shall notify the City in writing, at least twenty-four (24) hours in advance of performing any activity in the Right-of-way, and submit a City Inspection Request Form, which shall include at a minimum the following information: Franchise ordinance number, street address nearest to the proposed work site, and description of work to be performed. PSE shall provide written notice of completion within twenty-four (24) hours after completing work.
- 6.2.5. Major Activities.
- 6.2.5.1. Major Activities. All activities not deemed Minor or Blanket Activities are Major Activities and require a Right-of-way Use permit. Fees will be assessed individually according to the City's Fee Schedule and paid on a monthly basis within 30 Days following the end of each month.
- 6.2.5.2. All permits shall be closed out prior to the expiration date. PSE shall request a final site inspection when all permit conditions have been met and work is complete. If the work cannot be completed prior to the expiration date a request to extend the permit must be submitted.
- 6.2.6. If none of the activities listed accurately describes or captures a proposed activity, PSE and the City shall meet to discuss the nature and scope of the proposed activity. Based upon the parties' discussions, the Director shall determine whether the proposed activity shall be categorized as a minor, blanket, or major activity.
- 6.2.7. Emergency Work, Permit Waiver. In the event of any emergency where immediate action is needed to protect the integrity of PSE's Facilities within the Franchise Area for which a permit from the City is required under this Franchise, PSE shall immediately take any necessary emergency measures to repair or remove its Facilities without first applying for and obtaining a permit as required by this Franchise. During normal work hours PSE shall verbally notify the Director as soon as possible after the event of the need to perform emergency repairs. This emergency provision shall not relieve PSE from later obtaining any necessary permits for the emergency work, with the exception of minor and blanket activities as described in 6.2.3 and 6.2.4. PSE shall apply for the required permits the next business day following the emergency work or as soon as practical.

- 6.2.8. Notice of construction in the right-of-way. At least five (5) calendar days prior to the anticipated start of construction activities within the right-of-way that qualify as Major Activities, except those activities exempted from permit requirements in accordance with Section 6.2.7, or that are expected to conclude in eight (8) hours or less, PSE shall inform the occupants of all immediately adjacent properties that a construction project will commence, provide the anticipated date range and nature of the project, and share a point of contact for seeking more information. Notification may be completed using one or more methods, including but not limited to: door hangers, mailed notices, emails, phone calls, onsite signage, coordination with property management companies, web content and onsite crew coordination.
- 6.2.9. Notice of construction activities impacting private property. At least twenty-four (24) hours prior to the start of construction, maintenance or repair activities directly impacting the use of a private property, except those activities exempted from permit requirements in accordance with Section 6.2.7, PSE shall inform impacted property occupants of the nature of the work. Notification may be completed using one or more notification tools, including but not limited to: door hangers, mailed notices, emails, phone calls, onsite signage, coordination with property management companies, web content, and onsite crew coordination. In some cases, the notice of construction in the right-of-way may be combined with the notice of construction activities impacting private property.
- 6.2.10. In the event PSE fails to comply with any conditions set forth in Section 6.2, the City shall provide PSE with written notice of the alleged noncompliance. PSE shall have thirty (30) calendar days from the date of the notice to cure the noncompliance, commence the cure in good faith if said cure will reasonably take longer than 30 days to complete under the circumstances, or enter into an agreement that establishes a schedule for curing the noncompliance with the City. If PSE fails to cure the noncompliance, commence the cure, or enter into an agreement that establishes a schedule for curing the noncompliance within that 30-day period, as outlined herein this Section, the parties shall enter into dispute resolution pursuant to Section 15 below, and the City may suspend all rights and privileges granted under Section 6.2 until such time as PSE cures the noncompliance, or enters into an agreement that establishes a cure for the noncompliance. This suspension does not preclude PSE from applying for permits as provided in SMC Chapter 12.15, as it currently exists or may hereafter be amended. Any non-compliance under this section shall not be deemed a default under section 14.2.

6.3. Decommissioned Facilities.

- 6.3.1. Above ground decommissioned facilities. PSE shall notify the City if PSE elects to permanently decommission any of its above-ground Facilities

within the Right-of-way. Upon receipt of said notice, the City will have the right to require PSE to remove such decommissioned Facilities from the Right-of-way within the Franchise Area. If so required, PSE shall remove the decommissioned Facilities from the Right-of-way within 180 Days of the discontinuation of their active utilization, or in accordance with a written removal plan authorized by the City. All necessary permits must be obtained prior to such work.

- 6.3.2. Below ground decommissioned facilities. In the event PSE permanently ceases use of any of its underground Facilities within the Right-of-way, PSE may leave such underground Facilities in place subject to the conditions set forth in this Section. Any such underground Facilities to be left in place shall be made inert by purging all natural gas from such underground Facilities (including displacement of natural gas with an appropriate inert gas) and disconnecting and sealing such underground Facilities, all in compliance with applicable regulation and industry standards. Such action by PSE shall not relieve PSE of the obligation and/or costs to subsequently remove or alter such underground Facilities in the event the City reasonably determines that such removal or alteration is reasonably necessary to accommodate a Public Project pursuant to Section 7 or to protect the health and safety of the public, in which case PSE shall perform such work at no cost to the City within a mutually agreed upon timeframe, but not less than one-hundred and twenty (120) days. Decommissioned Facilities must be identified on as built plans, provided to the City upon request, and consistent with utility locate standards. The City and PSE shall work in good faith to avoid or minimize the need to remove any decommissioned underground Facilities within the Franchise Area. The obligations contained in this section shall survive the expiration, revocation and termination of this Franchise.

6.4. Restoration after Construction.

- 6.4.1. PSE shall, after any installation, construction, relocation, maintenance, or repair of its Facilities within the Right-of-way that disturbs the surface or subsurface of the Right-of-way, promptly restore the Right-of-way to at least the same condition it was in immediately prior to any such installation, construction, relocation, maintenance or repair and, to the extent reasonable in light of the scope and nature of PSE's work in the Right-of-way, in accordance with City standards at no cost to the City. All concrete encased monuments which have been disturbed or displaced by such work shall be restored pursuant to all federal, state and local standards and specifications.
- 6.4.2. If it is determined that PSE has failed to restore the Right-of-way in accordance with this Section, the City shall provide PSE with written notice including a description of actions the City believes necessary to restore the Right-of-way. If the Right-of-way is not restored in accordance

with the City's notice within thirty (30) Days of that notice, the City, or its authorized agent, may restore the Right-of-way. PSE shall be responsible for all costs and expenses incurred by the City in restoring the Right-of-way in accordance with this Section. The remedy granted to the City under this Section shall be in addition to those otherwise provided by this Franchise.

- 6.5. Bonding Requirement: Before undertaking any of the work within the Right-of-way authorized by this Franchise, PSE shall furnish a bond executed by PSE and a corporate surety authorized to do a surety business in the State of Washington, in a sum to be set and approved by the City Manager as reasonably sufficient to ensure performance of PSE's obligations under this Franchise. The bond shall be conditioned so that PSE shall observe all the covenants, terms and conditions and faithfully perform all of the obligations of this Franchise, and to restore or replace any defective work performed by or on behalf of PSE or materials discovered in the restoration of the Right-of-way within a period of two years from the final City inspection date of any such restoration. PSE may meet the obligations of this Section with one or more bonds acceptable to the City. In the event that a bond issued pursuant to this Section is canceled by the surety, after proper notice and pursuant to the terms of said bond, PSE shall, prior to the expiration of said bond, procure a replacement bond which complies with the terms of this Section.
- 6.6. Recourse Against Bond: With respect to undertaking any of the work pursuant to section 6.5 of this Franchise, in the event PSE fails to perform its obligations in accordance with the terms and conditions of this Franchise and further fails to cure its deficiency within a reasonable period of time after receipt of written notice of such deficiency by the City, then the City may use any bond(s) furnished by PSE pursuant to Section 6.5 to cure such deficiency.
- 6.6.1. In the event the City makes use of such bond(s) furnished by PSE pursuant to Section 6.5, the City shall promptly provide written notice of same to PSE. Within thirty (30) Days of receipt of such notice, PSE shall replenish or replace such bond(s) pursuant to Section 6.5.
- 6.6.2. The rights reserved to the City by this Section are in addition to all other rights of the City whether reserved by this Franchise or authorized by law, and no action, proceeding, or exercise of a right under this Section shall constitute an election or waiver of any rights or other remedies the City may have.
- 6.7. Safety. PSE, in accordance with applicable federal, state, and local safety rules and regulations, shall, at all times, employ ordinary care in the installation, maintenance, and repair utilizing methods and devices commonly accepted in the natural gas industry of operation.
- 6.8. Lateral Support Impairment. In the event that PSE's Facilities or operations within the Right-of-way directly and solely causes a condition that substantially impairs the lateral support of the Right-of-way, or public property adjacent thereto, the Director

may direct PSE, at no charge or expense to the City, to take actions to resolve the impairment, with all necessary permits and authority granted by the City in an expeditious manner, provided that PSE is authorized to take any necessary emergency measures to repair or remove its Facilities pursuant to Section 6.2.6. In the event that PSE disputes that its Facilities or operation directly and solely caused the substantial impairment of lateral support, the Parties shall engage in dispute resolution pursuant to Section 14 below.

7. Relocation of Facilities.

- 7.1. PSE agrees to protect, support, temporarily disconnect, relocate or remove from any Right-of-way its Facilities without cost to the City, to the extent permitted by law and under this Franchise, when so required by the City for a Public Project. Relocations means PSE will move above grade Facilities to another above grade location (above ground to above ground relocation) and below grade Facilities to another below grade location (underground to underground relocation). PSE shall in all such cases have the privilege to temporarily bypass, in the authorized portion of the same Right-of-way and upon approval by the City, any Facilities required to be temporarily disconnected or removed for a Public Project. It is understood that conditions including, but not limited to, scope and complexity of a project, and the ability to gain necessary easements and permits, will impact these projects and will be taken into consideration when establishing timelines for such projects.
- 7.2. If the City determines that a Public Project requires the Relocation of PSE's existing Facilities the City shall:
 - 7.2.1. As soon as possible to the notice to proceed is given for a Public Project, but not less than one-hundred twenty (120) Days, provide PSE written notice requesting such relocation and the date by which relocation needs to be completed, provided that the relocation deadline will be extended as reasonably necessary if it would be impossible or impracticable for PSE to complete the relocation work by the original relocation deadline due to factors and circumstances beyond PSE's reasonable control, including but not limited to force majeure events, and events caused by a third party and which PSE does not control; and
 - 7.2.2. Provide PSE with copies of relevant portions of the City's plans and specifications for such public works improvement.
 - 7.2.3. Ensure that all necessary permits and easements are issued to PSE in an expeditious manner so PSE may maintain the timeline of a Public Project established under this Franchise or a separate agreement.
- 7.3. PSE may, after receipt of written notice by the City as specified in Subsection 7.2.1 requesting a relocation of its Facilities, submit to the City written alternatives to such Relocation that in PSE's judgment offer the least amount of interference to PSE's customers and operations, provide a more cost-effective alternative, or provide a more efficient or appropriate design or method for the Relocation for the Public Project. The City shall evaluate such alternatives and advise PSE in writing if any of

- the alternatives are suitable to accommodate the work that necessitates the Relocation of the Facilities. If so requested by the City, PSE shall submit additional information to assist the City in making such evaluation. The City shall give each alternative proposed by PSE full and fair consideration. In the event the City ultimately determines that the alternatives submitted by PSE are not amenable to the City, PSE shall relocate its Facilities as provided in this Section.
- 7.4. PSE will work cooperatively with the City on Public Projects to explore the most cost-effective means of coordinating the Relocation of Facilities for Public Projects. After receipt of such notice and such plans and specifications provided to PSE by the City as specified in Subsections 7.2.1 and 7.2.2 of this Agreement, PSE shall complete Relocation of its Facilities at least ten (10) Days prior to commencement of a Public Project, unless a different date is provided in a separate Public Project coordination agreement between the City and PSE.
 - 7.5. If the City requires the subsequent relocation of Facilities within five (5) years from the date of relocation of such Facilities pursuant to this Section, then the City shall bear the entire cost of such subsequent relocation. The “date of relocation” shall be the date in which the physical relocation of the Facilities is completed.
 - 7.6. Whenever (i) any public or private development within the Right-of-way, other than a Public Project, requires the relocation of PSE's Facilities within the Right-of-way to accommodate such development; or (ii) the City requires the relocation of PSE's Facilities within the Right-of-way for the benefit of any person or entity other than the City, then in such event, PSE shall have the right as a condition of such relocation, to require such developer, person or entity to make payment to PSE, at a time and upon terms acceptable to PSE, for any and all costs and expenses incurred by PSE in the relocation of PSE's Facilities.
 - 7.7. Any condition or requirement imposed by the City upon any person or entity, other than PSE, that requires the relocation of PSE's Facilities shall be a required relocation for purposes of Section 7.5 (including, without limitation, any condition or requirement imposed pursuant to any contract or in conjunction with approvals or permits for zoning, land use, construction or development).
 - 7.8. If the City vacates any Right-of-way with PSE Facilities, the City shall reserve an easement in its vacation ordinance adequate for the repair, maintenance and replacement of the Facilities and sited along the location of the Facilities, provided that no easement shall be reserved if the vacation is for a Public Project and the Facilities are to be relocated under this Section. No easement shall be reserved if the vacation is conditioned upon a vacation petitioner's payment for the cost of relocating existing Facilities to another Right-of-way or private easement including necessary service reconnections caused by the relocation.
 - 7.9. Nothing in this Section shall require PSE to bear any cost or expense in connection with the location or relocation of any Facilities then existing pursuant to easement or other rights not derived from this Franchise, regardless of whether such easement or

other rights are on public or private property and regardless of whether this Franchise co-exists with such easement or other rights.

- 7.10. PSE's Maps and Records. PSE agrees to provide the City, upon reasonable request and without charge, copies of available as-built plans, maps, and records, in use by PSE, that show the approximate horizontal location of its Facilities at specified locations within the Right-of-way. If available, such maps shall also be provided in a digital electronic format usable by the City. All such maps and records will be provided for informational purposes only. PSE does not warrant the accuracy of any map or other information provided under this Section, and to the extent the location of Facilities are shown, such locations are approximate.

8. Utility Location.

Nothing herein is intended (nor shall be construed) to relieve either party of their respective obligations arising under applicable law with respect to determining the location of utility Facilities.

9. Planning Coordination.

- 9.1. Growth Management Act Comprehensive Planning. Pursuant to the Growth Management Act (GMA), chapter 36.70A RCW, the City is required to prepare and periodically update a comprehensive plan. RCW 36.70A.070 lists the mandatory elements that must be contained in the comprehensive plan, including a utilities element. PSE agrees to participate in a cooperative effort with the City in updates to its utilities element to meet the GMA's requirements, to the extent such information can be provided consistent with applicable laws.
- 9.2. Coordination of Projects and Activities. PSE will assign a representative whose responsibility shall be to coordinate with the City on planning for City Capital Improvement Program projects. At a minimum, such coordination shall include the following:
- 9.2.1. By February 1st of each year, PSE shall provide the Director with a schedule of its planned capital improvements, which may affect the Right-of-way for that year;
 - 9.2.2. PSE shall meet with the City, other franchisees and users of the Right-of-way, according to a schedule to be determined by the City, to schedule and coordinate construction on specific projects; and
 - 9.2.3. All construction locations, activities, and schedules shall be coordinated, as required by the Director, to minimize public inconvenience, disruption, or damages.
 - 9.2.4. PSE will cooperate with the City to consider the extension of its natural gas distribution system into areas of the City that do not have natural gas service available in conjunction with City road improvement projects subject to applicable PSE tariffs on file with the Washington Utilities and Transportation Commission.

- 9.3. Development of Right-of-Way Standards. PSE herein agrees to provide the staff-support necessary to enable PSE to meaningfully participate in the City's revision of Right-of-way Standards. By way of illustration and not limitation, this participation shall include attendance at City planning meetings, review and comment of documents proposed for adoption, and any other activities that may be required in the formulation of Right-of-way Standards, as agreed by PSE and the City. Such participation shall be for informational purposes only and shall not obligate either party to undertake any specific improvements within the Franchise Area, nor shall such discussions or coordination be construed as a proposal to undertake any specific improvements within the Franchise Area.
- 9.4. Emergency Operations. The City and PSE agree to cooperate in the planning and implementation of emergency operations response procedures. PSE will be engaged in City emergency planning process at the request of the City, including participation in the City's Emergency Management Council. The City will provide current emergency contact information to PSE's Emergency Manager. Such participation shall be for informational purposes only and shall not obligate either party with respect to said participation.

10. Indemnification.

- 10.1. PSE hereby agrees to indemnify, defend and hold harmless the City, its elected officials, employees, agents, and volunteers from any and all third party claims, costs, judgments, awards or liability to the extent the same is caused by the negligent acts or omissions of PSE, its agents, servants, officers or employees in performing activities, including equipment installation, maintenance and operations, authorized by this Franchise. If final judgment is rendered against the City, its elected officials, employees, agents, and volunteers, or any of them, PSE shall satisfy the same to the extent it is based on a claim or demand which is covered by PSE's indemnification obligations hereunder. In the event any claim or demand presented to, or suit or action is commenced against, the City based upon any such claim or demand, the City shall promptly notify PSE thereof, and PSE may elect, at its sole cost and expense, to settle and compromise such suit or action, or defend the same with attorneys of its choice. If any such claim or demand is subject to RCW 4.24.115 and caused by or results from the concurrent negligence of (a) the City, its elected or appointed officials, or its agents or employees and (b) PSE, or PSE's agents or employees, then in such event the defense and indemnity provisions provided for in the preceding paragraph 9.1 shall be valid and enforceable only to the extent of PSE's negligence.
- 10.2. Solely to the extent required to enforce the indemnification provisions of this Section 9, PSE waives its immunity under Title 51 RCW, Industrial Insurance; provided, however, the foregoing waiver shall not in any way preclude PSE from raising such immunity as a defense against any claim brought against PSE by any of its employees. The foregoing waiver has been mutually negotiated by the parties hereto, and PSE acknowledges that the City would not enter into this Franchise without PSE waiver thereof.
- 10.3. Inspection or acceptance by the City of any work performed by PSE at the time of completion of construction shall not be grounds for avoidance of PSE's indemnification obligations. Said indemnification obligations shall extend to claims that are not reduced to a suit and any claims that may be compromised prior to the culmination of any litigation or the institution of any litigation.

11. Insurance.

- 11.1. In lieu of the insurance requirements set forth below in this Section and with the concurrence of the City, PSE may utilize a combination of self-insurance and excess liability insurance to protect against such risks in such amounts as are consistent with good utility practice. To secure such concurrence, PSE and the City may, from time to time, review PSE's financial position and risk management program. Upon PSE's acceptance of this Franchise and upon reasonable request thereafter, PSE shall provide the City with reasonable written evidence that such protection is being maintained.
- 11.2. Except as otherwise provided in Section 11.1, PSE shall procure and maintain for the duration of the Franchise, during any period of time during which PSE is operating its Facilities without a franchise, or is engaged in the removal of its Facilities from the

Franchise Area, insurance against claims for injuries to persons or damages to property which may arise from or in connection with the exercise of the rights, privileges and authority granted hereunder to PSE, its agents or employees. PSE's maintenance of insurance as required by this Franchise shall not be construed to limit the liability of PSE to the coverage provided by such insurance or otherwise limit the City's recourse to any remedy available at law or in equity. A combination of self-insurance and excess liability insurance may be utilized by PSE. Upon PSE's acceptance of this Franchise, PSE shall provide to the City a certificate of insurance and/or evidence of self-insurance evidencing the following required coverages and limits:

- 11.2.1. Automobile Liability insurance or self-insurance for owned, non-owned and hired vehicles with limits no less than \$2,000,000 Combined Single Limit per accident for bodily injury and property damage; and
- 11.2.2. Commercial General Liability insurance policy or self-insurance coverage providing no less than \$2,000,000 per occurrence and \$2,000,000 aggregate for personal injury, bodily injury and property damage. Coverage shall include premises, operations, independent contractors, products-completed operations, personal injury and advertising injury. There shall be no endorsement or modification of the Commercial General Liability insurance for liability arising from explosion, collapse or underground property damage.
- 11.2.3. Excess liability insurance with limits not less than \$5,000,000 per occurrence excess of Commercial General Liability and automobile limits described above in items 11.2.1 and 11.2.2.
- 11.2.4. Worker's compensation with statutory limits and employers liability insurance with limits of not less than \$1,000,000.
- 11.2.5. If coverage is provided by self-insurance or a policy of insurance written on a claims made rather than occurrence basis, PSE agrees to maintain the same levels of self-insurance or claims made policy coverage, or to purchase endorsements providing additional reporting periods in which claims otherwise covered by the claims made policy or self-insurance may be reported, for a period of three (3) years following either the discontinuance of the claims made policy or self-insurance or the termination of this Franchise, whichever is earlier.
- 11.3. Payment of deductible or self-insured retention shall be the sole responsibility of PSE.
- 11.4. The coverage shall contain no special limitations on the scope of protection afforded to the City, its officers, officials, or employees. In addition, the insurance policy shall contain a clause stating that coverage shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability. PSE's insurance shall be primary as applies to the indemnity obligations of this Franchise. Any insurance, self-insurance, or insurance pool

coverage maintained by the City shall be excess of PSE's insurance and shall not contribute with it. Coverage shall not be suspended, voided, canceled by either party, reduced in coverage or in limits except after thirty (30) Days prior written notice has been given to the City.

12. Notice of Tariff Changes.

PSE shall when making application for any changes in Tariffs affecting the provisions of the franchise, notify the City in writing, that the application has been submitted to the Washington Utilities and Transportation Commission (“WUTC”) within five (5) days of filing with the WUTC and any approved Tariff by the Washington Utilities and Transportation Commission, or its successor, affecting the provisions of this Franchise. In the event of any conflict or inconsistency between the provisions of this Franchise and such Tariff, the provisions of such Tariff shall control.

13. Utility Tax and Franchise Fee.

13.1. Utility Tax. PSE acknowledges that the City is authorized under RCW 35.21, as amended, to impose a utility tax on PSE. Nothing in this franchise shall exempt nor be construed to exempt PSE from payment of this utility tax in accordance with the City’s Code.

13.2. Franchise Fee. The City acknowledges that it is precluded from imposing a franchise fee upon PSE pursuant to RCW 35.21.860, for use of the right-of-way except for administrative expenses, fees, taxes or charges authorized by RCW 35.21. As such, the City will not impose a franchise fee under the terms of this Franchise, other than as described herein or as authorized by law.

14. Enforcement.

14.1. A substantial violation or breach of this Franchise by PSE shall include, but shall not be limited to, the following:

14.1.1. An uncured violation of any material provision of this Franchise;

14.1.2. An intentional evasion or knowing attempt to evade any material provision of this Franchise or practice of any fraud or deceit upon the City;

14.1.3. Misrepresentation of material fact during negotiations relating to this Franchise or the implementation thereof.

14.1.4. An uncured failure to pay fees that may be associated with this Franchise, if any.

14.2. In the event either party shall fail to comply with the terms of this Franchise, the other party shall provide the non-complying party with detailed written notice of any alleged violation or breach. The party who is allegedly in non-compliance shall have a period of 60 Days following such written notice to cure the alleged violation or breach, demonstrate to the other’s satisfaction that a violation or breach does not exist, or submit a plan satisfactory to the other to correct the violation or breach. If, at the end of said 60-Day period, the City or PSE reasonably believes that a substantial

violation or material breach is continuing and the party in breach is not taking satisfactory corrective action, the other may declare that the party in breach is in default, which declaration must be in writing, and engage in Dispute Resolution pursuant to Section 15.2 below.

- 14.3. The City or PSE may, in its sole discretion, provide an extension of the 60 Day period provided for in Section 14.2 for the other party to remedy any violation or breach and come into compliance with this Franchise so as to avoid a declaration of default. The party granting the extension may not unreasonably withhold such an extension provided that the noncompliant party demonstrates prompt and diligent efforts to cure the violation or breach.

15. Dispute Resolution.

- 15.1 In the event of a dispute between City and PSE arising by reason of this Franchise, or any obligation hereunder, the dispute shall first be referred to the operational officers or representatives designated by City and PSE to have oversight over the administration of this Franchise. Said officers or representatives shall meet within thirty (30) calendar days of either party's request for a meeting, whichever request is first, and the parties shall make a good faith effort to attempt to achieve a resolution of the dispute.
- 15.2 In the event that the parties are unable to resolve the dispute under the procedures set forth in Sections 14 or 15.1, then the parties hereby agree that the matter shall be referred to mediation. The parties shall mutually agree upon a mediator to assist them in resolving their differences. Each party shall bear its own expenses related to the mediation and the parties shall share the cost of the mediator equally.
- 15.3 If either party is dissatisfied with the outcome of the mediation, that party may then pursue any available judicial remedies, provided, that if the party seeking judicial redress does not substantially prevail in the judicial action, it shall pay the other party's reasonable legal fees and costs incurred in the judicial action.

16. Force Majeure.

Neither party will be subject to penalty for any non-compliance with this Franchise or delay in compliance of any of its obligations hereunder where such compliance is prevented or delayed by acts of God (except normal weather conditions for the Shoreline-Seattle area), fire, explosion, accident, flood, epidemic, war, riot, rebellion, interruption or rationing of fuel supply, or other unexpected and uncontrollable event ("force majeure events"). If a force majeure event occurs, this Section will only apply if the Party intending to seek the protections of this Section notifies the other Party in writing.

17. Survival.

All of the provisions, conditions and requirements of Sections 6.3 Decommissioned Facilities, 6.4 Restoration After Construction, 6.8 Lateral Support Impairment, 10. Indemnification, 11. Insurance, and other sections of this Franchise that may be reasonably construed to survive the termination or expiration of this Franchise shall survive such termination or expiration. All of the provisions, conditions, regulations and requirements

contained in this Franchise shall further be binding upon the heirs, successors, executors, administrators, legal representatives and assigns of the parties hereto and all privileges, as well as all obligations and liabilities of each party shall inure to their respective heirs, successors and assigns.

18. Severability.

If any Section, sentence, clause or phrase of this Franchise should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other Section, sentence, clause or phrase of this Franchise. The Parties may amend, repeal, add, replace, or modify any provision of this Franchise to preserve the intent of the parties as expressed herein prior to any finding of invalidity or unconstitutionality.

19. Assignment.

This Franchise shall not be assigned in whole or in part without the written approval of the City, which shall not be unreasonably withheld. Notwithstanding the foregoing, PSE shall be permitted, without the City's approval, to mortgage its rights, privileges and authority in and under this Franchise to the trustee under its mortgage indenture for the benefit of its bondholders.

20. Notice.

Any notice or information required or permitted to be given to the parties under this Franchise may be sent to the following addresses unless otherwise specified:

Puget Sound Energy, Inc.
P.O. Box 97034
Bellevue, WA 98009-9734
Attn: Municipal Relations

City Manager
City of Shoreline
17500 Midvale Avenue N.
Shoreline, WA 98133-4905

21. Non-Waiver.

The failure of either party to enforce any breach or violation by the other party of any provision of this Franchise shall not be deemed to be a waiver or a continuing waiver by the non-breaching party of any subsequent breach or violation of the same or any other provision of this Franchise.

22. Entire Agreement.

This Franchise constitutes the entire understanding and agreement between the parties as to the subject matter herein and no other agreements or understandings, written or otherwise, shall be binding upon the parties upon execution and acceptance hereof.

23. Amendment.

This Franchise may be amended only by written instrument, signed by both parties, which specifically states that it is an amendment to this Franchise and is approved and executed in accordance with the laws of the State of Washington.

If, during the term of this Franchise, there becomes effective any change in federal or state law that may require action by the City or PSE that conflicts or is inconsistent with any provision of this Franchise, either party may notify the other party in writing of such party's desire to commence negotiations to amend this Franchise. Such negotiations shall only encompass the specific term or condition affected by the change in federal or state law and no party shall be obligated to reopen negotiations on any other term or condition of this Franchise.

Without limiting the generality of the foregoing, this Franchise (including, without limitation the Sections addressing indemnification and insurance) shall govern and supersede and shall not be changed, modified, deleted, added to, supplemented or otherwise amended by any permit, approval, license, agreement or other document required by or obtained from the City in conjunction with the exercise (or failure to exercise) by PSE of any and all of its rights, benefits, privileges, obligations or duties in and under this Franchise, unless such permit, approval, license, agreement or other document specifically: (i) references this Franchise, and (ii) states that it supersedes this Franchise to the extent it contains terms and conditions which change, modify, delete, add to, supplement or otherwise amend the terms and conditions of this Franchise. In the event of any conflict or inconsistency between the provisions of this Franchise and the provisions of any such permit, approval, license, agreement or other document, the provisions of this Franchise shall control.

24. Supremacy.

This Franchise represents the dominant agreement between the parties. In the event of any conflict between this Franchise and any City ordinance or permit, the terms of this Franchise shall control. In the event, however, of any conflict between the provisions of this Franchise and PSE's applicable tariff on file with the Washington Utilities and Transportation Commission or a successor state regulatory authority, the tariff shall control for the duration of that conflict, provided, that PSE shall provide the City written notice within five (5) Days of filing any proposed tariff or amended tariff which would affect the terms of this Franchise or any rights of the City hereunder.

25. No Third Party Beneficiary.

Nothing in this Franchise shall be construed to create any rights in or duties to any third party, nor any liability to or standard or are with reference to any third party. This Franchise shall not confer any right or remedy upon any person other than the parties. No action may be commenced or prosecuted against any party by any third party claiming as a third party beneficiary of the Franchise. This Franchise shall not release or discharge any obligation or liability of any third party to either party.

26. Captions.

The titles of sections or any other parts of this Franchise are for the convenience only and do not define or limit the contents.

27. Acceptance by PSE.

The City Clerk is hereby authorized and directed to forward certified copies of this Ordinance to PSE. PSE shall have sixty (60) Days from receipt of the certified copy of this

Ordinance to unconditionally accept in writing the terms of the Franchise granted to PSE in this Ordinance and file such acceptance with the City Clerk.

28. Publication Costs.

In accord with state law, this Ordinance shall be published in full. PSE shall reimburse the City for the cost of publishing this Ordinance within thirty (30) Days of receipt of any invoice from the City.

29. Reimbursement of Administrative Costs.

As specifically provided by RCW 35.21.860, the City may not impose a franchise fee or any other fee or charge of whatever nature or description upon PSE. However, as provided in RCW 35.21.860, PSE shall reimburse and pay the City’s actual administrative expenses incurred by the City that are directly related to: (i) receiving and approving a permit, license or this Franchise, (ii) inspecting plans and construction, or (iii) preparing a detailed statement pursuant to Chapter 43.21C RCW.

30. Effective Date.

This Ordinance shall take effect and be in full force after publication and upon acceptance by PSE as provided in Section 28.

PASSED BY THE CITY COUNCIL ON _____, 2019.

Mayor Will Hall

ATTEST:

Jessica Simulcik Smith
City Clerk

APPROVED AS TO FORM:

Margaret King
City Attorney

Date of Publication: _____, 2019
Effective Date: _____, 2019
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CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussing Ordinance No. 859 - Establishing a New Chapter, SMC Chapter 5.25 Filming Regulations and Amending SMC 3.01 Fee Schedule
DEPARTMENT:	City Manager's Office
PRESENTED BY:	Nathan Daum, Economic Development Program 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:

The media-production industry offers opportunities for Shoreline to increase commercial activity throughout the entire city. The City's current policies and procedures could be better tailored to filmmaking, as filmmakers are currently subject to a permitting process that was designed for other types of applicants through the City's right-of-way and park rental fees. Given the small to moderate scale of the typical film production in the City, permit costs and requirements are burdensome and do not reflect the City's desire to help attract and grow the film industry in Shoreline. In addition, ushering filmmakers through the approval process currently requires staff time in evaluating regulatory and fee accommodations on a case-by-case basis.

In March of this year, the City Council asked staff to propose a streamlined film-industry-specific permitting process with appropriate fees for filmmaking in Shoreline. Staff is providing proposed Ordinance No. 859 (Attachment A) which would establish a new chapter in Shoreline's Municipal Code to address filmmaking activities on public property in addition to amending the City's Fee Schedule (SMC Section 3.01). Establishing new, clear, consistent policies now will help save time and improve customer relations over the upcoming summer filmmaking season.

RESOURCE/FINANCIAL IMPACT:

The financial impacts of implementing these changes are minimal and staff time is primarily required for the one-time drafting of regulations and procedures to streamline the permitting process. Improving our regulatory climate for this industry may have a net positive effect through increased filmmaking in the City, along with a related increase in local media production business activity. If no action is taken to address this issue, staff anticipates some negative financial impacts caused by demands on staff time to perform case-by-case analyses and decision making related to individual filming requests. Additional negative impacts from no-action would be the potential loss of filmmaking business in the City. Any loss of permit fees is seen as *de minimis*, since often film makers have not obtained permits through the City or fees have been waived.

RECOMMENDATION

Tonight, Council will discuss staff's recommendations including proposed Ordinance No. 859. No action is required at this time, although Council should provide feedback regarding staff's recommendations. Council is scheduled to adopt proposed Ordinance No. 859 on June 24, 2019.

Approved by: City Manager _____ City Attorney _____

INTRODUCTION

The growth of the media production industry is a key economic development priority for the City of Shoreline. The City of Shoreline has a regionally recognized and highly respected film program at Shoreline Community College, and while other colleges in the region are closing similar programs, the film school at Shoreline is thriving and growing. Partnering with the College through the Shoreline Film Office, the City currently hosts filmmaking productions totaling roughly \$1 million per year (Attachment B). As media production activities grow in Shoreline, there remain no fees in the adopted fee table appropriate to this industry, and applicants are required to coordinate with multiple staff members in multiple City departments depending on their needs. This contrasts with the practices of surrounding cities, where there is a concerted effort to assign a point of contact to assist throughout a filmmaker's interaction with the City. Without active executive, staff, and consultant involvement, filmmakers working in Shoreline can encounter regulations and fees that are not appropriate for their industry. This in turn leads to requests for exceptions and fee reductions, and this causes delay and consternation on the part of applicants and a drag on staff time to consider requests on a case-by-case basis.

Council therefore requested that staff develop a concise set of policies and procedures for the film industry, including discussing the pros and cons of bringing our regulations and costs into alignment with film-friendly peer cities. This requires amending the Shoreline Municipal Code permit fee table, adding a new Chapter in Title 5: Business Licenses and Regulations, and developing a Shoreline Film Manual (SFM).

BACKGROUND

The Shoreline Film Office was launched in mid-2013 at the direction of City Council. Since that time, the Shoreline Film Office has become a vibrant economic development partnership between the City and the College and has fostered a significant amount of commercial filmmaking in the city. As intended, this initiative has both attracted commercial activity to Shoreline and contributed to the development of local filmmakers enrolled at the Community College. Temporary and contract hiring, food, equipment, and other spending of visiting film crews can contribute to the local economy. As a state-wide reference point, in 2016, the motion picture and television industry in Washington State contributed approximately 10,000 jobs (direct and production related) and \$413M in wages¹. Shoreline staff is working to support the growth and development of film related business activity within our city, with the goal of capturing a growing share of this sector.

During the City Council Strategic Planning Workshop in March 2019, Council requested that staff develop recommended filmmaking regulations based on model code available and best practices from other cities. Staff explained to Council that this has been on staff's current work plan, and Council expressed support for continuing this work.

¹ Source: Motion Picture Association of America and Washington Filmworks.

The Film Industry in Shoreline Today

Independent films, commercials, short films and other productions totaling approximately \$1 million per year in Shoreline represent a significant and growing local economic cluster (Attachment B). Notably, filmmakers are choosing Shoreline based on our proximity to Seattle, unique filming locations, and our efforts to work supportively with filmmakers. In August 2018, Staff worked with the production teams for the \$2.5 million, feature-length independent film Language Arts, an upcoming Dairygold TV commercial, a Shoreline Community College (SCC) student film, a professionally produced local short film including SCC film school students, and an online video for local non-profit Committee for Children.

As of May 1, 2019, Shoreline is under active consideration and/or initial work for three different productions, including “THE PAPER TIGERS – A Kung Fu Indie for the Underdogs”, “East of the Mountains” – a Tom Skerritt independent film, and a Powerade TV commercial, all of which are slated to begin in June 2019, one of which is a multimillion-dollar production.

DISCUSSION

Current Regulations and Fees for Filmmaking on City Property

Currently, the Shoreline Municipal Code does not provide regulations or fees specifically related to the use of City property for film related activities. As such staff has primarily relied on fees assessed for the use of City parks, open space and right-of-way. Below are the current rates for those uses:

Permit Type	Current
Film Permit	n/a
Right-of-Way Use Permit	Hourly Rate (\$199/hour) with minimum fee of \$597 (3-hour minimum)
Parks and Open Space Use Permit	\$19/hour
Filming in City Owned Building	n/a

Often, the fees charged related to an hourly use of City parks or right-of-way are much greater than a filmmaker is willing to consider and is significantly more than what is charged by other cities that encourage filmmaking activity. Often the fee calculation for a simple shoot using both park and right-of-way facilities ranges from \$600 to \$800.

On numerous occasions over the past five years, film crews were interested in shooting in Shoreline, but then were stymied by various permit requirements. In all cases, waivers were considered on a case-by-case basis.

For example, In the summer and fall of 2018, a multimillion-dollar feature-length independent film was shot mostly in Shoreline (on city streets, in parks, and at Fircrest). This was a high profile project in WA State with the film receiving funding assistance from Washington Filmworks, the private non-profit organization that manages the state’s

production incentive program. While this activity provided many benefits to the City, permitting activities were a pain-point for the production and for the City. This was because the existing code did not address the specific type of activities requested or the specific needs of the requester.

In the past, permit fee waivers were given to filmmakers on an ad-hoc basis, resulting in some confusion for both the City and the filmmaker, requiring excessive staff time, and potentially exposing the city to risk, as staff has evaluated the desire to have filmmaking activity occur in the City.

Comparison of Fees and Regulations of Other Film-Friendly Cities

Fees

A review of filmmaking permits fees in peer cities locally and nationally was performed and the findings are contained in Attachment B. Staff reviewed the film regulations and permit fees for the Pacific Northwest cities of Seattle, Everett, Tacoma, Spokane, and Portland. Staff also reviewed filmmaking policies for the cities of Atlanta, GA; Vancouver, BC; New York, NY and Los Angeles, CA in addition to the policies for the National Park System. A summary of that analysis is as follows:

- Cities that are likely competitor cities to Shoreline, because they are in the Northwest and share similar statewide film incentives and locations, are, by policy, significantly less expensive for filmmakers than Shoreline. As previously stated, a simple shoot in Shoreline could have a calculated fee of \$600 to \$800, while the same shoot in comparable cities would range from \$0 to perhaps \$250. For a “typical shoot” Seattle charges \$25/day, Tacoma might charge \$100/day (\$50/day for students), and Everett would not charge any fee.
- Larger “film cities”, including Atlanta, Vancouver, BC, New York City, and Los Angeles, have fee structures that are designed to accommodate small productions at no cost to the filmmaker as well as handle large and complex motion picture filming for films that might have explosives, stunt acts, large electrical demands, many trucks, and other major complexities. Nevertheless, most of these film cities also allow carve-outs for “less complex” films, comparable to what is currently filmed in Shoreline.
- To allow for greater flexibility and future growth, it would be helpful to develop a tiered regulatory and fee structure to address the range of filmmaking activity that could occur in Shoreline.

Regulations and Practices

Staff also reviewed two documents from the California Film Commission. The first document is a “Model Film Ordinance” (Attachment C) with relevance to any film-friendly city that wishes to encourage the filmmaking industry in their location. The second is, “Guidelines for Best Practices in Film Regulations and Polices” (Attachment D), which can be implemented in policy once a film ordinance is adopted.

Recommendations and best practices from these documents include:

- Require a permit for filmmaking activities,

- Establish timely issuance of film permits,
- Establish reasonable permit fees that are similar to surrounding cities,
- Provide the flexibility for fee waivers for certain circumstances,
- Establish requirements to protect City assets, and
- Establish a point person for coordinating filmmaking permit process and a centralized filming section of the City’s website.

Staff also reviewed the City of Seattle’s practices related to the film industry, as posted on the website of the Seattle Office of Film & Music, and Everett’s policy which can be seen at the following link: <https://everettwa.gov/1666/Permit-Requirements>.

The City of Seattle has defined three Permit Types for filmmaking, as follows:

1. **Low impact filming** (*sidewalks, parks no traffic control or parking reservation*). COST: \$25 flat fee for up to 14 days of filming. After 14 days, \$25/day
2. **Moderate impact filming** (*parking reservation, traffic control, hiring officers, builds*, off-hours work*). COST: \$25/day of filming – no limit on number of public locations per day
3. **High impact filming** (*drones, street closures, stunts, pyrotechnics, large builds², high number of officers*). COST: Determined on a case-by-case basis.

Each of these three categories are discussed in-depth on the City of Seattle Film & Music website, spelling out more specific requirements and exceptions. Additional information about the City of Seattle’s practices concerning filmmaking permits and fees are located at: <https://www.seattle.gov/filmandmusic/film/film-manual>.

Recommendation

Staff recommends that Shoreline’s regulations follow Seattle’s approach as a starting point, and then modify and/or simplify where necessary. These policies are similar to those adopted by the City of Everett.

Proposed Ordinance No. 859 (Attachment A) creates a new chapter in the City’s Municipal Code, Chapter 5.25 (Attachment A-Exhibit A), which outlines the regulations to guide the filmmaking industry when filming within the City of Shoreline. In summary these regulations include the following:

- Requires, unless explicitly exempted, that a person must obtain a permit prior to conducting filmmaking activities on City owned properties and rights-of-way (SMC 5.25.030 (A)),
- Establishes a tiered system of filmmaking permits (SMC 5.25.030 (B)),
- Establishes permit submission requirements (SMC 5.25.040),
- Establishes liability insurance requirements (SMC 5.25.050),
- Establishes exemptions to the filmmaking permit requirements (SMC 5.25.060) for journalists, private individuals making film for their personal use, and “roving” film productions that meet specific requirements,

² A “build” is any set-dressing, props, or other structures built on set.

- Requires that the Economic Development Manager create a Shoreline Film Manual for administering the filmmaking activities within the City (SMC 5.25.070), and
- Establishes penalties for those failing to comply with the City’s filmmaking regulations (SMC 5.25.080).

Proposed Ordinance No. 859 also amends the City’s fee schedule to add a new section, SMC 3.01.205, to establish filmmaking permit fees (Attachment A-Exhibit B). Those fees are proposed as follows:

Permit Type	2019 Fee Schedule
Low-Impact Film Production	\$25 flat fee per production (for up to 14 consecutive days of filming)
Low-Impact Daily Rate (each additional day after 14 days)	\$25 per additional day
Moderate-Impact Film Production	\$25 per day
High-Impact Film Production	Applicable permit fees apply, including but not limited to, permits for the right-of-way and park rental fees.

Staff does not recommend a separate park rental or right-of-way use permit fee for low or moderate-impact film production. The City Manager also has the authority to waive fees for student or non-profit filmmakers.

Staff recognizes that the proposed fees are not based on a cost-recovery basis. Rather they are proposed based on market comparisons and based on a desire to attract filmmaking activities to Shoreline. The following table provides pros and cons of staff’s fee recommendation:

Pros	Cons
Filmmaking primarily occurs in cities with film-appropriate permit fees.	Some taxpayer subsidy is required to make up the difference in cost recovery.
Matches expectation set by years-long, City commitment to media production industry.	Permit-compliance inspection requires staff time.
While cost-recovery is difficult to measure for filmmaking permits, they are significantly less complex than typical permits processed by the City.	
Continue to receive cost recovery on commercial films with large budgets.	

Cities without permit fees and processes tailored to filmmaking are those in which very little, if any, commercial filmmaking activity takes place. To simplify the process for

applicants and staff, staff will develop a Shoreline Film Manual (SFM) to establish a set of criteria for filmmaking permits with a set of illustrative examples and relevant practices. Attachment E provides a draft of the SFM.

STAKEHOLDER OUTREACH

To develop new policy recommendations, the Shoreline Film Office solicited the input of Washington Filmworks, Shoreline Community College, the City of Seattle's Office of Film + Music + Special Events as well as local filmmakers. Some of the most useful feedback came from filmmakers with experience working with the City and is summarized below.

In October 2018, staff met with the executive producer and locations manager from the film, "Language Arts", which had been recently shot over an approximately eight-week timeframe at Fircrest and other locations in Shoreline and nearby communities.

The executive producer for this film was a well-established local producer with 23 production credits in 20 years listed on the Internet Movie Database (IMDb), and the locations manager had 11 location credits over the same time period, including for a major, well-known episodic series filmed in Washington State.

The purpose of the meeting was to discuss specifically the filming process in Shoreline, what worked and what didn't work for Language Arts, and to gather key recommendations and "lessons learned" based on their significant filming experience throughout the state and beyond. This feedback is summarized below:

1. **Centralized permits coordination.** Filmmakers are typically working on strict timetables and limited budgets with a limited ability to learn the various intricacies of the permit process within any given city. A "single point of coordination" is essential if the City wishes to support growth in this industry.
2. **Permit design.** Permits required of filmmakers should be designed to fit their industry, especially with regards to cost and turn-around time.
3. **Permit fees.** The risks, impacts, and work required of the city to support a road closure for a large developer might be significantly greater than the impacts for a road closure to film a car scene, and the fee structure should reflect this. This was an issue for Language Arts, where the stated fee for obtaining a permit to film a key car scene was significantly higher than it would have been in Seattle and might have led to scuttling the project had the City not granted fee waivers.

In addition to looking at actual cost to the city of the permit process, permit fees for filmmakers should be normalized with fees charged in neighboring, competing cities. Financial benefit to the City from allowing these types of activities should also be considered.

Staff also spoke with two smaller productions that wanted to film in Shoreline in 2018 but needed to move elsewhere due to costs or other restrictions. In one case, a small

team wanted to produce a small, low-impact music video which would have entailed one shot at a City park. This was a production that would probably have not required insurance based on our current recommendations. The production moved to a park in Edmonds, which did not require a certificate of insurance. In another case, a different company wanted to produce a short film which included filming a bicycle rider on a city street. They ultimately chose to film in another City where it was indicated from the beginning that a Right-of-Way and/or other permits would not be required for their use. It is possible that the production would have stayed in Shoreline if the rules had been well established and communicated from the start of the permitting process.

COUNCIL GOALS ADDRESSED

Goal 1 of the City Council's 2018—2020 Workplan is to "*Strengthen Shoreline's economic climate and opportunities.*" Action Step #6 calls for the City to "*Facilitate collaboration with and between members of the business community in order to remove barriers to starting and growing businesses, increasing commerce and profitability, and to identify appropriate new industries for Shoreline.*" In addition, the Council-adopted 2018—2023 Economic Development Strategic Plan, includes "*Growing a Media Production Industry*" as one of nine non-geographic Placemaking Projects intended to enrich the overall economic climate of the city.

RESOURCE/FINANCIAL IMPACT

The financial impacts of implementing these changes are minimal and are primarily staff time required for the one-time drafting of regulations and procedures to streamline the permitting process. Improving our regulatory climate for this industry may have a net positive effect through increased filmmaking in the City, along with a related increase in local media production business activity. If no action is taken to address this issue, Staff anticipates some negative financial impacts caused by demands on staff time to perform case-by-case analyses and decision making related to individual filming requests. Additional negative impacts from no-action would be the potential loss of filmmaking business in the City. Any loss of permit fees is seen as *de minimis*, since often film makers have not obtained permits through the City or fees have been waived.

RECOMMENDATION

Tonight, Council will discuss staff's recommendations including proposed Ordinance No. 859. No action is required at this time. Council should provide feedback regarding staff's recommendations. Council is scheduled to adopt proposed Ordinance No. 859 on June 24, 2019.

ATTACHMENTS

- Attachment A: Proposed Ordinance No. 859, Including Exhibits A and B
- Attachment B: Filmmaking Permit Fees Comparison Memorandum and Estimate of Economic Impact of Films to Shoreline Analysis

- Attachment C: California Film Commission Model Film Ordinance
- Attachment D: California Film Commission Best Practices Guidelines for Film Regulations and Policies
- Attachment E: *Draft* Shoreline Film Manual

ORDINANCE NO. 859

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON, ADDING A NEW CHAPTER TO TITLE 5 BUSINESS LICENSES AND REGULATIONS, CHAPTER 5.25 FILMMAKING REGULATIONS, OF THE SHORELINE MUNICIPAL CODE AND AMENDING CHAPTER 3.01 FEE SCHEDULE.

WHEREAS, in 2012, the City Council adopted the 2012-2017 Economic Development Strategic Plan focusing on “placemaking” and, since at least 2013, the City Council has included the filmmaking industry in its Goals and Workplan so as to strengthen Shoreline’s economic base; and

WHEREAS, the Shoreline Film Office, a collaborative effort between the City and Shoreline Community College, was established in 2013 to actively promote and encourage film production in Shoreline; and

WHEREAS, in 2018, the City Council adopted the 2018-2023 Economic Development Strategic Plan which articulates placemaking projects, including “Growing a Media Production Industry,” so as to enrich the overall economic climate of the City of Shoreline; and

WHEREAS, over the years, the City has hosted filmmaking productions totaling roughly \$1 million per year; and

WHEREAS, despite the filming activity, the City does not provide regulations or fees specifically related to the use of City property for film related activities; and

WHEREAS, on June 10, 2019, the City Council held a study session on the proposed filmmaking regulations and fees; and

WHEREAS, the City Council has considered the entire public record, public comments, written and oral;

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

Section 1. Amendment - SMC Title 5, establishing Chapter 5.25 Filmmaking Regulations. SMC Title 5 is amended to establish a new chapter, Chapter 5.25 Filmmaking Regulations, as set forth in Exhibit A.

Section 2. Amendment – SMC Chapter 3.01, establishing Section 3.01.205 Filmmaking permit fees. SMC Chapter 3.01 is amended to establish a new section, Section 3.01.205 Filmmaking permit fees, as set forth in Exhibit B.

Section 3. Corrections by City Clerk or Code Reviser. Upon approval of the City Attorney, the City Clerk and/or the Code Reviser are authorized to make necessary corrections to this ordinance, including the corrections of scrivener or clerical errors; references to other local, state, or federal laws, codes, rules, or regulations; or ordinance numbering and section/subsection numbering and references.

Section 4. Severability. Should any section, subsection, paragraph, sentence, clause, or phrase of this ordinance or its application to any person or situation be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance or its application to any person or situation.

Section 5. Publication and Effective Date. A summary of this Ordinance consisting of the title shall be published in the official newspaper. This Ordinance shall take effect five (5) days from the date of publication.

PASSED BY THE CITY COUNCIL ON JUNE 24, 2019

Mayor Will Hall

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik Smith
City Clerk

Margaret King
City Attorney

Date of Publication: _____, 2019

Effective Date: _____, 2019

Ordinance No. 859 – Exhibit A

NEW Chapter 5.25 Filmmaking Regulations

5.25.010 Purpose:

The purpose of this chapter is to establish procedures to guide the filmmaking industry when filming within the City.

5.25.20 Definitions

- A. “B roll” means film content that captures the environment, area, or surroundings of a story, or any generic, unscripted action which supplements the main storytelling content.
- B. “Build” means any set-dressing, props, or other structures built on set.
- C. “City” means the City of Shoreline, Washington.
- D. “Days” means calendar days.
- E. “Filmmaking” or “Filming” means motion-picture photography activity using film, digital video or other media storage technologies, not including news media or personal use.
- F. “Film Production” means the full range of activities supportive of the development of motion-picture media content for general public or limited audiences, not including news media or personal use.
- G. “City Manager” means the City Manager or designee.
- H. “Person” means any natural person, firm, partnership, company, corporation, association, or organization.
- I. “Public property” means any improved or unimproved public right-of-way, including sidewalks, bikeways, walkways, and parking areas, public park, or public building owned or managed by the City.
- J. “Responsible party” means the applicant and its agents, representative, or employees who control, manager, or supervise the film production.
- K. “Shoreline Film Manual” means the manual adopted pursuant to SMC 5.25.070 that includes permit criteria, rules, guidelines, standards, and specifications related to Filmmaking and Film Production in the City.

5.25.030 Permit - Required

A. Unless explicitly exempt in this chapter, it is unlawful for any Person to make use of a public place for Filmmaking or Film Production without first securing a Filmmaking Permit when the Filmmaking or Film Production requires the:

- 1. Use of a City park or City Building for Filming;
- 2. Temporary interruption of vehicle or pedestrian traffic on City streets or sidewalks;
- 3. Use of a tripod or dolly on City streets or sidewalks;
- 4. Placement of wires or cables across or over City streets or sidewalks;
- 5. Placement of a generator on a City street or sidewalk; or
- 6. Impact to areas of public parking, including reservation of space(s).

Ordinance No. 859 – Exhibit A

B. Types of Filmmaking Permits.

1. The type of permit required is based on the anticipated impact of the Filmmaking activity. Filmmaking Permits types are:

- a. Low Impact Film Production
- b. Moderate-Impact Film Production
- c. High-Impact Film Product

2. The criteria for each permit type shall be set forth in the Shoreline Film Manual.

5.25.040 Filmmaking permit application.

A. Any person that desires to Film or engage in Film Production within the City for commercial purposes shall submit a complete Filmmaking permit application with the appropriate fees to the City unless specifically exempted in this chapter. No filming may occur within the City until the filmmaking permit application has been approved and issued.

B. At the minimum, the application shall include:

1. A completed application form with the authorized signature of the applicant;
2. The appropriate application fee based on the official fee schedule (chapter 3.01 SMC) and
3. Any supplemental information required for submittal as set forth in the Shoreline Film Manual.

C. Prior to issuance of the Filmmaking permit:

1. The applicant shall pay all applicable fees;
2. If required by the City Manager, the applicant shall post a bond or damage deposit in an amount determined by the City Manager to be sufficient to cover any damages to public resources or facilities which may occur during the filming; and
3. Provide a certificate of insurance, naming the City as additional insured, for liability insurance to cover any liability costs associated with the film production activities.

5.25.050 Liability Insurance

A. Unless waived by the City Manager, commercial general liability insurance in an amount of not less than \$1,000,000 each occurrence and \$2,000,000 general aggregate shall be obtained and maintained during the permit term at the applicant's sole expense. The City shall be named as an additional insured.

B. The City Manager may reduce the coverage amounts set forth in this section or require additional coverage amounts depending on the filmmaking activity proposed by an applicant.

Ordinance No. 859 – Exhibit A

C. Higher liability coverage and other requirements for special circumstances including but not limited to use of helicopters, drones, and pyrotechnics may apply. Applicant shall comply with all insurance requirements contained in Shoreline Film Manual.

5.25.060 Exemptions

This chapter shall not be applicable to:

1. Journalists and other news media representatives in the pursuit of journalism.
2. Private individuals making film or digital video content for their personal use.
3. "Roving" film productions filming b-roll, zero impact sidewalk scenes, and documentary-style footage at various public exterior locations throughout Shoreline. A Filmmaking permit shall be required unless the "Roving" meets all of the following criteria:
 - a. Five or fewer total cast and crew on-site at any one time;
 - b. One camera on-site;
 - c. Outdoor production only;
 - d. No traffic control required;
 - e. No interruption to pedestrian activity;
 - f. No electrical generation, wires, cables run, or lights set-up;
 - g. Public parking will not be impacted; and
 - h. Not filming in City Park.

5.25.070 Shoreline Film Manual.

The City Manager shall prepare, administer, interpret, and amend as necessary a Shoreline Film Manual. The Manual shall establish reasonable rules, guidelines, standards, and specifications for Filmmaking or Film Production in the City.

5.25.080 Enforcement – Penalty

A. Filmmaking permit – suspension, denial, or revocation.

1. The City may deny a Filmmaking permit if within the three (3) years prior to the date of application:
 - a. The applicant had a Filmmaking permit revoked by the City for which the applicant was a responsible party; or
 - b. The applicant had a Filmmaking permit suspended more than two (2) times by the City for which the applicant was a responsible party; or
 - c. The City discovered that the Filmmaking permit was approved and issued based on fraud or misrepresentation by the applicant.

Ordinance No. 859 – Exhibit A

2. The City may deny a Filmmaking Permit if, in the City’s sole discretion, the filmmaking activity would be unduly burdensome on the City or would be contrary to the public health, safety, and welfare.
3. If any person violates the terms or conditions of an issued Filmmaking permit, the City may, at its discretion, suspend or revoke a filmmaking permit depending on the severity of the violation(s) and/or impose a penalty for a violation.

B. Appeal.

The City’s decision to deny a Filmmaking permit application; to suspend or revoke a Filmmaking permit; to find a violation of the terms and conditions of a Filmmaking permit, or to impose a penalty, may be appealed to the City Hearing Examiner.

1. A notice of appeal, providing the basis for the appeal, along with the appropriate fee shall be filed within 14 days of the date of the City’s decision.
2. The Hearing Examiner shall hold a closed-record hearing based on the record developed by the City.
3. Review shall be de novo and the burden shall be on the City to show, by a preponderance of the evidence, that its decision was warranted.
4. The Hearing Examiner’s decision shall be final. Any person aggrieved by that decision may seek judicial review in King County Superior Court by filing an appeal within 14 days of the date of the Hearing Examiner’s decision.

C. Violation - Penalty.

1. A penalty for a violation of the terms and conditions of a Filmmaking Permit shall be imposed in the amount of \$250.00 per day per violation.
2. If any Person damages City property during the Filmmaking or Film Production, the Person shall be responsible for the repair, replacement, and/or restoration of the property to a same or better condition than existed prior to the damage. The Person shall also be responsible for any penalties imposed by any chapter of the SMC based on the type of property damaged.
3. An additional penalty of \$2,000 shall be imposed if the violation was deliberate or the result of reckless disregard on the part of any Person. The burden of proof from demonstrating that the violation was not deliberate or in reckless disregard is on the Person responsible for the violation.
4. In addition to the provisions set forth in this Section, the City may take any actions provided by law to obtain compliance with this chapter and/or collect any penalties that have been assessed.

Ordinance No. 859 - Exhibit B

AMENDMENT - Chapter 3.01 Fee Schedule

New Section - Section 3.01.205 Filmmaking permit fees.

A. Permit Fees

Permit Type	2019 Fee Schedule
Low-Impact Film Production	\$25 flat fee per production (for up to 14 consecutive days of filming)
Low-Impact Daily Rate (each additional day after 14 days)	\$25 per additional day
Moderate-Impact Film Production	\$25 per day
High-Impact Film Production	Applicable permit fees apply, including but not limited to, permits for the right-of-way and park rental fees.

B. Fee Waiver

The City Manager may waive fees for student or non-profit filmmakers who produce films that serve the community and are consistent with adopted City programs. Any fee waiver request must be submitted concurrently with the Filmmaking permit application or it will be considered waived.

MEMORANDUM

TO: Nate Daum, Shoreline Department of Economic Development
FROM: Ken Winnick, MBA, Winnick & Associates, Shoreline, WA
SUBJECT: Initial Analysis of Filmmaking Permit Fees in Shoreline vs. Similar Cities
DATE: August 10, 2018

BACKGROUND

Winnick & Associates was asked to conduct an initial analysis of film making permit fees in the City of Shoreline, as compared to other similar cities.

PROBLEM STATEMENT

Temporary land use and ROW permit fees and the ease (or difficulty) of the overall permitting process are both very important factors for filmmakers when scouting for locations to produce their films. Together, these two factors can play a key role in determining where a filmmaker will decide to produce a film. If the costs are too high, or if the permit process is too cumbersome, they will look for alternative locations.

In the interest of staying competitive in the industry, The City of Shoreline would like to evaluate their fee structure and processes as compared to alternative locations that filmmakers might seek out.

ANALYSIS METHOD

Using a “typical shoot”, we compared Shoreline with 10 other filming locations, as described below. Our “typical shoot” included filming for one or two days at a city park, and on one street requiring a ROW permit.

- A) Five Pacific Northwest cities that are roughly like Shoreline in terms of filming locations available, and that could potentially compete with Shoreline based on permit fees and ease of permit processing.

These similar cities were:

- Seattle
- Everett
- Tacoma
- Spokane

- Portland

B) Four cities that are major motion picture filming locations. These are cities that represent the type filmmaker destinations that Shoreline, together with Seattle and other surrounding NW cities, might aspire to in the future.

These larger cities were:

- Atlanta, GA
- Vancouver, BC
- NYC
- LA, CA

C) The National Parks System. Various filmmakers have suggested that we include the NPS for comparison.

RESULTS

Color key:

Similar Cities
Larger Cities
National Park System

	CITY	FILM PERMIT SPECIFICS	WEBLINK	Typical costs for simple shoot with Park & ROW
1	Shoreline	\$579/ROW permit (could be multiple days?). Parks, \$18/hr. = \$180/10 hr.-day. No information on City owned buildings. Centralized film permit exists but not operative.	http://www.shoreline.gov/business/shoreline-film-office	\$600 - \$800
2	Seattle	\$25/day, flat fee which includes multiple locations for the day. Includes parks, streets, sidewalks, and some city-owned buildings. Does not include major landmarks.	http://www.seattle.gov/filmandmusic/film/film-permits	\$25
3	Everett	Free	https://everettwa.gov/1170/Filming-Incentives	FREE
4	Tacoma	\$100 commercial; \$50 student	http://www.cityoftacoma.org/cms/one.aspx?portalId=169&pageId=19642	\$100
5	Spokane	Free (apparently) but requires \$1,000 refundable deposit.	https://my.spokane-city.org/business/doing-business/film-permits/	FREE
6	Portland, OR	Complex formula. Typical 1-day shoot might cost \$100 to \$250 (est.)	http://www.portlandfilloffice.com/	\$100 - \$250

7	Atlanta, GA	Complicated. \$100 to start the process. Moratorium periods on some locations. Includes things like "large generator" permitting and other complex issues.	https://app.apply4.com/filmapp/us/atlanta	complex
8	Vancouver, BC	Very complex set of guidelines geared towards large and complex projects. A "Film Liaison" is assigned to each application. It appears that fees are determined once the application process begins.	https://vancouver.ca/doing-business/film-permits.aspx	complex
9	New York, NY	Many simple shoots are FREE and require NO PERMIT. Larger shoots require \$300 fee. However, high fees are charged for specific locations. For example, \$2,250 for filming at Battery Park, with a deposit of \$10,000. However, a student film at same location (less than 4-hours) is free.	https://www1.nyc.gov/site/mome/permits/permits.page	FREE - \$300 (more if in parks)
10	Log Angeles, CA	\$685 (up to 10 locations over a 2-week period), plus "Notification Fee" (\$164), FilmLA Monitor (\$32/hr.), and other fees.	https://www.filmla.com/for-filmmakers/permits/	FREE - <\$750
11	National Parks (NPS)	1-2 people, FREE. 1-10 people, \$150. 11-30 people, \$250. 31-49 people, \$500. Over 50 people, \$750/day.	https://www.nps.gov/aboutus/news/commercial-film-and-photo-permits.htm	FREE - <\$250

CONCLUSIONS

1) Cities that are likely competitor cities to Shoreline, because they are in the Northwest and share similar state-wide film incentives, are significantly less expensive for filmmakers than Shoreline. Based on Shoreline's current fee structure, a typical simple production that involves both the use of a park and a city street might cost \$600 - \$800 or more. The same shoot in one of our comparable cities would range from \$0 to perhaps \$250.

2) The larger "Film cities" have fee structures that are designed to handle large and complex motion picture filming. Films that might have explosives, stunt acts, large electrical demands, many trucks, and so forth. Nevertheless, most of these film cities also seem to allow lower cost carve-outs for "less complex" films, films that might be similar to what is currently filmed in Shoreline. In other words, permits might be less expensive for a small film production in NYC than for the same film made in Shoreline.

RECOMMENDATIONS

1) Given that our geographically closest competitors are cities like Seattle, Tacoma, and Everett, our fees should match theirs. For a “typical shoot”, Seattle charges \$25/day, Tacoma might charge \$100/day (\$50/day for students), and Everett would be completely free.

2) To allow for greater flexibility and future growth, Shoreline could define 3 categories of shoots: (A) Simple (free), (B) Moderate (like "Language Arts"), and (C) More complex. Simple and Moderate filming permits should range from free to at most \$250/day. More complex filming permits should be determined on a case-by-case basis. We should pre-define the categories mentioned above so that filmmakers would know what to expect in advance.

3) We should examine Portland in more depth. It appears that they have dealt with growth and increasing complexity for filming, so perhaps we can learn from them. It's also interesting to explore how NYC works. They've made it very easy for most small productions (just a part of the normal hubbub of the city).

4) Several cities require a deposit, with a refund after the locations are inspected for damage, litter, etc. This appears to be a good practice and will help to ensure that additional city costs are not incurred for cleanup after a filmmaking event.

Attachment B.2

Rough estimate of economic impact of filming and film school to Shoreline
 Ken Winnick 12/6/2018

	Num	Amt	Period (yrs)	per year
Estimate from Washington Film Works		\$914,100	2	\$457,050 (WFW estimate)
Films not on WFW		\$125,000	2	\$62,500 (KW estimate)
Est of 1K impact per short student effort		\$65,000	2	\$32,500 (KW estimate) purchasing supplies, food, etc
Econ impact to area from SCC film <i>students</i>	30	\$15,000	1	\$450,000 (KW estimate) primarily room & board
Econ impact from SIFF to Shoreline		\$5,000	1	\$5,000 (KW estimate) people coming to Shoreline to see films
				\$1,007,050 per year

Washington Filmworks (primarily 2017 - 2018)

WFW includes	Films not on WFW	est
It Takes a Nurse	Nostalgia (Aceti)	\$25,000
X Box	The Parish	\$100,000
American Vandall II		
Halo		<u>\$125,000</u>
Language Arts		
Chasing Fireflies		
Committee for Children		
The Racist		
Powerade		
Alaska Airlines		
Mind Castle (medical dev)		
Chop socky Boom		

\$914,100

NOTE: This estimate is from Washington Film Works

Shoreline Comm College

	No. films	per film			
Short Films	130	\$500	\$65,000	2 years	Source: SCC
	<i>actual</i>	<i>estimate</i>			

CALIFORNIA FILM COMMISSION

Many California cities, counties and special districts have adopted this ordinance to ensure uniform film ordinances and permit processes throughout the State. The Model Filming Ordinance is not intended to address the circumstances of each local jurisdiction, but provides general guidance for ensuring film-friendly policies in a community.

The California Film Commission (CFC) reviews all local ordinances and provides comments to government to ensure uniform procedures for issuing film permits. A local government is required to submit any draft filming ordinance or amendments to the CFC 30 days prior to adoption as per Government Code 14999.21. The CFC will review all drafts and provide comments within five working days. The CFC recommends that only reasonable fees associated with the recovery of costs are charged production companies for use of public property and services.

MODEL FILMING ORDINANCE

I. DEFINITIONS:

- a. “Motion picture, television, still photography” shall mean and include all activity attendant to staging or shooting commercial motion pictures, television shows or programs, commercials, digital media, still photography and student films produced to satisfy a post-secondary school course requirement at an educational institution in any medium including film, tape or digital format.
- b. “Charitable films” shall mean commercials, motion pictures, television, digital media or still photography produced by a nonprofit organization, which qualifies under Section 501(c)(3) of the Internal Revenue Code as a charitable organization. No person, directly or indirectly, shall receive a profit from the marketing and production of the film or from showing the films, tapes, or photos.
- c. “News Media” shall mean the photographing, filming or videotaping for the purpose of spontaneous, unplanned television news broadcasts (“breaking news”) or reporting for print media by reporters, photographers or camerapersons.
- d. “Studio” shall mean a fixed place of business certified as such by a local fire authority having jurisdiction where filming activities (motion or still photography) are regularly conducted upon the premises.

II. PERMITS AND EXEMPTIONS:

- a. Permit required: No person shall use any public or private property, facility or residence for the purpose of taking motion pictures, television, digital media or commercial still photography without first applying for and receiving a permit from the officer designated by the city/county.
- b. Exemptions:
 - 1) News Media: The provisions of this Chapter shall not apply to or affect reporters, photographers or camerapersons in the employ of a newspaper, news service, or similar entity engaged in on-the-spot print media, publishing or broadcasting, of news events concerning those persons, scenes or occurrences which are in the news and of general public interest.
 - 2) Personal/Family Video: The recording of visual images (motion or still photography) solely for private personal use, and not for commercial use.
 - 3) Studio Filming: Filming activities (motion or still photography) conducted at a studio.

III. RULES AND REGULATIONS:

Rules: The designated city/county officer is hereby authorized and directed to promulgate rules and regulations, subject to approval by resolution of the Council or Board, governing the form, time and location of any film activity set forth within the city/county. The officer shall also provide for the issuance of permits. The rules and regulations shall be based upon the following criteria:

1. The health and safety of all persons;
2. Mitigation of disruption to all persons within the affected area;
3. The safety of property within the city/county; and
4. Traffic congestion at particular locations within the city/county.

IV. APPLICANTS AND ISSUANCE:

- a. Issuing Authority: The issuing authority shall be the city/county designee.
- b. Applications: The following information shall be included in the application:

1. The representative of the property and his/her email address and cell phone number, as well as the address, email address and telephone number of the place at which the activity is to be conducted;
 2. The specific location at such address or place;
 3. The inclusive hours and dates such activity will occur;
 4. A general statement describing the character or nature of the proposed filming activities;
 5. The name, address, email address, and cell phone number of the person or persons in charge of such filming activity;
 6. The exact number of personnel to be involved;
 7. Activity which may cause public alarm, such as the use of any animals, gunfire or pyrotechnics, low flying helicopters and/or unmanned aircraft systems (drones);
 8. The exact amount/type of vehicles/equipment to be employed along with a parking plan; and
 9. All applicable documentation (remote pilot certificate, UAS registration certificate, waivers, description of flight operations, etc.) if a UAS (drone) is being used.
- c. Fee Schedule: The issuing authority may adopt a fee schedule.
- d. Reimbursement for Personnel: The production company shall reimburse the city/county for any personnel provided to the company (e.g., police, fire, traffic) for the purpose of assisting the production.
- e. Change of Date: Upon the request of the applicant, the issuing authority shall have the power, upon a showing of good cause, to change the date for which the permit has been issued, provided established limitations are complied with in respect to time and location.

V. LIABILITY PROVISIONS:

- a. Liability Insurance: Before a permit is issued, a certificate of insurance will be required in an amount not exceeding \$1,000,000 naming the city/county as additional insured for protection against claims of third persons for personal

injuries, wrongful deaths, and property damage. Higher liability limits or separate aerial coverage shall be required for the use of helicopters and/or drones. City/county officers and employees shall also be named as additional insured. An applicant must provide evidence of insurance coverage that will not expire until the completion of all planned production activities, including the strike and restoration of all locations. A copy of the certificate will remain on file.

- b. Worker's Compensation Insurance: An applicant shall conform to all applicable Federal and State requirements for Worker's Compensation Insurance for all persons operating under a permit.
- c. Hold Harmless Agreement: An applicant shall execute a hold harmless agreement as provided by the city/county prior to the issuance of a permit under this ordinance. (The hold harmless agreement may be included in the terms and conditions of the permit.)
- d. Security Deposit: To ensure cleanup and restoration of location sites, an applicant may be required to submit a refundable deposit (amount to be determined by the city/county). Upon completion of filming and inspection of the site by the city/county, if no verifiable damage has occurred, the security deposit shall be returned to the applicant.

VI. VIOLATION:

If an applicant violates any provisions of this ordinance or a permit issued pursuant thereto, the city/county may provide the applicant with verbal or written notice of such violation. If the applicant fails to correct the violation, the city/county may revoke the permit and all activity must cease.

FILMING REGULATIONS

See Guidelines for Best Practices in Film Regulation and Policies.



Guidelines for Best Practices in Film Regulations and Policies

Encouraging film production is an economic development tool that can provide temporary jobs for local residents, generate local revenue and bolster local businesses. One of California's signature industries, motion picture production is an essential source of economic activity, tax revenue, jobs and tourism in California. It contributes \$30 billion dollars annually to our state's economy while supporting over 140,000 well-paying entertainment industry jobs.

It is always important to balance the needs of a production company with the concerns of local government and the local community. Once a city or county has created a film ordinance (see model filming ordinance attached), they should consider establishing permit policies and regulations that are "film friendly" with the intent to increase or retain filming in a community.

A. Consider the following "best practices" when creating film policies:

1. Rapid film permit issuance: 2 – 5 business days from permit application submission to permit issuance.
2. Establish standard hours for film activities: typically 7:00 a.m. – 10:00 p.m. for residential zones.
3. Establish reasonable permit fees. Compare fees charged by similar surrounding cities and stay within or below those limits. Some cities reduce or waive permit fees for accredited student or charitable productions (while still requiring a permit).
4. Establish and post cost recovery fees for the reimbursement of city or county personnel (e.g., police, fire, traffic).
5. Establish a film permit requirement but waive any requirement for a business license as most film activities are temporary.
6. Appoint a key liaison for coordinating permits. Be sure to appoint a back-up liaison. The liaison will be required to make decisions as the community representative prior to and during filming, and should therefore have full endorsement and authority of the local jurisdiction. The liaison should be aware of any previous film production within the community and remain sensitive to local citizens' concerns.
7. Create a centralized filming section on your city/ county website clearly listing all film regulations, permit and insurance requirements, fee schedules and liaison contact information.

8. Consider adopting an ordinance parallel with the film permit ordinance that protects the orderly conduct of a permitted film event from persons who interfere.

B. Specific Guidelines for Filming Regulations:

1. Timely issuance of film permits: An applicant will be required to submit a permit request at least two business days prior to the date on which such person desires to conduct an activity for which a permit is required. If such activity interferes with traffic or involves potential public safety hazards, an application may be required at least three business days in advance.
2. Notification: All residents and merchants within a 200 feet radius of the film location must receive notice of filming dates, times, location address and production company contact at least 24 hours prior to the first film activity. When parking production vehicles on a public street, residents and merchants impacted by the parking must receive notice at least 24 hours prior to the arrival of the vehicles.
3. Surveys: Require a survey of affected residents and/or businesses within a 200 ft. radius when the filming includes extraordinary activities such as a street closure, involves pyrotechnics, excessive noise, low flying helicopters, requests to film beyond the standard hours, and requests to film for extended periods of time.
4. Clean up: The permittee shall conduct operations in an orderly fashion with continuous attention to the storage of equipment not in use and the cleanup of trash and debris. The area used shall be cleaned of trash and debris upon completion of shooting at the scene and restored to the original condition before leaving the site.
5. Filming on Private Property: An applicant is required to obtain the property owner's permission, consent, and/or lease for use of property not owned or controlled by the city/county.
6. Flood Control (if applicable): When filming in a flood control channel, an applicant must vacate channel when permit indicates because of water releases. Please note that when filming in or on flood control properties, the agency must be named as an additional insured.
7. Public Works Department (Road and Streets): If the applicant must park equipment, trucks, and/or cars in zones that will not permit it, temporary "No Parking" signs must be posted with approval of the local authority. The applicant must also obtain permission to lay and safely mat cable across sidewalks, or from generator to service point.
8. Traffic Control: For filming that would impair traffic flow, an applicant must use California Highway Patrol (CHP), County Sheriff or local law enforcement personnel and comply with all traffic control requirements deemed necessary.
 - a. An applicant shall furnish and install advance warning signs and any other traffic control devices in conformance with the Manual of Traffic Controls, State of California Department of Transportation. All appropriate safety precautions must be taken.

- b. For any lane closure or intermittent traffic control (ITC), the period of time that traffic may be restricted will be determined by the city/county, based on traffic volumes for location and time of day.
 - c. Traffic shall not be detoured across a double line without prior approval of the appropriate department representative.
 - d. Unless authorized by the city/county, the camera cars must be driven in the direction of traffic and must observe all traffic laws.
 - e. Any emergency roadwork or construction by city or county crews and/or private contractors, under permit or contract to the appropriate department, shall have priority over filming activities.
9. Municipal Parking Lots: When parking in a municipal parking lot, an applicant may be billed according to the current rate schedule established by the city/county. In order to assure the safety of citizens in the surrounding community, access roads to beaches, which serve as emergency service roads, must never be blocked. No relocation, alteration, or moving of beach structures will be permitted without prior approval.

C. Other Considerations to Encourage Filming:

A city or county that wishes to actively recruit filming as part of its economic development plan should also consider providing the following services or incentives to encourage filming.

1. Provide service and support to each production company from the initial contact to the close of the production, including problem solving on film related matters. Support should include coordination between the film company, local residents and businesses and the city/county.
2. Offer fee-free city/county owned properties for use as filming locations. Charge applicants for cost recovery only - review time, police, fire or security monitors.
3. Waive permit fees.
4. Provide free vacant office space and / or free parking lots.
5. Create an on-line database of location photos;
6. Upload location photos to the California Film Commission website to market a local region.

Additional resources for jurisdictions interested in recruiting film production can be found at: www.film.ca.gov/production.

SHORELINE FILM MANUAL

One Call to the Shoreline Film Office Will Put You in Business

The Shoreline Film Office issues permissions for filming (feature films, short films, commercials, documentaries, student projects, television and web programming, music videos, commercial still photography, public service announcements, and other filming/photography projects) on public City of Shoreline property.

All the information you need for a successful shoot in the City of Shoreline can be found below in the Film Manual. This includes information about insurance coverage, parking reservations, parks use, police hires, drone use, and much more.

Please review the Manual before beginning the permit application process.

If you have any questions, contact us at _____

Incentives

To welcome the film industry to Shoreline, we offer the following incentives:

- \$25 per day permit fee for City of Shoreline Master Film Permits
- Use of City property including Shoreline parks and facilities, streets, sidewalks, and City-owned buildings as part of the Master Film Permit fee
- One-stop, streamlined permit process for all City of Shoreline property coordinated by a Film Permit Specialist
- Support for low-impact, student, and independent feature film productions with \$25 per project up to 14 consecutive days (with some restrictions). Please call the Shoreline Film Office as soon as you determine you will be working in Shoreline. The more lead time given, the better we can serve you.

Permit Types

We will need a completed film permit application for the following types of filming:

- **Low-impact filming:** No later than *three business days* before your first day of work
- **Moderate-impact filming:** No later than five business days in advance
- **High impact filming:** Contact Film Permit Specialist for review
- **Low-impact filming** (*sidewalks, parks, no traffic control or parking reservation*) is any production where ALL of the following apply:
 - No exclusive use of streets by vehicles or crew
 - No generator
 - 10 or fewer cast and crew
 - No special effects
 - No closure of pedestrian areas
 - No filming of moving vehicles
 - Production is not a commercial or corporate production
 - No required use of City Staff services
- **Moderate-impact filming** includes productions requiring ANY of the following:
 - Parking reservation
 - Traffic control
 - Hiring officers
 - Builds
 - Off-hours work
- **High-Impact filming** includes productions requiring ANY of the following:
 - Drones
 - Street closures
 - Stunts
 - Pyrotechnics
 - Large builds
 - High number of officers

You will need a permit to film on City of Shoreline property if:

- You are filming in a City park
- You are filming in a City-owned building

- Vehicle traffic will be interrupted on City streets
- Pedestrian traffic will be interrupted on City sidewalks
- A tripod or dolly is used on sidewalks or streets
- Wires or cables are run across or over sidewalks or streets
- A generator is used on a sidewalk or street
- Public parking is reserved, impacted, or restricted

Filming Outside of Shoreline

Permits issued by the Shoreline Film Office for **City of Shoreline property only**. While we are here to help with introductions and suggestions, we **do not** issue permits for Shoreline School District or the Cities of Seattle, Everett, Lake Forest Park, Bothell, Washington State Interstates or Highways, or any other jurisdiction in the State of Washington.

Please contact [Washington Filmworks](#) for more information about filming in other areas of Washington State

Master Film Permit Fees

Standard Permitting Fees

- \$25 per day of filming - no limit on number of public locations per day
- \$1,000 refundable damage deposit - high impact filming only

Fee Exceptions for Low-Impact Independent Features/ Short Films/ Student Productions

If a production meets the following criteria it is eligible for a for a reduced fee structure:

- No exclusive use of streets by production vehicles or crew

- No exclusive use of parks or park areas by vehicles or crew
- No generator
- 10 or less cast and crew
- No special effects
- No closure of pedestrian areas
- No filming of moving vehicles
- Production is not a commercial or corporate production

If **all** these stipulations apply productions will be charged:

- \$25 flat fee per production, for up to 14 days of filming
- After 14 days, the fee is \$25 per day

Included in City of Shoreline Film Permit Fees:

- The use of City property, including City Parks, , City-owned buildings, and other city-owned properties and facilities
- Right-Of-Way Use Permit - City streets and sidewalks
- "Filming in Progress" a-frames
- All City of Shoreline cost associated with issuing and overseeing the Master Film Permit and its components

Additional Cost

Some, but not all, permits will have additional charges outside of the standard Film Office cost structure. You may be billed directly from the stated offices for additional costs including but not limited to:

- Parks Department staffing - required at some specific locations and facilities. Inquire with Film Permitting Specialist for details.
- Shoreline Police Department staffing (See *Shoreline Police Department* section, under *Coordination with Other Departments*)
- Private Vendor rental cost for No-Parking and other traffic control signs.
 - The Film Office does not provide productions with No-Parking a-frames or other traffic signs.
- City staffing fees from select other city-owned facilities. Inquire with Film Permitting Specialist for details.
- Exclusive use of parks. Inquire with Film Permitting Specialist for details.

Invoices and Payment

- Film permits must be paid before your shoot
- Visa, Mastercard, cash or check are acceptable forms of payment
- Payment may be made by phone or in person
- Damage deposits (if needed) are due before permit can be issued (See *Damage Deposit* section under *Requirements for Filming*)

Requirements for Filming

Insurance

- **Certification of liability insurance as specified below must be submitted in the form of a Certificate of Insurance, including a copy of the additional insured policy provision, through the online application portal.** Minimum Coverages and Limits of Liability
 - For all productions: Commercial General Liability (CGL) or Business Liability covering Premises/Operations and Automobile Liability insurance with minimum limits of liability of **\$1,000,000** each occurrence bodily injury and property damage Combined Single Limit (CSL).

- If pyrotechnics or explosives used: CGL or Business Liability insurance minimum limits of liability increased to **\$2,000,000** CSL and coverage shall not exclude such perils.
- If UAS/drones are used: **\$2,000,000** UAS/Drone Aviation coverage is required to be provided by the licensed UAS operator in addition to the production's \$1,000,000 CGL coverage.
- The City of Shoreline shall be included as an additional insured for primary and non-contributory limits of liability under each liability insurance policy with respect to permits issued by the City. The minimum limits of liability stated above are minimum limits only and shall not operate to limit the liability of any insurer to less than the policy limits available to the named insured as stated in the declarations page.
- The City must be an additional insured under the permittee's total limits of liability, whether such limits are insured or self-insured, primary, excess, contingent or otherwise. The additional insured policy provision shall be as per the ISO **CG 20 12** or **CG 20 26** additional insured policy endorsement, or the designated or blanket additional insured equivalent thereof.
- Certification of insurance shall be issued to the following with a minimum thirty (30) day notice of cancellation, except ten (10) day notice for cancellation on account of non-payment of premium:

City of Shoreline
17500 Midvale Avenue N
Shoreline, WA 98133-4905

- An actual copy of the CGL or Business Liability additional insured policy provision must be attached to the certificate of insurance.

So long as current certification of insurance is approved and on file with the City, it may be used for all Master Film Permits issued during the policy period.

Note: Insurance is **NOT** required **if all** the following criteria apply:

- Production budget is less than \$10,000
- Five or fewer total cast and crew

- One camera
- Production will not be filming inside a City-owned facility or building
- Traffic control is not required
- Pedestrian traffic on sidewalks is not cordoned or blocked off
- No electrical generation, wires, cables, or light set-up
- Public parking will not be impacted

Student Filmmakers - Students who are currently enrolled in regional filmmaking programs, **and** who are working on a program affiliated project are **not required to submit proof of insurance**. In most cases, students are covered by their school's insurance policy and do not need to be self-insured. This includes but is not limited to students enrolled at: Seattle Film Institute, University of Washington, Seattle University, Art Institute of Seattle, Shoreline Community College, Cornish College of Arts, and more. Please inquire with the Film Permit Specialist if you have questions about this stipulation.

Community Notification

Filmmaking can be impactful. The City of Shoreline wants you to film here and wants our residents and businesses to feel the same way. Most of the complaints we receive are from businesses and residents who feel they have not been given adequate notice, or the notice did not accurately reflect the actual filming activity that took place. With proper notification, your production will go smoothly, and the neighborhood will want you back for your next production. **Please follow the procedures outlined below when notifying residents and businesses in the area of your filming activity.**

- All adjacent properties shall be notified in writing a **minimum of 3 days prior to filming**
- For Moderate- and High-Impact filming, notifications must include the time of arrival, the filming hours, the time of departure, a general description of the impact (street parking taken, pedestrian or vehicle control, equipment on sidewalks or streets, etc.), and a map showing the impacts to the neighborhood

- A sample notification form is provided on *Appendix B* below. If you prefer to make your own, be sure it contains all the information that is supplied on the sample form.

Please refer to *Appendix G - External contacts* below for contact information on community organizations, and City of Shoreline Department of Neighborhoods contacts that may be able to assist you with your outreach efforts.

Public Benefit

The Shoreline Film Office needs to account for the use of City streets and buildings during filming when the use is included in the film permit at no additional charge. Below are a few examples of ways that productions companies can benefit the public. Please contact the Film Office for more information.

- **Educational Opportunities on Set**
- **Donations to Foundations that Benefit the City:** Neighborhood organizations, Shoreline Community College Film Program Scholarship Fund, Shoreline Historical Museum, Shoreline Lake Forest Park Arts Council, Shoreline Senior Center, Shoreline Chamber of Commerce, etc.
- **Donations to the City:** Photographs and footage of City property for marketing purposes, such as the Shoreline Film Office website and social media, donations of plants to the Parks Department, upgrades to city-owned property used during filming, etc.

Obtaining a Film Permit

Before your initial meeting or conversation with the Film Permit Specialist, please review the FAQ section, and Film Manual on our website. After you've reviewed policies, complete the Shoreline Film Permit Application via our online portal

Film Permit Applications must be received a minimum of 3 to 5 business days before your shoot date. Low impact filming (b-roll, grid, roving, no street parking reservation) needs a minimum of 3 days; Permits that may require coordination with City departments need 5 business day lead time. The Film Office will lead coordination efforts on your behalf with other city departments, including the Parks Department, Department of Public Works, Shoreline Police Department and others.

Film Permit Applications will not be accepted if any information is missing, including a descriptive technical narrative of your shoot, site plans / maps (See *Appendix C* below for examples), equipment list, vehicle list, insurance documentation, etc. All fields in the application are required to be completed.

Applicants must remain easily reachable during the application process. Some locations may not be available on exact dates and times due to construction impacts, events, or other circumstances, and may require further mitigation. After the Film Permit Specialist has received approval for all aspects of your shoot, you will receive a copy of your permit, which must always be printed and kept on site during production.

Types of Shoots

While filling out your Master Film Permit application, you will be asked to select a shoot type that accurately reflects your filming activity. Each shoot type contains a different set of questions to help us better understand the scope of your production - so it is important that you select the correct one. You will need to add one of these for each location you'll be filming at.

Standard Filming on Location

The **Standard Filming on Location** shoot type will apply to most productions and locations. Any productions wishing to film in a city park, street, sidewalk, city-owned building, or reserve street parking, and **do not** meet **all** criteria for a "Low Impact Shoot" need to select this shoot type.

Low Impact Shoot (B-Roll, Grid, and ENG Permits)

The **Low Impact** shoot type is solely reserved for those wanting to apply for a b-roll, grid, or ENG type shoot. These Low Impact Permits (or "roving" permits) can be granted to productions filming b-roll, scenic, zero impact sidewalk scenes, and documentary-style footage, at public exterior locations throughout Shoreline. To qualify for a roving permit, productions must meet **all** the following criteria:

- Five or fewer total cast and crew on-site at any one time
- One camera on-site
- Outdoor production only

- No traffic control required
- No interruption to pedestrian activity
- No electrical generation, wires, cables run, or lights set-up
- Public parking will not be impacted

Filming B-roll in City of Shoreline Parks

Filming b-roll or scenic footage in **City of Shoreline Parks** may be requested by listing the parks on the "Street / Road" lines of the "Low Impact Filming" form.

No blanket b-roll permits will be issued for all Parks - each park must be specified on your application. Because other events or activity may be booked in parks, productions must work around activity, or yield control of space to permitted events in necessary.

Filming B-roll on City of Shoreline sidewalks Because b-roll and scenic filming is granted under the condition that productions not interrupt existing activity, no specific addresses are required in the permit application. Additionally, filming on private property is not included in your roving permissions.

Filming with a Drone

The **Filming with a Drone** shoot type is reserved for those wanting to use a UAS (Drone) for their shoot, and will be taking off and landing on, or flying over city-owned property. This shoot type has many different field types than other types and requires more documentation to be submitted. Please refer to the ***Drones / Unmanned Aerial Systems (UAS) section*** of the Film Manual for more details on what is required of productions and pilots for this type of shoot.

Noise Variances

Filming in residential areas is prohibited between the hours of 10PM and 7AM on weekdays, and 10PM to 9AM on weekends without a temporary noise variance. This applies to the arrival and departure of cast, crew, and equipment as well as actual filming.

If advance written approval is obtained from neighboring residents who may be affected

by afterhours activity, and you have provided a clear detailed scope of the afterhours activity within your application, the Film Office will obtain a noise variance for you. The cost of the noise variance is included in the permit fee. Obtaining noise variances requires a minimum of 5 business days to process.

Private Locations/Landmarks

The Film Office only permits city-owned property, which can be defined as: streets, sidewalks, alleys, parks, and city owned buildings. **That said, many Shoreline landmarks are NOT city-owned, therefore are not covered by the master film permit.** Please do not include the following locations, or other private businesses, in your film permit application - instead please reach out to the facility management directly to discuss their unique process.

Shoreline Community College

Shoreline – Lake Forest Park School District

Kings School

**Filming in Washington State
(Outside of the City of Shoreline)**

Program Manager of Production Services, Washington Filmworks
[206.264.0667](tel:206.264.0667) / washingtonfilmworks.org/

Filming in Shoreline Parks

Overview

Please include each park your production would like to in your application. The film office will coordinate with the Parks Department on your behalf, please do not contact them directly. **A minimum of 3 days is needed to process any film permit applications wanting to use Parks.**

FEES

Productions will be required to hire Parks Department staffing on a case by case basis. Some examples include - use of community centers, event spaces, and during high impact shoots. If a production thinks Parks staffing may be required for their shoot, please apply a minimum of 5 days in advance, so there is ample time to find available staff members.

Once it is determined that a production must hire a Parks staff member for their shoot, they will be issued an invoice directly from the Parks Department - not the Film Office. This invoice must be paid **before** your final film permit will be issued.

OFF-TRAIL FILMING AND PROTECTED PARKS

Due to wildlife nesting and understory or other plant protection, some of Shoreline's Parks are restricted to certain types of activity in certain areas. .

No off-trail filming or equipment set up is allowed in wooded areas of Shoreline Parks without specific permissions granted in the Master Film Permit and Parks Use Permit. Based on the sensitivity of the Park, off-trail filming conditions may include location, equipment, and/or filming activity restrictions, and may require PRCS or Film Office staff to be hired to accompany the production during filming. Please include very specific location information about your filming activity and equipment in your requested Park location. Detailed maps are required (See *Appendix C*, below). If the activity is not able to be approve at your requested Park, the Film Office will work with you to find a suitable alternative location. Along with the off-trail filming stipulations above, each park carries its own additional set of rules.

Sports Field Use

Shoreline Parks and Recreation manages over 200 athletic fields city-wide - many of which can be utilized for film productions (subject to availability) and can be reserved through the Film Permit application process. Field rental fees are covered by the film permit application fee.

In some cases, a sports field may be managed by the City while the surrounding buildings are managed by the Shoreline/Lake Forest Park School District. Please contact the Shoreline Film Office for more information.

For more information on the types of fields available, please visit the City's Athletic Fields web page at <http://www.shorelinewa.gov/government/departments/parks-recreation-cultural-services/rentals/athletic-fields>. You can check the availability of each field online at <http://shorelinewa.maxgalaxy.net/Schedule.aspx> Please scout all fields in person before choosing a final location - many fields are lined for specific sports depending on the season.

Additional Indoor and Outdoor Facilities

Additional Parks Department managed indoor and outdoor facilities may be available for shooting under the Master Film Permit. Please see <http://www.shorelinewa.gov/government/departments/parks-recreation-cultural-services/rentals> for a list of facilities, and contact the Shoreline Film Office for help with coordinating use of these facilities.

Scenic and B-roll Filming in City of Shoreline Parks

Filming b-roll or scenic footage in **City of Shoreline Parks** is **only** allowed if production specifically states which parks they'd like to film in on the "Street / Road" lines of their "Low Impact Filming" application. **No blanket b-roll permits will be issued for all Parks, they must be specified on your application.** All other standard roving criteria must be met when filming in Parks under this permit type, including:

- *Five or fewer total cast and crew on-site at any one time*
- *One camera on-site*

- *Outdoor production only*
- *No traffic control required*
- *No interruption to pedestrian activity*
- *No electrical generation, wires, cables run, or lights set-up*
- *Public parking will not be impacted*

The production must also understand that events may be booked in Parks between the time of their application and actual shoot date. In these instances, productions must work around activity, or yield control of space to permitted events in necessary

UAV / UAS (Drones) are not allowed to take off and land, or fly over, and City of Shoreline Parks Property. For more information on drone use for film productions, please see the *Drones / UAS* section, below.

Filming on Shoreline Streets and Sidewalks

OVERVIEW

Film Permits will require coordination with the Shoreline Department of Public Works if city right of way is impacted in any way. City right of way includes streets, sidewalks, and alleys. Instances where Public Works coordination may be required as follows:

[Requesting Production Vehicle Parking](#)

The City of Shoreline can only reserve parking for working production vehicles, and does not provide any parking a-frames or traffic controls signs.

As part of your film permit application you will be able to indicate if the production has a need for parking essential production vehicles near the filming location. It is possible to reserve parking spaces around the city - subject to their availability. The spaces a production is requesting must be clearly marked on the site plan / map that is included in your film permit application. The Film Permit Specialist will then determine availability and receive approval from the Department of Public Works.

Shoreline Police Department

Overview

Film Productions are required to have a police services if a film production requires traffic control and revisions, weapons (replicas or real), safety hazards, filming depicting police activity (detectives / police making arrests, talent impersonating an officer), or unusual circumstances which could create alarm to the public. Please contact the Shoreline Film Office for additional information.

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