



# AGENDA

## STAFF PRESENTATIONS

## PUBLIC COMMENT

### SHORELINE CITY COUNCIL VIRTUAL/ELECTRONIC REGULAR MEETING

Monday, November 22, 2021  
7:00 p.m.

Held Remotely on Zoom  
<https://zoom.us/j/95015006341>

**In an effort to curtail the spread of the COVID-19 virus, the City Council meeting will take place online using the Zoom platform and the public will not be allowed to attend in-person. You may watch a live feed of the meeting online; join the meeting via Zoom Webinar; or listen to the meeting over the telephone.**

**The City Council is providing opportunities for public comment by submitting written comment or calling into the meeting to provide oral public comment. To provide oral public comment you must sign-up by 6:30 p.m. the night of the meeting. Please see the information listed below to access all of these options:**



[Click here to watch live streaming video of the Meeting on shorelinewa.gov](https://www.shorelinewa.gov)



Attend the Meeting via Zoom Webinar: <https://zoom.us/j/95015006341>



Call into the Live Meeting: 253-215-8782 | Webinar ID: 950 1500 6341



[Click Here to Sign-Up to Provide Oral Testimony](#)

*Pre-registration is required by 6:30 p.m. the night of the meeting.*



[Click Here to Submit Written Public Comment](#)

*Written comments will be presented to Council and posted to the website if received by 4:00 p.m. the night of the meeting; otherwise they will be sent and posted the next day.*

	<u>Page</u>	<u>Estimated Time</u>
1. CALL TO ORDER		7:00
2. ROLL CALL		
3. APPROVAL OF THE AGENDA		
4. REPORT OF THE CITY MANAGER		
5. COUNCIL REPORTS		
6. PUBLIC COMMENT		

*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 by 6:30 p.m. the night of the meeting via the [Remote Public Comment Sign-in form](#). Individuals wishing to speak to agenda items will be called to speak first, generally in the order in which they have signed up.*

**7. CONSENT CALENDAR**

- (a) Approval of Expenses and Payroll as of November 5, 2021 in the Amount of \$4,443,572.04 7a-1
- (b) Authorize the City Manager to Enter Into Assumption of Multifamily Housing Limited Property Tax Exemption Contract with Y & SK, Inc. for the 145<sup>th</sup> Street Apartment Building Project 7b-1
- (c) Authorize the City Manager to Increase the Contract Amendment Authority for KDH Consulting, Inc. to a Total Contract Amount of \$200,000 to Provide Network and Help Desk Support 7c-1

**8. ACTION ITEMS**

- (a) Appointment of Pro and Con Committee Members for City of Shoreline Proposition 1: General Obligation Bonds for Parks, Improvements and Park Land Acquisitions 8a-1 7:20
  - Staff Presentation
  - Public Comment
  - Council Action
- (b) Adoption of the 2022 State Legislative Priorities 8b-1 7:40

**9. STUDY ITEMS**

- (a) Discussion on Ordinance No. 950 - Amending Shoreline Municipal Code Chapter 10.20 Speed Limits 9a-1 8:00
- (b) Discussion of the Transportation Master Plan Update 9b-1 8:30

**10. ADJOURNMENT** 9:10

*Any person requiring a disability accommodation should contact the City Clerk's Office at 206-801-2230 in advance for more information. For TTY service, call 206-546-0457. For up-to-date information on future agendas, call 206-801-2230 or visit the City's website at [shorelinewa.gov/councilmeetings](http://shorelinewa.gov/councilmeetings). Council meetings are shown on the City's website at the above link and on Comcast Cable Services Channel 21 and Ziplly Fiber 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.*

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Approval of Expenses and Payroll as of November 5, 2021
<b>DEPARTMENT:</b>	Administrative Services
<b>PRESENTED BY:</b>	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 \$4,443,572.04 specified in the following detail:

**\*Payroll and Benefits:**

Payroll Period	Payment Date	EFT Numbers (EF)	Payroll Checks (PR)	Benefit Checks (AP)	Amount Paid
10/3/21-10/16/21	10/22/2021	99351-99557	17635-17647	83860-83866	\$810,661.50
10/3/21-10/16/22	10/22/2021			WT1219-WT1220	\$104,949.14
Q3 2021 L&I	11/1/2021			83867	\$52,132.26
Q3 2021 ESD	11/1/2021			83868	\$18,879.68
					<u>\$986,622.58</u>

**\*Wire Transfers:**

Expense Register Dated	Wire Transfer Number	Amount Paid
10/25/2021	1218	\$21,439.01
		<u>\$21,439.01</u>

**\*Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
11/1/2021	83776	83796	\$292,501.07

**\*Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
11/1/2021	83797	83818	\$7,805.01
11/1/2021	83819	83827	\$21,740.58
11/1/2021	83828	83856	\$1,306,475.47
11/1/2021	83857	83859	\$48,241.83
11/3/2021	83869	83874	\$12,887.21
11/3/2021	83875	83890	\$1,353,120.76
11/3/2021	83891	83911	\$220,110.45
11/3/2021	83912	83927	\$172,628.07
			<u>\$3,435,510.45</u>

Approved By: City Manager **DT**

City Attorney **MK**

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Authorizing the City Manager to Enter Into Assumption of Multifamily Housing Limited Property Tax Exemption Contract with Y & SK, Inc. for the 145 <sup>th</sup> Street Apartment Building Project
<b>DEPARTMENT:</b>	City Manager's Office
<b>PRESENTED BY:</b>	Nathan Daum, Economic Development Manager
<b>ACTION:</b>	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Public Hearing <input type="checkbox"/> Discussion

**PROBLEM/ISSUE STATEMENT:**

On July 13, 2020, the City Council authorized the City Manager to execute a Multifamily Property Tax Exemption (MFTE) contract with TenReal LLC on a project known as "145<sup>th</sup> Street Apartment" building. The contract requires that the residential improvements of the project will be exempt from property taxation for 12 years in exchange for providing affordable housing and other conditions. It was executed and recorded in the records of King County under King County Recorder's No. 20200729000544.

TenReal LLC now intends to sell the 145<sup>th</sup> Street Apartment building. As required by the MFTE Contract, on November 1, 2021, buyer Y & SK, Inc. provided a statement that it understands the duties and obligations of the MFTE Contract and agrees to continue those duties and obligations. City Council approval is required for Shoreline and Y & SK, Inc. to enter into this Assumption Contract to reflect the sale of the 145<sup>th</sup> Street Apartment building and Y & SK, Inc.'s assumption of the duties and obligations under the MFTE Contract. Tonight, staff is seeking Council authorization for the City Manager to enter into this Assumption Contract.

**RESOURCE/FINANCIAL IMPACT:**

Staff time is required to prepare and execute the Assumption Contract. No other change to the City's resources or finances is anticipated. The resource and financial impact of the MFTE contract for this project was considered when it was before Council for approval, finding that when an MFTE project is built, the value of the residential improvements is presumed not be added to the assessed value until the 13<sup>th</sup> year; however, other revenues continue to be collected by the City from the property and its residents. This revenue was shown to be greater than the foregone taxes and greater than predevelopment revenue estimates for the property.

The purchase price has not been disclosed for this transaction. According to real estate data provider CoStar, the current price-per-unit value of new multifamily buildings in Shoreline is \$450,000. The sale of a new multifamily property in 2020—the most recent for which data is available—was at approximately \$340,000 per unit, which would

equate to a sale price of \$5,440,000 for the 16-unit 145<sup>th</sup> Apartment Building. The City's share of Real Estate Excise Tax on such a transaction would be an estimated \$27,200.

**RECOMMENDATION**

Staff recommends that the City Council authorizing the City Manager to enter into the Assumption of Multifamily Housing Limited Property Tax Exemption Contract with Y & SK, Inc. for the 145<sup>th</sup> Street Apartment Building Project.

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

## **BACKGROUND**

On July 13, 2020, the City Council authorized the City Manager to execute a Multifamily Property Tax Exemption (MFTE) contract with TenReal LLC on a project known as the “145th Apartment” building. The contract requires that the residential improvements of the project will be exempt from property taxation for 12 years in exchange for providing affordable housing and other conditions. More information about this action can be found here: [Approving the PTE Program Contract for the 145<sup>th</sup> Apartments Project Located at 3108 NE 145<sup>th</sup> Street.](#)

The City’s MFTE program specifies that buyers of MFTE projects in Shoreline are required to enter into an Assumption Contract with the City. That way, the City can ensure the affordability requirements and other conditions of the MFTE contract continue to be met by the owner of the building throughout the 12-year tax exemption period. TenReal LLC has stated to staff that they now intend to sell the 145<sup>th</sup> Street Apartment building to buyer Y & SK, Inc.

## **DISCUSSION**

As required by the MFTE Contract, on November 1, 2021, buyer Y & SK, Inc. provided a statement that it understands the duties and obligations of the MFTE Contract and agrees to continue those duties and obligations. City Council approval is required for Shoreline and Y & SK, Inc. to enter into this Assumption Contract to reflect the sale of the 145<sup>th</sup> Street Apartment building.

Alternatively, the City Council could opt to reject the Assumption Contract. This would eliminate both the remaining years of tax exemption as well as the offsetting public benefit of inclusive affordable housing within the building upon sale. As such, it is likely that the buyer would reconsider the investment. This could have the effect of delaying the purchase while additional financial analysis is performed. Such additional analysis could result in a decision on the part of the buyer to withdraw their offer to purchase the property. Given this alternative, staff recommends that the City Council authorize the City Manager to enter into this Assumption Contract for this project.

## **RESOURCE/FINANCIAL IMPACT:**

Staff time is required to prepare and execute the Assumption Contract. No other change to the City’s resources or finances is anticipated. The resource and financial impact of the MFTE contract for this project was considered when it was before Council for approval, finding that when an MFTE project is built, the value of the residential improvements is presumed not be added to the assessed value until the 13<sup>th</sup> year; however, other revenues continue to be collected by the City from the property and its residents. This revenue was shown to be greater than the foregone taxes and greater than predevelopment revenue estimates for the property.

The purchase price has not been disclosed for this transaction. According to real estate data provider CoStar, the current price-per-unit value of new multifamily buildings in Shoreline is \$450,000. The sale of a new multifamily property in 2020—the most recent for which data is available—was at approximately \$340,000 per unit, which would

equate to a sale price of \$5,440,000 for the 16-unit 145<sup>th</sup> Apartment Building. The City's share of Real Estate Excise Tax on such a transaction would be an estimated \$27,200.

### **RECOMMENDATION**

Staff recommends that the City Council authorizing the City Manager to enter into the Assumption of Multifamily Housing Limited Property Tax Exemption Contract with Y & SK, Inc. for the 145<sup>th</sup> Street Apartment Building Project.

### **ATTACHMENTS**

Attachment A: Proposed MFTE Assumption Contract for the 145<sup>th</sup> Street Apartment Building Project



**ASSUMPTION OF MULTI-FAMILY HOUSING  
LIMITED PROPERTY TAX EXEMPTION CONTRACT**

**THIS ASSUMPTION OF MULTI-FAMILY HOUSING LIMITED PROPERTY TAX EXEMPTION CONTRACT (“Assumption Contract”)** is made as of the date of the final signature below, by and between CITY OF SHORELINE, a municipal corporation of the State of Washington (“Shoreline”) and Y & SK, Inc., a Washington Corporation (“Owner”), (collectively referred to herein as the “Parties” and each individual as a “Party”).

**RECITALS**

WHEREAS, on July 14th, 2020, Shoreline and Tenreal LLC (“Owner”) entered into a Multi-Family Housing Limited Property Tax Exemption Contract relating to the 3108 Apartments located at 3108 NE 145th St., Shoreline, Washington, Tax Parcel No. 156810-0255, and recorded in the records of King County under King County Recorder’s No. 20200729000544 (“MFTE Contract”);

WHEREAS, Tenreal LLC intends to sell, and Y & SK, Inc. intends to purchase, the 3108 Shoreline Apartments and, therefore, as required by Section 10 of the MFTE Contract, on November 1st, 2021, Y & SK, Inc. timely submitted a statement that it understands the duties and obligations of ownership under the MFTE Contract and agrees to continue those duties and obligations;

WHEREAS, Shoreline and Y & SK, Inc. desire to enter into this Assumption Contract to reflect the sale of the 3108 Shoreline Apartments and Y & SK, Inc.’s assumption of the duties and obligations under the MFTE Contract;

NOW, therefore, for good and valuable consideration, the receipt and sufficiency of which are acknowledged, the Parties mutually agree as follows:

**1. Assumption of MFTE Contract.**

As of the date of the transfer of ownership of the 3108 Shoreline Apartments from Tenreal LLC to Y & SK, Inc., as evidenced by the deed or other document recorded with the King County Recorder. Y & SK, Inc. assumes all duties and obligations set forth in the MFTE Contract, King County Recorder’s No. 20200729000544, incorporated herein fully by reference, under all the same terms and conditions.

**2. Amendment of MFTE Contract.**

The following amendments shall apply:

A. The term “Owner” and/or any reference to ownership shall now refer to Y & SK, Inc., a Washington Corporation.

B. Section 22 Notice shall be amended to delete Tenreal LLC’s representative and address and replace it with Y & SK, Inc.’s representative and address:

12619 Hummingbird St.  
Mukilteo, WA 98275

Attn: John Song

C. Section 17 Agreement to Record shall be amended to require the recording of this Assumption Contract in the real property records of King County, at Y & SK, Inc.'s sole cost and expense. The recording shall reference original King County Recorder's number and Y & SK, Inc. shall provide the City with a copy of the recorded document within thirty (30) calendar days of recording.

**3. Except as specifically provided in this Restatement, all other duties, obligations, terms, and conditions of the MFTE Contract continue in full force and effect.**

**IN WITNESS WHEREOF**, the City of Shoreline and Y & SK, Inc., by their authorized representatives, having read the foregoing and intending to be legally bound hereby, have executed this Assumption of the Multi-Family Housing Limited Property Tax Exemption Contract executed by Y & SK, Inc. and the City of Shoreline, King County Recorder's No. 20200729000544.

**COMPANY**

**CITY OF SHORELINE**

By: \_\_\_\_\_

By: \_\_\_\_\_

Print Name: John Song

Debbie Tarry

Its: Office of Corporation

City Manager

*Notarization of Signatures on following Page(s)*

State of Washington )

County of King )

I certify that I know or have satisfactory evidence that John Song is the person who appeared before me, and said person acknowledged that he/she signed this instrument, on oath stated that they were authorized to execute the instrument and acknowledged it as the Owner of Y & SK, Inc., a Washington corporation, to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: \_\_\_\_\_, 20\_\_

(Seal or stamp)

Signature: \_\_\_\_\_  
Title: Notary Public  
My appointment expires: 1/24/2022

State of Washington )

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 was authorized to execute the instrument and acknowledged it as the City Manager of the City of Shoreline, a municipal corporation and political subdivision of the State of Washington, to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: \_\_\_\_\_, 2021

(Seal or stamp)

Signature: \_\_\_\_\_  
Title: Notary Public  
My appointment expires: \_\_\_\_\_

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Authorize the City Manager to Increase the Contract Amendment Authority for KDH Consulting, Inc. to a Total Contract Amount of \$200,000 to Provide Network and Help Desk Support
<b>DEPARTMENT:</b>	Administrative Services
<b>PRESENTED BY:</b>	Sara Lane, Administrative Services Director Karen Mast, IT Manger
<b>ACTION:</b>	<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:**

On March 9, 2020, the City Manager executed a contract with KDH Consulting, Inc. for advanced network support. Staff is requesting that the City Council authorize the City Manager to increase the existing KDH Consulting, Inc. Contract #9588 to a not to exceed total amount of \$200,000.

KDH Consulting, Inc. has been providing advanced network support to augment the City’s Network Administrator position since March 2020. During the COVID-19 pandemic, IT staff has responded to increased Help Desk requests for remote work technology with limited staff to address the issue. This unprecedented backlog of service requests requires additional resources and staffing to address. Staff is requesting to extend the services provided by KDH Consulting, Inc. to cover IT responses to COVID-19, remote work, email retention system issues, general network needs and covering the Help Desk due to staff vacancies.

In accordance with Shoreline Municipal Code (SMC) Section 2.60.040 D1(c), City Council approval is required for this contract amendment because the requested contract increase amount exceeds the City Manager’s contract change order/amendment authorization limit of \$100,000.

**RESOURCE/FINANCIAL IMPACT:**

In accordance with City Purchasing requirements, staff executed Amendment 1 to increase the contract amount by \$19,000 from \$26,000 to a not to exceed amount of \$45,000. Amendment 2 increased the contract amount by \$30,000 from \$45,000 to a not to exceed amount of \$75,000 and extended the end date from December 31, 2020 to December 31, 2021. Amendment 3 was executed on July 21, 2021, to increase the contract amount by \$40,000 from \$75,000 to a not to exceed amount of \$115,000. Amendment 4 will increase the contract amount by \$85,000 from \$115,000 to a new not to exceed amount of \$200,000 and extend the end date from December 31, 2021 to

December 31, 2022. Between the IT Budget and the Federal Cares Act Reimbursement there is sufficient funds to cover the new not to exceed amount.

**RECOMMENDATION**

Staff recommends that the City Council authorize the City Manager to increase the current Network and Help Desk Support contract with KDH Consulting, Inc. by \$85,000 from \$115,000 to \$200,000.

**ATTACHMENTS:**

Attachment A: KDH Consulting, Inc. Contract Amendment 9588.04

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



**FOURTH AMENDMENT TO CONTRACT FOR SERVICES  
(ORIGINAL CONTRACT NUMBER: 9588)**

Whereas an agreement was entered into by and between the City of Shoreline, Washington, and KDH Consulting, Inc. on March 9, 2020; and said agreement was last amended on July 21, 2021.

Whereas the parties desire to amend said agreement once again in order to reflect a change of circumstances, to wit: increase the not to exceed amount to \$200,000 and extend the term of the contract to December 31, 2022

Now, therefore, in consideration of the mutual covenants contained herein, the parties agree as follows:

**1. Existing Agreement Amended:**

The City and KDH Consulting, Inc. entered into an agreement on March 9, 2020 identified as: Agreement for Services - Advanced Network Support.

The City and KDH Consulting, Inc. have amended this agreement on three (3) occasions with amendments dated October 28, 2020, December 30, 2020 and July 21, 2021.

The parties hereby amend the original agreement as amended.

**2. Amendment to Existing Agreement:** The agreement is amended in the following respect(s):

Section 2(A) Compensation is increased by \$85,000 for a not to exceed amount of \$200,000.

Section 3(A) Term shall end on midnight on the 31<sup>st</sup> day of December 2022.

**3. Terms and Conditions of Existing Agreement Remain the Same:** The parties agree that, except as specifically provided in this amendment, the terms and conditions of the existing agreement continue in full force and effect.

EXECUTED, this the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_.

**CITY OF SHORELINE**

**CONSULTANT**

\_\_\_\_\_  
Name:

\_\_\_\_\_  
Name:

Title:

Title:

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Appointment of Pro and Con Committee Members for City of Shoreline Proposition 1: General Obligation Bonds for Parks, Improvements and Park Land Acquisition
<b>DEPARTMENT:</b>	City Manager's Office
<b>PRESENTED BY:</b>	Eric Bratton, Communications Program Manager
<b>ACTION:</b>	<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:**

On November 1, 2021, the City Council adopted Ordinance No. 949, placing a general obligation bond measure for parks improvements and park land acquisitions on the February 8, 2022, special election ballot.

For the primary and general election, King County publishes a voters' pamphlet. A change from past years for the February and April special elections, King County now publishes a local voters' pamphlet automatically. The jurisdiction no longer needs to specifically request a local voters' pamphlet in a resolution submitted to King County Elections. However, the jurisdiction must still pay for the costs of publishing the local voters' pamphlet.

The City Council is responsible for appointing committees to prepare statements in favor of and in opposition to a ballot measure. These statements will be published in the voters' pamphlet. Council must select Pro Committee members from persons known to advocate for voters' approval of Proposition 1. They must select Con Committee members from persons known to advocate voters' rejection of Proposition 1. There is a limit of three members per committee. The committee appointments must be filed with King County by December 10, 2021. This evening the City Council will make those appointments.

Staff started advertising for members to serve on both the Pro and Con Committees on Tuesday, November 2, 2021. Staff made information available on the City's website and provided information to *Shoreline Area News*. Staff also sent the posting through the City's e-notification system and posted on social media. Applications for the committee appointments were due November 18, 2021, at 10:00 a.m. This was a staff-imposed deadline so staff would have time to produce this staff report and make it available to the Council and public by Friday, November 19, ahead of tonight's meeting.

The City received applications from the following residents for the Pro and Con Committees:

**Pro Committee**

Brian Branagan  
Katie Schielke  
Mary Ellen Stone

**Con Committee**

Joseph Smith

Attachment A to this staff report provides information from all the applicants' applications.

The committees are responsible for writing statements in favor of or in opposition to the ballot measure. These statements must be submitted to King County Elections no later than December 14, 2021, and are limited to 200 words. Each committee must submit their rebuttal statements to King County no later than December 16, 2021. Rebuttal statements are limited to 75 words.

The City must also provide an explanatory statement of the ballot title for the voters' pamphlet. The statement describes the effect of the measure if it is approved and is not to intentionally be an argument likely to create prejudice either for or against the measure. The explanatory statement is limited to 250 words, must be signed by the City Attorney, and submitted to King County Elections by December 10, 2021. Although the Council does not need to take any action on the explanatory statement, a draft of the explanatory statement is included as Attachment B.

**RESOURCE/FINANCIAL IMPACT:**

There is no resource or financial impact to appoint the Pro and Con Committees for City of Shoreline Proposition 1.

**RECOMMENDATION**

Council can select up to three members to serve on each of the Pro and Con Committees regarding Shoreline Proposition 1.

**ATTACHMENTS:**

Attachment A – Pro/Con Committee Applications  
Attachment B – Proposition 1 Explanatory Statement

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



<b>Name</b>	<b>PRO or CON committee?</b>	<b>Shoreline resident or property owner</b>	<b>Length of residence or ownership of property</b>	<b>Educational background</b>
Brian Branagan	PRO	Yes	18 years	BA, University of Wisconsin-Madison
Katie Schielke	PRO	Yes	16 years	I have a Bachelor of Science in Human-Centered Design and Engineering, and a Bachelor of Arts in Psychology from the UW.

Mary Ellen Stone	PRO	Yes	2 years	Masters degree
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Joseph Smith	CON	Yes	19 years	BA Business Administration
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**Occupational background**

**Describe your involvement in the Shoreline community.**

Semi-retired. I am currently working three days a week as a business communications and leadership coach

I have hosted Neighborhood Night Out events and have helped organize the 4-Corners Brewfest.

I am a nonprofit and Shoreline community advocate. Prior to my community advocacy work, I was a Business Management Consultant working for West Monroe Partners in Seattle.

I am currently the President of the Kruckeberg Botanic Garden Foundation in Shoreline. Previously, I was a member of the Parks, Recreation, Cultural Services, and Tree Board for Shoreline, and I was a member of the City's Arts Committee. I was also the founder and Chair for the Parkwood Neighborhood Association from 2012-2016. I was a member of CON. I have also been on several Boards for local schools.

Employed by the non profit King County Sexual Assault Resource Center (KCSARC) as Executive Director. I have held this position since 1979

I am a precinct committee officer, and have volunteered for events with the Richmond Beach Community Association. I worked on the voters guide language in summer 2021.

Financial Consultant

Long time resident- active within our neighborhood, with block party planning etc. Previously coached youth sports and have gotten to know many kids and families throughout the community

**Describe any special expertise you have which would be applicable to this position.**

**Describe your experience serving on any public or private boards or commissions.**

I studied journalism in college and have been involved with Toastmasters for over 30 years.

I have been a Board Member of the Innis Arden Home Owners Association for nine years. I stepped down from that role in 2021.

I have experience with writing the April Special Election Prop 1 PRO statement, so I am familiar with the process.

President of Kruckeberg Botanic Garden, member of PRCS Board, Arts Committee, Council of Neighborhoods, Parkwood Neighborhood Association, Shoreline Coop Preschool, Highland Terrace PTA.

While I was a member of the PRCS & Tree Board and the Arts Committee, I was involved with the PROS planning, so I have an understanding of the needs and wants of the Shoreline community. I have an understanding of the vision for our future in Shoreline. I also have experience with leading teams and groups to accomplish big goals and I understand how to recruit and foster volunteers.

strong writing and editing skills, good interpersonal and communication abilities

I have served on a number of private non profit boards, government commissions and state membership associations. I also report to a Board of Directors in my role as Executive Director.

Economics and Finance background. Experience working in social services, evaluating budgets

Currently serve as the Vice President of the University District Food Bank

**Are you affiliated with any organizations which receive direct funding from the City of Shoreline (such as the Shoreline Museum, Shoreline – Lake Forest Park Arts Council, human services organizations, etc.)?**

**If you answered "Yes" to the question above, please name the group.**

Yes

My wife is on the Board of the Kruckeberg Botanical Garden Foundation

Yes

Kruckeberg Botanic Garden Foundation

Yes

King County Sexual Assault  
Resource Center

No



**Describe why you are interested in serving in this position.**

Shoreline needs Parks as it takes on increased population growth over the next decade.

I believe strongly in investing in our city's parks for our future generations. I am excited to see some of our dreams and visions for the community realized with this funding!

I am interested in contributing to the health and well being of the city. Parks are essential, especially as the city grows. Equally important is citizen support of and care for the parks.

The city and community (voters) have supported parks during my 19 years plus of living in the city. When this measure was last on the ballot, I was surprised that there was not an opposing con statement. It is important that community members hear both sides of the proposition and feel like they have all the relevant details to be informed voters. Also I feel that the city of Shoreline has many other competing priorities that need to be fully addressed other than this parks measure. This is not the first time that residents would be voting on this proposition and it was slated to appear on the ballot again during this past November election cycle

**CITY OF SHORELINE PROPOSITION NO. 1  
GENERAL OBLIGATION BONDS FOR PARK  
IMPROVEMENTS AND PARK LAND ACQUISITION**

**EXPLANATORY STATEMENT**

If approved by Shoreline voters, this proposition authorizes improvements to City parks, including the acquisition of new park land.

Significant improvements will be made at Brugger's Bog, Hillwood, Richmond Highlands, Briarcrest (Hamlin East), and James Keough Parks. These improvements, depending on the location, may include playgrounds, splash-pads, multi-sports courts, walking trails, picnic shelters, off-leash dog areas, and a fully accessible play area for people of all physical abilities.

Improvements will also be made at Ridgecrest and Shoreview Parks including creation/improvement of off-leash dog areas and improvements to play and field areas. Investments at Kruckeberg Botanic Garden include an education center and children's garden that will be accessible to persons of all physical abilities. Funding will also include installation of public art throughout the city.

Park land acquisitions and improvements will expand Paramount Open Space, Brugger's Bog, and Rotary Park, and will include additional park land acquisitions.

If approved, Proposition 1 will authorize the City to issue up to \$38,500,000 in general obligation bonds to finance and refinance these projects and set excess property taxes to repay those bonds. The bonds would mature within 20 years. Although the exact amount of property taxes per household necessary to repay the bonds will depend on interest rates and property values, the City estimates the annual property tax paid by the owner of a median valued home (\$534,000) would be approximately \$107 per year, or \$9 per month. This is an increase of approximately \$3 per month from the expiring park improvement bond.

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Adopting the 2022 State Legislative Priorities		
<b>DEPARTMENT:</b>	City Manager's Office		
<b>PRESENTED BY:</b>	Jim Hammond, Intergovernmental Program Manager		
<b>ACTION:</b>	<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:**

Tonight, Council is scheduled to take action on the City's 2022 State Legislative Priorities ("Priorities"). For 2022, staff proposes the continuation of efforts to secure funding and/or other legislative support for: a bike/pedestrian bridge at N 148<sup>th</sup> Street that would connect neighborhoods to the Shoreline South/148<sup>th</sup> Street light rail station; planning support, in collaboration with partner cities, for a regional crisis triage center; and increased investment in behavioral health and misdemeanor court diversion.

In terms of policy, staff proposes to seek passage of legislation that would:

- Support legislation, including a statewide transportation package, that promotes sustainable investments and addresses climate change impacts, particularly in the transportation sector;
- Provide direct funding to cities to administer diversion programs related to misdemeanor drug possession cases that are now adjudicated in district and municipal courts;
- Advocate for state/local collaboration, on a watershed-based approach to tackling fish-blocking culverts, including state funding for locally owned culverts;
- Improve local government financial sustainability and flexibility, with secure funding sources that rely less on regressive revenue options; and
- Support efforts to continue to address homelessness and affordable housing, including additional funding for rapid acquisition of housing, development of policies that provide more equitable access to housing, without preemption of local control.

The draft 2022 State Legislative Priorities (Attachment A) were considered by Council on November 8, 2021. Council deliberated and directed staff to draft one potential change to those priorities, which will be considered by Council tonight.

**RESOURCES/FINANCIAL IMPACT:**

This item has no direct financial impact.

**RECOMMENDATION**

Staff recommends that the City Council move to adopt the 2022 State Legislative Priorities.

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

## **BACKGROUND**

2022 is the second year of the State's 2021-2022 biennium, or "short" legislative session, which is scheduled to last 60 days. The City's legislative priorities provide policy direction in a highly fluid and dynamic legislative environment. They guide staff in determining whether the City supports or opposes specific legislation and amendments in Olympia during the legislative session. The City actively monitors legislative proposals at the state level, as success in advancing the City's position in Olympia depends on providing accurate and timely information to Legislators and their staff that illustrates the impacts of pending legislation on Shoreline.

The legislative priorities are the general policy positions that provide staff and Council representatives the flexibility to respond to requests for information and input. Key topics of legislation that do not fall under the adopted Legislative Priorities will be presented to the Council in regular briefings. The City also continues to partner with the Association of Washington Cities (AWC) and Sound Cities Association (SCA), which provides a consistent voice and a strong presence for cities in Olympia.

At its November 8<sup>th</sup> meeting, the City Council reviewed and discussed the proposed 2022 State Legislative Priorities. The staff report for this November 8<sup>th</sup> Council discussion can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2021/staffreport110821-9b.pdf>.

## **DISCUSSION**

During the course of the November 8<sup>th</sup> Council discussion of the draft 2022 State Legislative Priorities, Council directed staff to prepare a potential modification to the Priorities. Specifically, Council was interested in potentially adding a priority to seek local authority to make changes to the State's residential Energy Code.

Per the request from Council, staff drafted an additional phrase, which could be added to the legislative priority which relates to climate change. The updated legislative priority, with the addition underlined, would read as follows:

- Support legislation that addresses climate change impacts, across all sectors, including allowing local jurisdictions to modify the State residential Energy Code.

The Residential Energy Code (specifically the 2018 Washington State Residential Energy Code) states that the scope of the code "applies to residential buildings and the building sites and associated systems and equipment. This code shall be the maximum and minimum energy code for residential construction in each town, city and county...". As noted during Council discussions, there are benefits to uniformity across jurisdictional lines, and changes to this policy are likely to elicit strong responses from interests connected to the development community. Historically, this has been the case.

In the 2021 legislative session, the House considered HB 1084, around building decarbonization. It would have required that the State Energy Code, for each code cycle, provide one reach code option for increasing low-emission energy efficient homes that local jurisdictions could adopt for residential construction. Public testimony in opposition stated it would create inconsistencies around local energy codes, among other critiques. That bill will be automatically reintroduced for 2022 session. The potential addition, as drafted, would direct staff to advocate for passage of HB 1084 this session.

If Council is interested in adding this additional phrase regarding the State Residential Energy Code to their 2022 Legislative Priorities, staff recommends that Council use the following amendatory language:

***I move to amend the 2022 State Legislative Priorities so that the fourth Legislative Issue the City Supports now reads “Support legislation that addresses climate change impacts, across all sectors, including allowing local jurisdictions to modify the State residential Energy Code.”***

Additionally, Council discussed whether ongoing efforts by the State to develop the Fircrest Campus ought to be included as part of the Legislative Priorities. The current State activity related to Fircrest is being undertaken by executive departments, and no legislation is currently planned. Previously, in the City’s 2018-2023 Economic Development Strategic Plan, Council identified the underdeveloped land on the Fircrest Campus as having significant potential for redevelopment that created good quality, living wage jobs, such as office or light industry, and staff have been monitoring activity related to Fircrest through the lens of this policy. Given existing policy direction and the lack of legislative activity related to Fircrest, staff is not proposing that any additional language be added to the Priorities.

Tonight, Council is scheduled to take action on the City’s 2022 State Legislative Priorities.

### **RESOURCES/FINANCIAL IMPACT**

This item has no direct financial impact.

### **RECOMMENDATION**

Staff recommends that the City Council move to adopt the 2022 State Legislative Priorities.

### **ATTACHMENTS**

Attachment A: Draft 2022 State Legislative Priorities



## City of Shoreline 2022 State Legislative Priorities

### Shoreline-Specific Priorities:

- Maintain project visibility for the N 148<sup>th</sup> Street non-motorized pedestrian/bicycle bridge as a strong candidate for any state transportation package.
- Support capital budget funding flexibility for feasibility studies and site acquisition for a Regional Crisis Triage Center in north King County to support the ability of the five-city North Sound RADAR program to engage in acute behavioral health interventions.

### Legislative Issues the City Supports:

- Adopt a new transportation revenue package that increases emphasis on transit and non-motorized travel, prioritizes maintenance, and provides an equitable level of local funding and additional long-term, sustainable revenue options for cities to support and maintain local transportation infrastructure.
- Support direct funding for cities to administer diversion programs related to misdemeanor drug possession cases handled by city law enforcement and now adjudicated in municipal courts, as well as Medication-Assisted Treatment (MAT) services, therapeutic courts, and a diversion tracking database.
- Preserve City fiscal health with secure funding sources.
  - Remove the existing 1% property tax limitation or revise by indexing it to inflation, population growth, or some related indicator.
  - Support efforts to review and revise both state and local tax structures so they rely less on regressive revenue options, without negatively impacting local revenue authority.
  - Maintain existing shared revenues.
- Support legislation that addresses climate change impacts, across all sectors.
- Continue to advance a watershed-based approach and strategic plan to address local fish-blocking culverts along with state culverts; seek state resources to correct locally owned culverts as a part of the state's overall resolution to the culvert injunction.



- Continue to address homelessness and increase equitable access to housing through incentives and support for local efforts, without use of mandates; seek development of new tools to accomplish this goal, such as establishment of Housing Benefit Districts.
- Realize the full resource impacts of legislative changes to law enforcement and behavioral health policies through increased funding for behavioral health treatment and response services and facilities.
- Support clarification of the civil standards for use of force requirements so law enforcement can better understand the state requirements and know when they can intervene in a situation, including a mental health crisis, where a crime is not being committed.

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Discussion of Ordinance No. 950 - Amending Shoreline Municipal Code Chapter 10.20 Speed Limits
<b>DEPARTMENT:</b>	Public Works
<b>PRESENTED BY:</b>	Kendra Dedinsky, City Traffic Engineer
<b>ACTION:</b>	<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:**

Fatal and serious injury collisions are on the rise in Shoreline. High vehicle speed is a key factor in these types of collisions, particularly for pedestrians and bicyclists. Recent research and associated updates to speed limit setting methods recognize that speed limits are an important tool for creating safer streets.

Staff and consultant DKS used newly published research and an associated speed limit setting tool from the National Cooperative Highway Research Program (NCHRP) to analyze speed limits for six arterial corridors in Shoreline. The study and results were presented to the Council on January 4<sup>th</sup>, 2021 and are available at the following link: [January 4, 2021 staff report on Discussion of the Arterial Speed Limit Study](#).

After additional review based on Council feedback from the January 4<sup>th</sup> discussion, staff has developed proposed amendments to SMC Chapter 10.20 Speed Limits for Council consideration, which proposes a speed limit reduction of five (5) miles per hour (mph), from 35 mph to 30 mph, for five of the six study corridors including:

- N/NE 175<sup>th</sup> Street from Aurora Avenue N to 15<sup>th</sup> Avenue NE
- Meridian Avenue N from N 145<sup>th</sup> Street to NE 205<sup>th</sup> Street
- 15<sup>th</sup> Avenue NE from NE 145<sup>th</sup> Street to NE 175<sup>th</sup> Street
- Greenwood Avenue N from N 145<sup>th</sup> Street to NW Innis Arden Way
- N/NW Richmond Beach Road from 8<sup>th</sup> Avenue NW to Fremont Avenue N

Analysis of the sixth corridor, 15<sup>th</sup> Avenue NE from NE 180<sup>th</sup> Street to NE 196<sup>th</sup> Street resulted in a recommendation to retain the existing speed limit. Council retains the authority to lower the speed limit on this segment if it chooses.

Tonight, Council will discuss proposed Ordinance No. 950 (Attachment A), which would amend SMC Chapter 10.20 to adjust the speed limit on these five corridors. Proposed Ordinance No. 950 is currently scheduled for Council action on December 6, 2021.

**RESOURCE/FINANCIAL IMPACT:**

The financial impact to lowering speed limits on the five recommended corridors is estimated to be approximately \$12,000 and would be funded by the Traffic Safety Capital Improvement Program. The majority of this cost is associated with physical sign changes, although a very small portion will be used for public education efforts such as yard signs to highlight the changes and provide a link to more information. Shoreline Police Department anticipates any emphasis efforts associated with these speed limit changes can be absorbed within their existing operating budget.

**RECOMMENDATION**

No action is required at this time; this agenda item is for discussion purposes only. Potential Council action on the amendments proposed for SMC Chapter 10.20 Speed Limits in Ordinance No. 950 is scheduled for December 6<sup>th</sup>, 2021.

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

## **BACKGROUND**

SMC Chapter 10.20 Speed Limits adopts by reference Washington Administrative Code (WAC) 308-330-423 Speed Restrictions, which sets a base 25 mph speed limit. This WAC incorporates various provisions of the RCW including RCW 41.61.415. This RCW permits local jurisdictions to established or alter speed limits established by the State Department of Transportation on the basis of an engineering and traffic investigation; determining the proper maximum speed for all arterial streets. Based on this authority, SMC 10.20.010 establishes a maximum speed limit of 30 mph, 35 mph, or 40 mph for various arterial roadways citywide. This SMC was last amended in 2008 with the adoption of [Ordinance No. 491](#).

One of the most important factors in collision injury outcomes is vehicle speed. The State's Target Zero Plan highlights the recommended practice of setting speed limits appropriate for the roadway context, including consideration of pedestrians, bicyclists, adjacent land use, and collision history. As such, the 2018 Annual Traffic Report recommended a speed limit study which was supported by Council during a June 24, 2019 Council discussion. The staff report for the 2018 Annual Traffic Report is available at the following link: [June 24, 2019 staff report on Discussion of the 2018 Annual Traffic Report](#).

Throughout 2020, staff worked on a speed limit study with traffic engineering consultant DKS, a leader and expert in evolving speed limit setting practices. The study used recent research and a new tool developed under the National Cooperative Highway Research Program (NCHRP) Project 17-76 to evaluate the following six corridors:

- N/NE 175<sup>th</sup> Street from Aurora Avenue N to 15<sup>th</sup> Avenue NE
- Meridian Avenue N from N 145<sup>th</sup> Street to NE 205<sup>th</sup> Street
- 15<sup>th</sup> Avenue NE from NE 145<sup>th</sup> Street to NE 175<sup>th</sup> Street
- Greenwood Avenue N from N 145<sup>th</sup> Street to NW Innis Arden Way
- N/NW Richmond Beach Road from 8<sup>th</sup> Avenue NW to Fremont Avenue N
- 15<sup>th</sup> Avenue NE from NE 180<sup>th</sup> Street to NE 196<sup>th</sup> Street

These corridors were selected for study based on multiple factors including existing speed limit, collision history, or recent changes to roadway cross section or adjacent land use. The preliminary study recommended a 5 MPH speed limit reduction for five of the six studied corridors. The study and results were presented to the Council on January 4<sup>th</sup>, 2021 and are available at the following link: [January 4, 2021 staff report on Discussion of the Arterial Speed Limit Study](#). At this meeting, Council provided feedback on the preliminary study which included:

- Sensitivity to the disproportionate impact traffic enforcement and citations have on lower income populations and people of color.
- Questions regarding the economic cost of slower speeds.
- Interest in reevaluating the 15<sup>th</sup> Avenue NE from NE 180<sup>th</sup> Street to NE 196<sup>th</sup> Street segment given roadway alignment concerns combined with the lack of continuous sidewalk and pedestrian crossing opportunities.

- Concern that posting new speeds alone, with no other supportive measures, would not result in lower speeds.
- Support for bringing an ordinance back for discussion.

## **DISCUSSION**

The determination of an appropriate speed limit is an exercise in prioritizing safety while balancing motorists' behavior and the mobility needs of all users. Historically, speed limit setting practices have relied heavily on 85<sup>th</sup> percentile speeds; the speed at which 85% of traffic is traveling at or below. This car-centric practice was based on the idea that most drivers are prudent, however this approach diminishes the experience and safety of non-driving roadway users.

Recently published National Cooperative Highway Research Program (NCHRP) Project 17-76 investigated the factors that influence operating speed and safety and used that information to develop their speed limit setting procedure and tool. While the tool still relies heavily on vehicle operating speed data (both the 85<sup>th</sup> and 50<sup>th</sup> percentile operating speeds are considered), the tool's recommendation is also influenced by other factors such as:

- |                                     |                                       |
|-------------------------------------|---------------------------------------|
| • Number of lanes                   | • Pedestrian activity                 |
| • Median presence                   | • On-street parking activity          |
| • Number of traffic signals         | • Parallel parking permitted          |
| • Number of access points           | • Adverse alignment                   |
| • Bicyclist activity/bike lane type | • Average daily traffic               |
| • Sidewalk presence/width           | • Collision history                   |
| • Sidewalk buffer presence          | • Serious and fatal collision history |

This additional context and overall approach aligns with State Target Zero Plan recommendations encouraging jurisdictions to consider all roadway users, adjacent land use, and injury minimization, to determine appropriate speed limits.

The following sections address Council concerns expressed during the first discussion on this topic in January 2021

### **Enforcement**

Recognizing the disproportionate impact traffic enforcement has on lower income populations and people of color, the approach to emphasizing speed limit changes will focus on educational efforts supported by the Public Works Traffic Services group and Shoreline Police. Traffic Services will provide outreach and education via currents, email alerts, corridor signs with links to more information, and use of temporary radar speed feedback signs. In addition, speed data will be collected to monitor progress and to provide to Shoreline Police for time of day and day of week focused emphases as needed. The overarching goal is to reduce operating speeds without significantly changing existing citation rates and enforcement practices.

## **Economic Impact**

At the January 4<sup>th</sup> discussion, Council asked about the cost versus benefit of speed limit reductions, particularly related to the economic impact of increased travel time. While there is no one agreed upon method or source for making this comparison, a 2014 study, available online at: [\*A Health Impact Assessment of a Proposed Bill to Decrease Speed Limits on Local Roads in Massachusetts \(U.S.A.\)\*](#), provided a thorough review of economic, environmental and health costs versus benefits of a 5 mph speed limit reduction (from 30 mph to 25 mph) statewide on local roads. While the study did show a high estimated cost per person associated with increased travel time and fuel consumption, it ultimately concluded that the “benefits outweigh the costs from both a health and economic perspective”. In addition, it recognized that lowering speeds can be a catalyst for promoting walking and biking; a more difficult benefit to quantify given lack of quality data on this subject.

A high-level analysis of the cost of increased travel time associated with speed limit reduction was conducted for the subject roadway segments as shown in Table 1. This evaluation conservatively assumed the following:

- Use of 50<sup>th</sup> percentile operating speed for a better approximation of the average speed.
- 50<sup>th</sup> percentile operating speeds decrease by 2.5 mph; a full 5 mph reduction in operating speed is not expected based on comparable studies.
- Vehicle occupancy of 1.5.
- Value of time assumed to be \$20.14/hour per the *Texas A&M Transportation Institute’s Urban Mobility Report* for the Seattle area.

Given these assumptions, the estimated average annual societal cost of increased travel time associated with speed reduction for the proposed corridors is \$2.25M.

Table 1. Estimated societal cost of increased travel time associated with speed limit changes

	Richmond Beach Rd	Meridian Ave N	Greenwood Ave N	N 175th St (west)	NE 175th St (east)	15th Ave NE (south)	Total
50th Percentile Speed (mph)	29.3	31.3	29.4	32.4	32	32.3	
5 mph Reduction (mph)	26.8	28.8	26.9	29.9	29.5	29.8	
Segment Length (mi)	0.5	3	0.8	0.75	0.75	1.5	
Estimated Trip Length (mi)	0.5	1.5	0.8	0.75	0.75	1	
Added Delay per Trip (hours)	0.0016	0.0042	0.0025	0.0019	0.0020	0.0026	
Average Daily Traffic (veh/day)	16706	9,456	8552	19988	15359	18306	
Added Delay (hours/year)	9707	14358	7894	14120	11135	17354	
Annual Cost of Delay <sup>1</sup>	\$ 293,677	\$434,402	\$ 238,830	\$ 427,213	\$ 336,885	\$ 525,055	\$ 2,256,062

<sup>1</sup> From Texas A&M Transportation Institute Urban Mobility Report Value of Time for Seattle area of \$20.17/hr, assuming 1.5 people/vehicle

With the collision history available, as well as the Washington State Department of Transportation’s estimate of collision costs by severity, it is possible to calculate the economic impact of collisions on the 5 subject corridors as shown in Table 2. The net societal cost of collisions on the 5 roadway segments is nearly \$7M annually on average.

Table 2. Estimated societal cost of collisions on the 5 subject corridors (2010-2021)

<b>Collision Severity</b>	<b>Collision History for Subject Segments (2010-2020)</b>	<b>Cost per Collision<sup>1</sup></b>	<b>Total Cost</b>
Fatal	6	\$ 2,000,000	\$ 12,000,000
Serious	26	\$ 1,000,000	\$ 26,000,000
Minor	103	\$ 100,000	\$ 10,300,000
Possible	328	\$ 70,000	\$ 22,960,000
PDO	561	\$ 10,000	\$ 5,610,000
<b>Total</b>			<b>\$ 76,870,000</b>
<b>Annual Average</b>			<b>\$ 6,988,182</b>

<sup>1</sup>Estimated cost of collisions by severity from WSDOT Traffic Safety Office.

While it is not possible to accurately predict the true benefit to cost ratio of these proposed speed limit changes, a balanced benefit to cost ratio is certainly possible if speed reductions result in a significant decrease in collisions; particularly if injury collisions are reduced. In addition, consideration should be given to other benefits not included by this simplified comparison such as increased property values, improved livability, reduced noise, and mode shift.

### **Final Review of Data**

A second review of data for all study corridors was completed and included corrections to some worksheets, splitting out 175<sup>th</sup> Street into two distinct segments for more context sensitive analysis, and revisiting data for the segment of 15<sup>th</sup> Avenue NE from NE 180<sup>th</sup> Street to NE 196<sup>th</sup> Street, which Council had expressed interest in reviewing again. No updates to the data changed the resulting speed limit setting tool recommendation. Staff did collect new data for the north segment of 15<sup>th</sup> Avenue NE and even considering this, and applying more conservative selections for qualitative data inputs, the tool's recommendation remains at 35 mph due to the relatively high operating speed. Both the rounded down 85<sup>th</sup> percentile, and the closest 50<sup>th</sup> percentile result in a 35-mph speed limit based on collected data. Council can still choose to amend the ordinance to include a speed reduction for 15<sup>th</sup> Avenue NE from NE 180<sup>th</sup> Street to NE 196<sup>th</sup> Street if Council so chooses. The final data worksheets, including data inputs and updates, are included with this staff report as Attachment B.

### **Effectiveness of Posted Speed Reductions Alone**

Council also raised concerns regarding the potential for non-compliance with speed limit reductions without significant complimentary engineering or enforcement measures. The recent NCHRP research and tool, used to inform proposed speed limit reductions, describes three key points on this topic:

- 1) Drivers often choose a speed within a certain increment above the posted speed limit, anticipating that they will not be ticketed if they are not above that assumed tolerance. As such, a reduction in posted speed would be expected to produce a reduction in operating speed. Drivers that do not adhere to this principle still tend to be anchored by drivers that do.
- 2) Operating speeds are higher when posted speeds are higher and are lower when the posted speed limits are lower, confirming that the number on the sign does

influence driver speed. While the exact 5 mph reduction may not be achieved linearly, some reduction in speed still provides significant safety benefit.

- 3) NCHRP research showed that crashes on city streets were lowest where the average vehicle operating speed was within 5 mph of the posted speed. This finding informed the NCHRP speed limit setting tool algorithms. The proposed speed limit changes for the studied Shoreline roadway segments are consistent with this principle.

In addition, while engineering measures are certainly an important component of speed management, the relation to posted speed limit can result in a chicken or the egg scenario, as many design standards are determined by the speed limit. As such, lower posted speeds will allow for future capital improvements that utilize lower design speed criteria. This approach is consistent with emerging engineering and policy trajectory, which advises communities to set target speeds, using engineering methods to support them.

### **Speed Reduction Ordinance – Proposed Ordinance No. 950**

After additional review based on Council feedback from the January 4<sup>th</sup> discussion, staff has developed proposed amendments to SMC Chapter 10.20 Speed Limits for Council consideration, which proposes a speed limit reduction of five (5) miles per hour (mph), from 35 mph to 30 mph, for the following corridors:

- N/NE 175<sup>th</sup> Street from Aurora Avenue N to 15<sup>th</sup> Avenue NE
- Meridian Avenue N from N 145<sup>th</sup> Street to NE 205<sup>th</sup> Street
- 15<sup>th</sup> Avenue NE from NE 145<sup>th</sup> Street to NE 175<sup>th</sup> Street
- Greenwood Avenue N from N 145<sup>th</sup> Street to NW Innis Arden Way
- N/NW Richmond Beach Road from 8<sup>th</sup> Avenue NW to Fremont Avenue N

Tonight, Council will discuss proposed Ordinance No. 950 (Attachment A), which would amend SMC Chapter 10.20 to adjust the speed limit on these five corridors. Proposed Ordinance No. 950 is currently scheduled for Council action on December 6, 2021.

### **COUNCIL GOAL(S) ADDRESSED**

This item addresses the following City Council Goals:

- Goal 2: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.
- Goal 4: Promote and enhance the City's safe community and neighborhood programs and initiatives.

### **RESOURCE/FINANCIAL IMPACT**

The financial impact to lowering speed limits on the five recommended corridors is estimated to be approximately \$12,000 and would be funded by the Traffic Safety Capital Improvement Program. The majority of this cost is associated with physical sign changes, although a very small portion will be used for public education efforts such as yard signs to highlight the changes and provide a link to more information. Shoreline



Police Department anticipates any emphasis efforts associated with these speed limit changes can be absorbed within their existing operating budget.

### **RECOMMENDATION**

No action is required at this time; this agenda item is for discussion purposes only. Potential Council action on the amendments proposed for SMC Chapter 10.20 Speed Limits in Ordinance No. 950 is scheduled for December 6<sup>th</sup>, 2021.

### **ATTACHMENTS**

Attachment A – Proposed Ordinance No. 950

Exhibit A – Amendments

Attachment B – Speed Limit Analysis Worksheets

**ORDINANCE NO. 950**

**AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON, AMENDING CHAPTER 10.20 SPEED LIMITS OF THE SHORELINE MUNICIPAL CODE TO LOWER SPEED LIMITS ON CERTAIN ARTERIAL CORRIDORS.**

WHEREAS, RCW 41.61.415 authorizes the City of Shoreline to determine and declare a reasonable and safe maximum speed limit for all arterial streets; and

WHEREAS, based on the City's 2018 Annual Traffic Report, in 2020 City Staff worked on a speed limit study utilizing data from the National Cooperative Highway Research Program Project 17-76 to evaluate six arterial corridors; and

WHEREAS, these six arterial corridors were selected for study based on multiple factors including existing speed limit, collision history, recent changes to road cross section, or adjacent land use; and

WHEREAS, at its January 4, 2021, regular meeting, the City Council discussed the Arterial Speed Limit Study; and

WHEREAS, based on this discussion, City Staff proposed to reduce the speed limit by five (5) miles per hour on five (5) of the six (6) corridors studied; and

WHEREAS, the City Council discussed the proposed speed limit reduction at its November 22, 2021 regular meeting; and

WHEREAS, the City Council has determined that the amendments to SMC Chapter 10.20 are in the best interests of the City of Shoreline and the health, safety, and welfare of its residents;

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

**Section 1. Amendment – SMC 10.20 Speed Limits.** SMC Chapter 10.20 is amended as set forth in Exhibit A to this Ordinance.

**Section 2. 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 3. 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 4. Publication and Effective Date.** A summary of this Ordinance consisting of the title shall be published in the official newspaper as soon as practicable after passage. This Ordinance shall take effect at 12:01 am local time on June 1, 2022.

**PASSED BY THE CITY COUNCIL ON DECEMBER 6, 2021.**

\_\_\_\_\_  
Mayor Will Hall

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
Jessica Simulcik Smith  
City Clerk

\_\_\_\_\_  
Julie K Ainsworth-Taylor  
Assistant City Attorney  
on behalf of Margaret King, City Attorney

Date of Publication: \_\_\_\_\_, 2021  
Effective Date: \_\_\_\_\_, 2021

## EXHIBIT A

ORDINANCE NO. 950  
SMC Chapter 10.20

Page 1/3

SMC 10.20.010 is amended to read as follows:

**10.20.010 Speed limits.**

WAC 308-330-423 is adopted to establish rules governing motor vehicle speed within the city; provided, that the speed limit for all streets within the city shall be 25 miles per hour, except as designated below:

A. 30 Miles Per Hour.

NW 196th Street from 23rd Avenue NW to 20th Avenue NW;

NW 195th Street from 20th Avenue NW to 15th Avenue NW;

NW Innis Arden Way from Greenwood Avenue North to 10th Avenue NW;

NW Richmond Beach Road from 15th Avenue NW to 8th Avenue NW;

North 160th Street from Greenwood Avenue North to Dayton Avenue North;

North 175th Street from Fremont Avenue North to Aurora Avenue North;

North 185th Street from Fremont Avenue North to 1st Avenue NE;

North 150th Street from 15th Avenue NE to 25th Avenue NE;

North 155th Street from Aurora Avenue North to 1st Avenue NE;

NE 155th Street from 1st Avenue NE to 15th Avenue NE;

NE 168th Street from 15th Avenue NE to 25th Avenue NE (south leg);

NE 175th Street from 15th Avenue NE to 22nd Avenue NE;

NE 185th Street from 1st Avenue NE to 10th Avenue NE;

8th Avenue NW from NW 180th Street to NW Richmond Beach Road;

8th Avenue NW from NW Richmond Beach Road to the northerly city limits (NW 205th Street);

Greenwood Avenue North from NW Innis Arden Way to North Carlyle Hall Road;

Dayton Avenue North from Carlyle Hall Road N to N Richmond Beach Road;

Fremont Avenue North from North 165th Street to the northerly city limits (North 205th Street);

Ashworth Avenue North from North 155th Street to North 200th Street;

1st Avenue NE from the southerly city limits (NE 145th Street) to NE 155th Street;

3rd Avenue NW from Richmond Beach Road NW to the northerly city limits (NW 205th Street);

## EXHIBIT A

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5th Avenue NE from the southerly city limits (NE 145th Street) to the northerly city limits (NE 205th Street);

10th Avenue NE from NE 175th Street to NE 190th Street;

15th Avenue NE from NE 196th Street to Ballinger Way NE;

19th Avenue NE from 15th Avenue NE to NE 205th Street;

24th Avenue NE from 15th Avenue NE to 25th Avenue NE;

25th Avenue NE from the southerly city limits (NE 145th Street) to NE 178th Street;

25th Avenue NE from Ballinger Way NE to NE 205th Street.;

N/NE 175th Street from Aurora Avenue N to 15th Avenue NE;

Meridian Avenue North from the southerly city limits (North 145th Street) to the northerly city limits (North 205th Street);

15th Avenue NE from the southerly city limits (NE 145th Street) to NE 175th Street;

Greenwood Avenue N from the southerly city limits (North 145th Street) to NW Innis Arden Way;

N/NW Richmond Beach Road from 8th Avenue NW to Fremont Avenue North.

B. 35 Miles Per Hour.

~~NW Richmond Beach Road from 8th Avenue NW to Fremont Avenue North;~~

~~North 175th Street from Aurora Avenue North to Interstate 5;~~

~~NE 175th Street from Interstate 5 to 15th Avenue NE;~~

North 160th Street from Dayton Avenue North to Aurora Avenue North;

North 155th Street from Westminster Way North to Aurora Avenue North;

~~Greenwood Avenue North from the southerly city limits (North 145th Street) to NW Innis Arden Way;~~

Westminster Way North from Greenwood Avenue North to Aurora Avenue North;

Dayton Avenue North from Westminster Way North to Carlyle Hall Road N;

~~Meridian Avenue North from the southerly city limits (North 145th Street) to the northerly city limits (North 205th Street);~~

1st Avenue NE from NE 195th Street to the northerly city limits (NE 205th Street);

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~~15th Avenue NE from the southerly city limits (NE 145th Street) to NE 175th Street;~~

15th Avenue NE from NE 180th Street to NE 196th Street.

C. 40 Miles Per Hour.

Aurora Avenue North from the southerly city limits (North 145th Street) to the northerly city limits (North 205th Street).

D. 45 Miles Per Hour. [Reserved].

NCHRP 17-76 Speed Limit Setting Tool			
Input Cells	Description	Output Cells	
<b>Site Description Data</b>		<b>Color-Coding Legend</b>	
Suburban	Roadway context	Aqua = basic input cell	
Minor arterial	Roadway type	Denim = basic input cell with drop-down menu	
Yes	Are crash data available?	Orange = optional input cell (not needed for calculations)	
K. Dedinsky	Analyst	Green = optional input cell (use if data for agency & region are available, leave blank otherwise)	
10/1/2021	Date	Rose = intermediate calculations	
N Richmond Beach Rd	Roadway name	Purple = final analysis results	
Fremont Ave N to 8th Ave NW	Description		
35	Current speed limit (mph)		
	Notes		
			<b>Note: The "Test macros" button provides a message to verify proper macro operation.</b>
<b>Analysis Results</b>		<b>Advisory, Calculated, or Warning Messages</b>	
Speed limit setting group		Developed	
<b>Suggested speed limit (mph)</b>		<b>30</b>	This value is determined by speed data & site characteristics.
<b>Speed Data</b>		<b>Advisory, Calculated, or Warning Messages</b>	
55	Maximum speed limit (mph)		
34.4	85th-percentile speed (mph)		
29.3	50th-percentile speed (mph)		
<b>Site Characteristics</b>		<b>Advisory, Calculated, or Warning Messages</b>	
0.77	Segment length (mi)		
4	Number of lanes (two-way total)		
Undivided	Median type		
4	Number of traffic signals		
18	Number of access points (total of both directions)		
Not high / Any type	Bicyclist activity / bike lane type		
Adequate	Sidewalk presence / width		
Not present	Sidewalk buffer		
Some	Pedestrian activity		
Not high	On-street parking activity		
No	Parallel parking permitted?		
No	Angle parking present?		
Yes	Adverse alignment present?		
		Rounded-Down 85th Closest 50th (5.19 signals / mi) 23.38 access points / mi	
			Consider location-specific advisory speed warnings.
<b>Crash Data</b>		<b>Advisory, Calculated, or Warning Messages</b>	
11	Number of years of crash data		
16,706	Average AADT for crash data period (veh/d)		
No	Is the segment a one-way street?		
204	All (KABCO) crashes for crash data period		
7	Fatal & injury (KABC) crashes for crash data period		
	Average KABCO crash rate (crashes / 100 MVMT)		
	Average KABC crash rate (crashes / 100 MVMT)		
	1.3 x average KABCO crash rate (crashes / 100 MVMT)	587.9	
	1.3 x average KABC crash rate (crashes / 100 MVMT)	171.6	
	Critical KABCO crash rate (crashes / 100 MVMT)	501.9	
	Critical KABC crash rate (crashes / 100 MVMT)	159.2	
			Observed KABCO crash rate = 394.99 crashes / 100 MVMT Observed KABC crash rate = 13.55 crashes / 100 MVMT HSIS average KABCO crash rate = 452.26 crashes / 100 MVMT HSIS average KABC crash rate = 131.98 crashes / 100 MVMT

NCHRP 17-76 Speed Limit Setting Tool			
Input Cells	Description	Output Cells	
<b>Site Description Data</b>		<b>Color-Coding Legend</b>	
Urban	Roadway context	Aqua = basic input cell	
Principal arterial	Roadway type	Denim = basic input cell with drop-down menu	
Yes	Are crash data available?	Orange = optional input cell (not needed for calculations)	
K. Dedinsky	Analyst	Green = optional input cell (use if data for agency & region are available, leave blank otherwise)	
8/30/2021	Date	Rose = intermediate calculations	
NE 175th St	Roadway name	Purple = final analysis results	
I-5 to 15th Ave NE	Description		
35	Current speed limit (mph)		
	Notes	<b>Note: The "Test macros" button provides a message to verify proper macro operation.</b>	
<b>Analysis Results</b>		<b>Advisory, Calculated, or Warning Messages</b>	
	Speed limit setting group	Developed	
<b>Suggested speed limit (mph)</b>		<b>30</b>	<b>This value is determined by speed data, site characteristics, &amp; crash data.</b>
<b>Speed Data</b>		<b>Advisory, Calculated, or Warning Messages</b>	
55	Maximum speed limit (mph)		
37	85th-percentile speed (mph)		
32	50th-percentile speed (mph)		
<b>Site Characteristics</b>		<b>Advisory, Calculated, or Warning Messages</b>	
0.75	Segment length (mi)		
4	Number of lanes (two-way total)		
Undivided	Median type		
3	Number of traffic signals		
50	Number of access points (total of both directions)		
Not high / Any type	Bicyclist activity / bike lane type		
Narrow	Sidewalk presence / width		
Not present	Sidewalk buffer		
Some	Pedestrian activity		
Not high	On-street parking activity		
No	Parallel parking permitted?		
No	Angle parking present?		
No	Adverse alignment present?		
<b>Crash Data</b>		<b>Advisory, Calculated, or Warning Messages</b>	
10	Number of years of crash data		
15,359	Average AADT for crash data period (veh/d)		
No	Is the segment a one-way street?		
190	All (KABCO) crashes for crash data period		
72	Fatal & injury (KABC) crashes for crash data period		
	Average KABCO crash rate (crashes / 100 MVMT)		
	Average KABC crash rate (crashes / 100 MVMT)		
	1.3 x average KABCO crash rate (crashes / 100 MVMT)	587.9	
	1.3 x average KABC crash rate (crashes / 100 MVMT)	171.6	
	Critical KABCO crash rate (crashes / 100 MVMT)	507.4	
	Critical KABC crash rate (crashes / 100 MVMT)	162.3	
			Observed KABCO crash rate = 451.89 crashes / 100 MVMT Observed KABC crash rate = 171.24 crashes / 100 MVMT HSIS average KABCO crash rate = 452.26 crashes / 100 MVMT HSIS average KABC crash rate = 131.98 crashes / 100 MVMT <b>Closest 50th</b>



NCHRP 17-76 Speed Limit Setting Tool			
Input Cells	Description	Output Cells	
<b>Site Description Data</b>		<b>Color-Coding Legend</b>	
Urban	Roadway context	Aqua = basic input cell	
Principal arterial	Roadway type	Denim = basic input cell with drop-down menu	
Yes	Are crash data available?	Orange = optional input cell (not needed for calculations)	
K. Dedinsky	Analyst	Green = optional input cell (use if data for agency & region are available, leave blank otherwise)	
8/30/2021	Date	Rose = intermediate calculations	
N 175th St	Roadway name	Purple = final analysis results	
Aurora to I-5	Description		
35	Current speed limit (mph)		
	Notes		<b>Note: The "Test macros" button provides a message to verify proper macro operation.</b>
<b>Analysis Results</b>		<b>Advisory, Calculated, or Warning Messages</b>	
	Speed limit setting group	Developed	
	<b>Suggested speed limit (mph)</b>	<b>30</b>	<b>This value is determined by speed data, site characteristics, &amp; crash data.</b>
<b>Speed Data</b>		<b>Advisory, Calculated, or Warning Messages</b>	
60	Maximum speed limit (mph)	<b>The assumed upper value for this speed limit setting group is 55 mph.</b>	
38.3	85th-percentile speed (mph)		
32.4	50th-percentile speed (mph)		
<b>Site Characteristics</b>		<b>Advisory, Calculated, or Warning Messages</b>	
0.75	Segment length (mi)		
4	Number of lanes (two-way total)		
Undivided	Median type	<b>Rounded-Down 85th</b>	
3	Number of traffic signals	<b>Rounded-Down 85th (4 signals / mi)</b>	
34	Number of access points (total of both directions)	<b>Rounded-Down 85th (45.33 access points / mi)</b>	
Not high / Any type	Bicyclist activity / bike lane type		
Narrow	Sidewalk presence / width		
Not present	Sidewalk buffer		
Some	Pedestrian activity	<b>Closest 50th</b>	
Not high	On-street parking activity		
No	Parallel parking permitted?		
No	Angle parking present?		
No	Adverse alignment present?		
<b>Crash Data</b>		<b>Advisory, Calculated, or Warning Messages</b>	
10	Number of years of crash data		
19,988	Average AADT for crash data period (veh/d)		
No	Is the segment a one-way street?		
275	All (KABCO) crashes for crash data period	<b>Observed KABCO crash rate = 502.58 crashes / 100 MVMT</b>	
94	Fatal & injury (KABC) crashes for crash data period	<b>Observed KABC crash rate = 171.79 crashes / 100 MVMT</b>	
	Average KABCO crash rate (crashes / 100 MVMT)	<b>HSIS average KABCO crash rate = 452.26 crashes / 100 MVMT</b>	
	Average KABC crash rate (crashes / 100 MVMT)	<b>HSIS average KABC crash rate = 131.98 crashes / 100 MVMT</b>	
	1.3 x average KABCO crash rate (crashes / 100 MVMT)	587.9	
	1.3 x average KABC crash rate (crashes / 100 MVMT)	171.6	
	Critical KABCO crash rate (crashes / 100 MVMT)	500.5	<b>Closest 50th</b>
	Critical KABC crash rate (crashes / 100 MVMT)	158.4	<b>Closest 50th</b>

NCHRP 17-76 Speed Limit Setting Tool		
Input Cells	Description	Output Cells
<b>Site Description Data</b>		<b>Color-Coding Legend</b>
Suburban	Roadway context	Aqua = basic input cell
Collector	Roadway type	Denim = basic input cell with drop-down menu
Yes	Are crash data available?	Orange = optional input cell (not needed for calculations)
DKS	Analyst	Green = optional input cell (use if data for agency & region are available, leave blank otherwise)
8/31/2020	Date	Rose = intermediate calculations
Greenwood Ave N	Roadway name	Purple = final analysis results
from N 145th St to N 160th St	Description	
35	Current speed limit (mph)	
	Notes	<b>Note: The "Test macros" button provides a message to verify proper macro operation.</b>
<b>Analysis Results</b>		<b>Advisory, Calculated, or Warning Messages</b>
	Speed limit setting group	Developed
	<b>Suggested speed limit (mph)</b>	<b>30</b>
		This value is determined by speed data & site characteristics.
<b>Speed Data</b>		<b>Advisory, Calculated, or Warning Messages</b>
50	Maximum speed limit (mph)	
41	85th-percentile speed (mph)	
29.4	50th-percentile speed (mph)	
<b>Site Characteristics</b>		<b>Advisory, Calculated, or Warning Messages</b>
0.8	Segment length (mi)	
2	Number of lanes (two-way total)	
Undivided	Median type	
0	Number of traffic signals	0 signals / mi
24	Number of access points (total of both directions)	30 access points / mi
Not high / Any type	Bicyclist activity / bike lane type	
None	Sidewalk presence / width	
Some	Pedestrian activity	Closest 50th
Not high	On-street parking activity	
Yes	Parallel parking permitted?	Rounded-Down 85th
No	Angle parking present?	
No	Adverse alignment present?	
<b>Crash Data</b>		<b>Advisory, Calculated, or Warning Messages</b>
10	Number of years of crash data	
8,552	Average AADT for crash data period (veh/d)	
No	Is the segment a one-way street?	
36	All (KABCO) crashes for crash data period	Observed KABCO crash rate = 144.16 crashes / 100 MVMT
1	Fatal & injury (KABC) crashes for crash data period	Observed KABC crash rate = 4 crashes / 100 MVMT
	Average KABCO crash rate (crashes / 100 MVMT)	HSIS average KABCO crash rate = 229.55 crashes / 100 MVMT
	Average KABC crash rate (crashes / 100 MVMT)	HSIS average KABC crash rate = 70.26 crashes / 100 MVMT
	1.3 x average KABCO crash rate (crashes / 100 MVMT)	
	1.3 x average KABC crash rate (crashes / 100 MVMT)	
	Critical KABCO crash rate (crashes / 100 MVMT)	
	Critical KABC crash rate (crashes / 100 MVMT)	

NCHRP 17-76 Speed Limit Setting Tool			
Input Cells	Description	Output Cells	
<b>Site Description Data</b>		<b>Color-Coding Legend</b>	
Urban	Roadway context	Aqua = basic input cell	
Minor arterial	Roadway type	Denim = basic input cell with drop-down menu	
Yes	Are crash data available?	Orange = optional input cell (not needed for calculations)	
DKS	Analyst	Green = optional input cell (use if data for agency & region are available, leave blank otherwise)	
8/31/2020	Date	Rose = intermediate calculations	
Meridian Ave N	Roadway name	Purple = final analysis results	
NE 145th St to 205th St	Description		
35	Current speed limit (mph)		
	Notes		<b>Note: The "Test macros" button provides a message to verify proper macro operation.</b>
<b>Analysis Results</b>		<b>Advisory, Calculated, or Warning Messages</b>	
	Speed limit setting group	Developed	
<b>Suggested speed limit (mph)</b>		<b>30</b>	<b>This value is determined by speed data, site characteristics, &amp; crash data.</b>
<b>Speed Data</b>		<b>Advisory, Calculated, or Warning Messages</b>	
55	Maximum speed limit (mph)		
35.7	85th-percentile speed (mph)		
31.3	50th-percentile speed (mph)		
<b>Site Characteristics</b>		<b>Advisory, Calculated, or Warning Messages</b>	
3	Segment length (mi)		
2	Number of lanes (two-way total)		
Undivided	Median type		
6	Number of traffic signals	2 signals / mi	
77	Number of access points (total of both directions)	25.67 access points / mi	
Not high / Any type	Bicyclist activity / bike lane type		
Adequate	Sidewalk presence / width		
Present	Sidewalk buffer		
Some	Pedestrian activity		
Not high	On-street parking activity		
Yes	Parallel parking permitted?		
No	Angle parking present?		
No	Adverse alignment present?		<b>Rounded-Down 85th</b>
<b>Crash Data</b>		<b>Advisory, Calculated, or Warning Messages</b>	
10	Number of years of crash data		
9,456	Average AADT for crash data period (veh/d)		
No	Is the segment a one-way street?		
361	All (KABCO) crashes for crash data period	Observed KABCO crash rate = 348.65 crashes / 100 MVMT	
10	Fatal & injury (KABC) crashes for crash data period	Observed KABC crash rate = 9.66 crashes / 100 MVMT	
	Average KABCO crash rate (crashes / 100 MVMT)	HSIS average KABCO crash rate = 229.55 crashes / 100 MVMT	
	Average KABC crash rate (crashes / 100 MVMT)	HSIS average KABC crash rate = 70.26 crashes / 100 MVMT	
	1.3 x average KABCO crash rate (crashes / 100 MVMT)	298.4	
	1.3 x average KABC crash rate (crashes / 100 MVMT)	91.3	
	Critical KABCO crash rate (crashes / 100 MVMT)	254.5	
	Critical KABC crash rate (crashes / 100 MVMT)	84.3	<b>Closest 50th</b>

NCHRP 17-76 Speed Limit Setting Tool			
Input Cells	Description	Output Cells	
<b>Site Description Data</b>		<b>Color-Coding Legend</b>	
Urban	Roadway context	Aqua = basic input cell	
Principal arterial	Roadway type	Denim = basic input cell with drop-down menu	
Yes	Are crash data available?	Orange = optional input cell (not needed for calculations)	
DKS	Analyst	Green = optional input cell (use if data for agency & region are available, leave blank otherwise)	
8/31/2020	Date	Rose = intermediate calculations	
15th Ave N	Roadway name	Purple = final analysis results	
NE 145th St to 175th St	Description		
35	Current speed limit (mph)		
	Notes		<b>Note: The "Test macros" button provides a message to verify proper macro operation.</b>
<b>Analysis Results</b>		<b>Advisory, Calculated, or Warning Messages</b>	
	Speed limit setting group	Developed	
<b>Suggested speed limit (mph)</b>		<b>30</b>	<b>This value is determined by speed data, site characteristics, &amp; crash data.</b>
<b>Speed Data</b>		<b>Advisory, Calculated, or Warning Messages</b>	
55	Maximum speed limit (mph)		
43.3	85th-percentile speed (mph)		
32.3	50th-percentile speed (mph)		
<b>Site Characteristics</b>		<b>Advisory, Calculated, or Warning Messages</b>	
1.5	Segment length (mi)		
3	Number of lanes (two-way total)		
TWLTL	Median type		
6	Number of traffic signals		<b>Rounded-Down 85th (4 signals / mi)</b>
57	Number of access points (total of both directions)		<b>38 access points / mi</b>
Not high / Any type	Bicyclist activity / bike lane type		
Adequate	Sidewalk presence / width		
Present	Sidewalk buffer		
Some	Pedestrian activity		
Not high	On-street parking activity		
No	Parallel parking permitted?		
No	Angle parking present?		
No	Adverse alignment present?		
<b>Crash Data</b>		<b>Advisory, Calculated, or Warning Messages</b>	
10	Number of years of crash data		
18,306	Average AADT for crash data period (veh/d)		
No	Is the segment a one-way street?		
288	All (KABCO) crashes for crash data period		<b>Observed KABCO crash rate = 287.35 crashes / 100 MVMT</b>
5	Fatal & injury (KABC) crashes for crash data period		<b>Observed KABC crash rate = 4.99 crashes / 100 MVMT</b>
	Average KABCO crash rate (crashes / 100 MVMT)		<b>HSIS average KABCO crash rate = 202.46 crashes / 100 MVMT</b>
	Average KABC crash rate (crashes / 100 MVMT)		<b>HSIS average KABC crash rate = 66.16 crashes / 100 MVMT</b>
1.3 x average KABCO crash rate (crashes / 100 MVMT)		263.2	
1.3 x average KABC crash rate (crashes / 100 MVMT)		86.0	
Critical KABCO crash rate (crashes / 100 MVMT)		226.3	
Critical KABC crash rate (crashes / 100 MVMT)		80.0	<b>Closest 50th</b>

NCHRP 17-76 Speed Limit Setting Tool			
Input Cells	Description	Output Cells	
<b>Site Description Data</b>		<b>Color-Coding Legend</b>	
Urban	Roadway context	Aqua = basic input cell	
Principal arterial	Roadway type	Denim = basic input cell with drop-down menu	
Yes	Are crash data available?	Orange = optional input cell (not needed for calculations)	
K. Dedinsky	Analyst	Green = optional input cell (use if data for agency & region are available, leave blank otherwise)	
9/30/2021	Date	Rose = intermediate calculations	
15th Ave N	Roadway name	Purple = final analysis results	
NE 180th to NE 196th	Description		
35	Current speed limit (mph)		
	Notes	Note: The "Test macros" button provides a message to verify proper macro operation.	
<b>Analysis Results</b>		<b>Advisory, Calculated, or Warning Messages</b>	
	Speed limit setting group	Developed	
<b>Suggested speed limit (mph)</b>		<b>35</b>	This value is determined by speed data & site characteristics.
<b>Speed Data</b>		<b>Advisory, Calculated, or Warning Messages</b>	
55	Maximum speed limit (mph)		
43.9	85th-percentile speed (mph)		
34.7	50th-percentile speed (mph)		
<b>Site Characteristics</b>		<b>Advisory, Calculated, or Warning Messages</b>	
0.8	Segment length (mi)		
4	Number of lanes (two-way total)		
Undivided	Median type	Rounded-Down 85th	
3	Number of traffic signals	Rounded-Down 85th (3.75 signals / mi)	
45	Number of access points (total of both directions)	Rounded-Down 85th (56.25 access points / mi)	
Not high / Any type	Bicyclist activity / bike lane type		
None	Sidewalk presence / width		
Some	Pedestrian activity	Closest 50th	
Not high	On-street parking activity		
No	Parallel parking permitted?		
No	Angle parking present?		
Yes	Adverse alignment present?	Consider location-specific advisory speed warnings.	
<b>Crash Data</b>		<b>Advisory, Calculated, or Warning Messages</b>	
10	Number of years of crash data		
12,640	Average AADT for crash data period (veh/d)		
No	Is the segment a one-way street?		
72	All (KABCO) crashes for crash data period	Observed KABCO crash rate = 195.08 crashes / 100 MVMT	
28	Fatal & injury (KABC) crashes for crash data period	Observed KABC crash rate = 75.86 crashes / 100 MVMT	
	Average KABCO crash rate (crashes / 100 MVMT)	HSIS average KABCO crash rate = 452.26 crashes / 100 MVMT	
	Average KABC crash rate (crashes / 100 MVMT)	HSIS average KABC crash rate = 131.98 crashes / 100 MVMT	
	1.3 x average KABCO crash rate (crashes / 100 MVMT)	587.9	
	1.3 x average KABC crash rate (crashes / 100 MVMT)	171.6	
	Critical KABCO crash rate (crashes / 100 MVMT)	511.2	
	Critical KABC crash rate (crashes / 100 MVMT)	164.4	

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Discussion of the Transportation Master Plan Update		
<b>DEPARTMENT:</b>	Public Works		
<b>PRESENTED BY:</b>	Nora Daley-Peng, Senior Transportation Planner		
<b>ACTION:</b>	<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 City of Shoreline (City) Transportation Master Plan (TMP) is the long-range blueprint for multimodal travel and mobility within Shoreline. The last update to the TMP was in 2011. The TMP, which serves as the supporting analysis for the City's Comprehensive Plan Transportation Element, must be updated to align with the City's Comprehensive Plan periodic update by 2024 and meet the Growth Management Act requirements; maintain the City's eligibility for pursuing future grant funding; and set transportation policies for guiding the development of Shoreline.

The purpose of this agenda item is to provide the City Council with a briefing on the progress of the TMP update. To date, the project team has assessed existing conditions and needs, conducted the first and second round of public outreach, developed the TMP Vision and Goals, and developed a draft project evaluation framework. Tonight, staff will provide Council with an overview of the TMP update progress, a summary of Outreach Series 2, a refresher on the Vision and Goals, a review of draft project evaluation framework, and an outline of next steps.

**RESOURCE/FINANCIAL IMPACT:**

There is no additional financial impact associated with the continued work on this project.

**RECOMMENDATION**

There is no action required tonight; this meeting will provide a briefing on the progress of the TMP update and a review of the draft project evaluation framework for Council's feedback.

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

## **INTRODUCTION**

The TMP update will provide a framework to guide investments in existing and new transportation infrastructure and programs over the next 20 years in accordance with the community's transportation priorities. The TMP update will be developed through close collaboration between City staff, stakeholders, and the public, as well as the Planning Commission and Council, to help improve mobility and quality of life.

On October 26, 2020, Council discussed and approved authorization to execute a consultant contract to support the TMP update. The staff report for that discussion can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2020/staffreport102620-7c.pdf>.

On May 24, 2021, Council discussed and generally agreed with the vision and goals for the TMP update. The staff report for that discussion can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2021/staffreport052421-9a.pdf>.

This report provides an overview of the TMP update process, a summary of Outreach Series 2, a refresher on the Vision and Goals, a review of draft project evaluation framework, and an outline of next steps.

## **BACKGROUND**

The City is currently updating its TMP to better serve the community's current and future transportation needs. The TMP supports all forms of travel – by foot, bicycle, skateboard, scooter, stroller, wheelchair, transit, motorcycle, automobile, etc. With the coming arrival of light rail transit, new and higher frequency bus service, new pedestrian/bicycle connections, and land use changes and growth, the TMP update provides an opportunity to better align transportation goals, objectives, and policies with the City's Comprehensive Plan.

The TMP update will guide local and regional transportation investments and define the City's future transportation policies, programs, and projects for the next 20 years. Using the TMP as a guide, the City can assess the relative importance of transportation projects and programs and schedule their planning, engineering, and construction as Shoreline growth takes place and the need for improved and new facilities is warranted. The TMP update will also establish a methodology/criterion for prioritization of projects to be included in future Transportation Improvement Plans (TIPs) and Capital Improvement Plans (CIPs).

The last update to the TMP was in 2011. The TMP, which serves as the supporting analysis for the City's Comprehensive Plan Transportation Element, must be updated to align with the City's Comprehensive Plan periodic update by 2024 and meet the Growth Management Act requirements; maintain the City's eligibility for pursuing future grant funding; and set transportation policies for guiding the development of Shoreline.

## **TMP Update Schedule**

In fall 2020, the City launched a multi-year process to update the TMP with the goal of adoption by the end of 2022. City staff will continue briefing the Planning Commission and City Council throughout the process and seek their feedback on the development of the TMP update. The following overview schedule shows key milestones for the TMP update process. See Attachment A for a detailed project schedule.



## **DISCUSSION**

Since the start of work on the TMP update, staff with the community have progressed in several areas. Tonight, we will update the Council on the status and direction of the project and seek input on the draft project evaluation framework, which will provide a transparent and data-driven process for evaluating and prioritizing potential transportation projects.

### **Vision and Goals**







On May 24, 2021, Council discussed and generally agreed with the Vision and Goals for the TMP update. A vision statement defines a plan's long-term goals and guides decision making. The vision statement for the type of transportation system that the City would like to provide by 2044 (the planning horizon year of the update to the TMP) is as follows:

*Shoreline has a well-developed multimodal transportation system that offers safe and easy travel options that are accessible for everyone, builds climate resiliency, and promotes livability. This system has been developed over time, informed by a robust, inclusive dialogue with the community.*

The project team developed the Vision and Goals for the TMP based on input received from the public and community groups about their transportation priorities and needs as well as from input received during a TMP Goals Setting Workshop with City staff participants representing most City departments and their unique perspectives.

Having clearly defined goals will help the City accomplish the Vision. The TMP Vision has the following six (6) Goals, each with a purpose statement:









Goal	Purpose
<b>Safety</b> 	<b>Prioritize Safety</b> Make Shoreline’s transportation system safe and comfortable for all users, regardless of mode or ability.
<b>Equity</b> 	<b>Seek Equity</b> Ensure all people, especially those whose needs have been systemically neglected, are well served by making transportation investments through an anti-racist and inclusive process which results in equitable outcomes.
<b>Multimodality</b> 	<b>Provide Multimodal Options</b> Expand and strengthen the multimodal network, specifically walking, biking, and transit, to increase the number of safe, convenient, reliable, and accessible travel options.
<b>Connectivity</b> 	<b>Plan a Connected Community</b> Complete a network of multimodal transportation connections to and from key destinations such as parks, schools, community services, commercial centers, places of employment, and transit.
<b>Climate Resiliency</b> 	<b>Protect the Environment</b> Make transportation decisions that increase climate resiliency by promoting sustainability, reducing pollution, promoting healthy habitats, and supporting clean air and water.
<b>Community Vibrancy</b> 	<b>Support a Vibrant Community</b> Make transportation decisions that support livability by evoking a sense of identity through arts/culture, attracting and sustaining desired economic activity, and accommodating the movement of people and goods.

### **Draft Project Evaluation Framework**

The TMP update will guide local and regional transportation investments and define the City’s future transportation policies, programs, and projects for the next 20 years. In this way, the TMP update process will help the City assess the relative importance of transportation projects and programs; and schedule their planning, engineering, and construction as Shoreline growth takes place and the need for improved and new facilities is warranted. The TMP update will also establish a methodology for prioritization of a list of projects to be included in the future Transportation Improvement Plan (TIP) and Capital Improvement Plan (CIP).

As a starting point of how the City will prioritize the TMP projects over the next 20 years, City staff developed the following draft project evaluation framework (the Framework) that pairs evaluation criteria with the TMP Goals. City staff plans to develop a list of potential transportation projects in early 2022 and use the Framework to evaluate how well potential transportation projects achieve the TMP Vision and Goals. Once the draft Framework has been fully vetted, City staff will develop a companion set of prioritization metrics for each of the evaluation criteria. The Framework and companion prioritization metrics will provide a transparent and data-driven process for evaluating and prioritizing potential transportation projects.

Goal	Purpose	Project Evaluation Criteria
<b>Safety</b> 	<b>Prioritize Safety</b> Make Shoreline's transportation system safe and comfortable for all users, regardless of mode or ability.	<b>Decrease Injury Collisions</b> Identify locations in need of increased safety measures based on collisions and traffic speed and volume.
	<b>Equity</b> 	<b>Seek Equity</b> Ensure all people, especially those whose needs have been systemically neglected, are well served by making transportation investments through an anti-racist and inclusive process which results in equitable outcomes.
<b>Multimodality</b> 	<b>Provide Multimodal Options</b> Expand and strengthen the multimodal network, specifically walking, biking, and transit, to increase the number of safe, convenient, reliable, and accessible travel options.	<b>Reduce Auto Dependency</b> Support frequent and reliable transit service (e.g., BAT lanes, queue jumps, etc.). Provide multimodal access to and from shared-use mobility hubs, transit stops, and stations.
	<b>Connectivity</b> 	<b>Plan a Connected Community</b> Complete a network of multimodal transportation connections to and from key destinations such as parks, schools, community services, commercial centers, places of employment, and transit.
<b>Climate Resiliency</b> 	<b>Protect the Environment</b> Make transportation decisions that increase climate resiliency by promoting sustainability, reducing pollution, promoting healthy habitats, and supporting clean air and water.	<b>Increase Resiliency to Climate Change<sup>2</sup></b> Identify ways to reduce flooding vulnerabilities, urban heat island effect, and greenhouse gas emissions.
	<b>Community Vibrancy</b> 	<b>Support a Vibrant Community</b> Make transportation decisions that support livability by evoking a sense of identity through arts/culture, attracting and sustaining desired economic activity, and accommodating the movement of people and goods.

1 Refer to Reduce Auto Dependency for criteria for accessing transit options.

2 Refer to Reduce Auto Dependency for criteria for reducing transportation emissions by encouraging taking other travel modes than driving.

## **Planning for the Future**

To prepare for the future, the TMP update will respond to transformations occurring in Shoreline through land use changes, redevelopment, transportation infrastructure improvements, the upcoming arrival of light rail transit and new and higher frequency bus service, as well as anticipated population growth. Currently, the project team is developing a future travel demand model based on King County's growth projections for 13,330 new households and 10,000 new jobs by 2044. To build the future travel demand model, the project team will use an approach that is consistent with the Puget Sound Regional Council forecasting methodology.

The project team will correlate the growth projections to the City's zoning e.g., the 145<sup>th</sup> Street Station Subarea is predicted to receive 17% of Shoreline's household growth, and 18% of its job growth. Similarly, the team will develop the future travel demand model based on the City's existing and planned land uses. The future travel demand model will be used to evaluate future year scenarios and subsequently develop the TMP's transportation policies, modal plans, projects, and programs to meet the demands of the future while achieving the TMP's vision and goals.

City staff will provide more information regarding the future travel demand model, draft modal policies and plans, and additional information on the project evaluation framework the next time they meet with Council.

## PUBLIC AND STAKEHOLDER ENGAGEMENT

Public involvement is an essential component of the TMP update process. There will be multiple opportunities throughout the process for the public and stakeholders to learn about future transportation needs, envision improvements, and give feedback.

In February 2021, the City conducted Outreach Series 1 which included two identical online open houses, and numerous community group online presentations and discussions. Key topics discussed at the meetings included safety, sidewalks, neighborhood paths, bike facilities, transit, shared-use mobility, and parking. In addition, the City hosted an online survey that asked about people's transportation priorities and travel patterns. It also asked people to identify types of destinations they would like to travel to without relying on a personal vehicle and barriers that currently prevent them from using other modes. The survey also included several questions to gauge people's interest in using mobility hubs that provide choices for completing trips without a personal vehicle through options such as bike share, scooter share, car share, etc. City staff presented a summary of the results from Outreach Series 1 at the Council meeting on May 24, 2021. For a full summary report of Outreach Series 1, visit the project webpage at the following link: <https://www.shorelinewa.gov/tmp>.

To get a better sense of the community's transportation needs, the project team conducted Outreach Series 2 in early summer. Outreach activities included an online open house on June 22, online briefings to numerous neighborhood associations and community groups, and in-person tabling at the Shoreline Farmers Market. Overall, 103 people participated in these Outreach Series 2 events. Key topics discussed at the meetings included getting to and from the future light rail stations, redevelopment, traffic congestion, neighborhood paths, and alternative modes of transportation e.g., community shuttle van, car share, bike share, scooter share, etc.

The following provides a summary of key discussion topics from Outreach Series 2 meetings:

- **Transit** – Discussion about how get to and from the future light rail stations in Shoreline. Many questions about King County Metro's upcoming transit service restructure with the opening of Lynnwood Link Light Rail Extension and Metro Connects long-range plan for bus service through Shoreline.
- **Shared-use Mobility** – Dialog about the creation of mobility hubs throughout the city to provide convenient ways (such as community van/shuttle, bike share, scooter share and ride hailing) for people to make that first and last mile connections without needing to drive.
- **Traffic** – Discussion about how traffic patterns and volumes are expected to change when the future light rail stations open in 2024.
- **Redevelopment** –near the future light rail stations. Discussions about better ways to manage vehicular Concern about the impacts of redevelopment on neighborhoods, particularly access to new developments, the increase of garbage bins on sidewalks, and the increase of home-delivery vans.
- **Neighborhood Paths** – Interest in formalizing, beautifying, and extending a network of neighborhood paths to key destinations such as schools, parks, and

commercial centers. A growing desire for more paths to connect to nature and get away from busy streets.

- **Bicycle Facilities** – Desire for more comfortable and direct bicycle connections to key destinations like the future light rail stations, local businesses, parks, the Interurban Trail, and the Burke-Gilman Trail.
- **Curb Management** – Discussion about the highest and best use of curb space to support a variety of functions including deliveries, on-street parking, outdoor dining, bicycle/scooter parking, etc.

In addition to conducting outreach meetings and events, the City encouraged the community to participate in an online survey that ran from mid-June through mid-July, 2021. 698 people from throughout the city and from other nearby communities took the survey (see Attachment B for the Outreach Series 2 survey questions). The survey asked people to identify specific locations where they would like to see pedestrian, bicycle, automobile, and transit improvements to inform the development of modal networks for the TMP. The following summarizes the types of questions the survey asked per travel mode:

- **Auto Network** – With increasing traffic volumes, constrained public right of way, and limited funding, the survey asked participants to list up to three intersections most important for maintaining reasonable flow.
- **Pedestrian Network** – Since the Sidewalk Prioritization Plan was adopted in 2018 as early work for this TMP Update, the survey asked participants to identify where they would like to see new or improved crosswalks and pathways that would complement a network of sidewalks.
- **Bicycle Network** – Participants were asked about bicycling and barriers they face and were then asked to list up to three (3) roadways on which they want to be more comfortable bicycling and why.
- **Transit Network** – Participants were asked if they take or plan to take transit in the future as well as what are the concerns that impact this decision. They were then asked to list up to three destinations they would like to access by transit. A final question asked what factors would influence using on-demand transit which is a service that allows a person to request to be picked up by a smaller vehicle at their point of origin using a mobile app, a website, or a phone, and be taken to either a transit stop or other destination.

The project team is currently reviewing and aggregating the survey results into summary tables, charts, and maps to help visualize the survey responses. The City expects to publish a full summary of Outreach Series 2 including detailed survey results in November to the project webpage at: <https://www.shorelinewa.gov/tmp>. The project team will analyze how the survey results could inform the development of the TMP draft modal plans for pedestrian, bicycle, transit, shared-use mobility, and auto/freight modes.

## **NEXT STEPS**

Over the winter 2021/2022, the project team will build on the knowledge gained from Outreach Series 1 and 2 and the future travel demand model. The project team will use this to develop a draft layered transportation network of modal plans for pedestrian,

bicycle, transit, shared-use mobility, and auto/freight modes. In addition, the project team will draft multimodal level of service (MMLoS) policies and develop metrics for the prioritization of transportation projects.

The project team plans to conduct Outreach Series 3 in March 2022 to share the results of Outreach Series 2, get feedback on the project evaluation framework, and explain what a “layered transportation network” and “multimodal level of service” means and how those concepts apply to draft modal plans and policies.

### **COUNCIL POLICY QUESTION**

In addition to receiving the Council’s early input on all aspects of the TMP update, staff are interested in hearing Council’s feedback on the following policy issue:

- Is the draft TMP project evaluation framework aligned with City Council goals?

### **COUNCIL GOAL(S) ADDRESSED**

The TMP update supports all five of the 2021-2023 City Council Goals and directly supports the following City Council Goals:

- *Goal 2: Continue to deliver highly-valued public services through the management of the City’s infrastructure and stewardship of the natural environment.*
- *Goal 3: Continue preparation for regional mass transit in Shoreline.*

### **RESOURCE/FINANCIAL IMPACT**

There is no additional financial impact associated with the continued work on this project.

### **RECOMMENDATION**

There is no action required tonight; this meeting will provide a briefing on the progress of the TMP update and a review of the draft project evaluation framework for Council’s feedback.

### **ATTACHMENTS**

Attachment A – Detailed TMP Update Schedule

Attachment B – TMP Update Outreach Series 2 Survey Questions

**Shoreline TMP Schedule***Revision Date: October 4, 2021*

<b>Task</b>	<b>Key Components</b>	<b>Approximate Schedule</b>
<b>Phase 1 – Nov 2020 to Oct 2021</b>		
1. Project Management	<ul style="list-style-type: none"> <li>Kickoff meeting</li> <li>Bi-weekly check-in calls</li> <li>Monthly invoices and progress reports</li> </ul>	Nov 2020 – Dec 2021
2. Laying the Groundwork	<ul style="list-style-type: none"> <li>Priorities workshop</li> </ul>	Nov 2020
3. Public Meetings, Planning Comm (PC) and City Council (CC) Meetings	<ul style="list-style-type: none"> <li>Public Involvement Plan</li> <li>Public Outreach <ul style="list-style-type: none"> <li>Outreach Series 1: What is a TMP, vet priorities, existing challenges/opportunities</li> <li>Outreach Series 2: Modal plans &amp; MMLOS</li> </ul> </li> <li>City Council and Planning Commission meetings <ul style="list-style-type: none"> <li>PC1 and CC1 Meetings: TMP Overview, priorities, existing challenges/opps, Outreach Series 1 results</li> <li>PC2 and CC2 Meetings: TMP process, project evaluation criteria, Outreach Series 2 results</li> </ul> </li> </ul>	Nov/Dec 2020 Jan – Mar 2021 Jun – Aug 2021 Apr/May 2021 Nov 2021
4. Technical Foundation	<ul style="list-style-type: none"> <li>Data Collection</li> <li>Travel Demand Model Forecast Updates &amp; LOS Analysis</li> <li>Planning Context and Existing Conditions</li> </ul>	Nov 2020 – Mar 2021 Nov 2020 – Apr 2021 Dec 2020 – Apr 2021
5. Modal Network Development and MMLOS Policies	<ul style="list-style-type: none"> <li>Creation of Layered Network</li> <li>Develop MMLOS Policies</li> </ul>	Apr – Nov 2021 Apr – Nov 2021
<b>Phase 2 – Nov 2021 to Dec 2022</b>		
6. Project Management	<ul style="list-style-type: none"> <li>Bi-weekly check-in calls</li> <li>Monthly invoices and progress reports</li> </ul>	Nov 2021 – Dec 2022
7. Project Prioritization, Selection, Costing, Funding Identification, and Policies Update	<ul style="list-style-type: none"> <li>Street Typologies</li> <li>Prioritization Criteria/Performance Measures</li> <li>Future Year Modeling</li> <li>Project List Development</li> <li>Project Costing</li> <li>Funding Assessment</li> <li>Transportation Element (TE) Policies Update</li> </ul>	Dec– Jan 2021 Aug – Dec 2021 Oct 2021 – Jan 2022 Jan – Mar 2022* Jan – Mar 2022* Jan – Mar 2022* Jan – Mar 2022*

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\* We should have the first substantial cut at these by Mar 2022, but we expect to revise up to Aug 2022 based on Outreach Series 3 and Draft Plan feedback.

Task	Key Components	Approximate Schedule
8. Document Production	<ul style="list-style-type: none"> <li>• Administrative Draft Plan</li> <li>• Draft Plan</li> <li>• Final Plan</li> <li>• SEPA Support</li> </ul>	Mar – Apr 2022 May – Jun 2022 Aug – Dec 2022 May – Jun 2022
9. Public Meetings, Planning Comm (PC) and City Council (CC) Meetings	<ul style="list-style-type: none"> <li>• Public and Stakeholder Outreach               <ul style="list-style-type: none"> <li>○ Outreach Series 3: Draft projects, programs, and policies</li> </ul> </li> <li>• City Council and Planning Commission meetings               <ul style="list-style-type: none"> <li>○ PC3 and CC3 Meetings: MMLOS policies and modal plans</li> <li>○ PC4 and CC4 Meetings: Prioritization and draft projects</li> <li>○ PC5 and CC5 Meetings: Draft Plan (Public Hearing)</li> <li>○ PC6 and CC6 Meetings: Final Plan</li> <li>○ CC7 Meeting: Comp Plan Amendments (TE update)</li> <li>○ CC8 Meeting: TMP Adoption</li> </ul> </li> </ul>	Mar 2022  Feb 2022  Apr/May 2022  Jun/Jul 2022 Sep 2022 Nov/Dec 2022 Nov/Dec 2022



## Shoreline Transportation Master Plan (TMP) Survey 2

Welcome! Please click "Next" at bottom of this page to take the survey in English.







## Shoreline Transportation Master Plan (TMP) Survey 2

The City of Shoreline is updating its [Transportation Master Plan](#) to guide transportation investments over the next 20 years to better serve the community’s mobility needs.

Please take this survey about Shoreline's transportation elements (auto, pedestrian, bicycle, and transit) that come together to keep a community moving and how we can improve them.

**\* 1. What neighborhood do you live in? (Not sure? See [Neighborhood Map](#))**

**2. How did you hear about this survey? *(Please choose all that apply)***

- Currents newsletter
- City website
- Shoreline Neighborhood Association
- Email notification
- Poster / flyer
- Apartment complex posted announcement
- Yard sign
- Farmer's Market
- Facebook
- Twitter
- Friend, neighbor, family member
- Other (please specify)



# Shoreline Transportation Master Plan (TMP) Survey 2

## Auto Network

As Shoreline grows over the next 20 years, traffic and delays are likely to increase as well. The City will try to keep as many locations as possible operating smoothly, but resources are limited.

**3. Please list up to 3 intersections in Shoreline that are most important to you for maintaining reasonable traffic flow.**

**Example: *N 175th St & Meridian Ave N***

**Intersection 1**

**Intersection 2**

**Intersection 3**



# Shoreline Transportation Master Plan (TMP) Survey 2

## Pedestrian Network

In 2018, the City of Shoreline worked with the community to develop a [Sidewalk Prioritization Plan](#) identifying 75 miles of new sidewalk to complete the sidewalk network. In addition, the City evaluated existing sidewalk facilities and is developing an ADA (Americans with Disabilities Act) [Transition Plan](#) to guide sidewalk repair.

To complement this sidewalk network, in questions 4 and 5 below we hope you can share your thoughts on crosswalks and unimproved paths.

### 4. List up to 3 locations where you would like crosswalks added or enhanced in Shoreline and briefly explain why. Be specific.

**Example:**

***Location 1: Richmond Beach Rd between 3rd and 8th Ave NW***  
***Reason 1: There is a long gap between crossings for neighbors to reach businesses.***

<b>Location 1</b>	<input type="text"/>
<b>Reason 1</b>	<input type="text"/>
<b>Location 2</b>	<input type="text"/>
<b>Reason 2</b>	<input type="text"/>
<b>Location 3</b>	<input type="text"/>
<b>Reason 3</b>	<input type="text"/>

**Informal Paths**

There are many informal unpaved dirt paths in the City showing routes that people walking may prefer to take. These can provide a more direct route for accessing key destinations. The City identifies some of these on its [Unimproved Right-of-Way map](#).

**5. List up to 3 locations where you would like the City to add or upgrade a pathway connection and briefly explain what destinations it would help connect. Be specific.**

**Example:**

***Location 1: Off of 190th St between Corliss Ave N and 1st Ave NE***

***Reason 1: Offers the neighborhood a more direct route to Shoreline Park***

**Location 1**

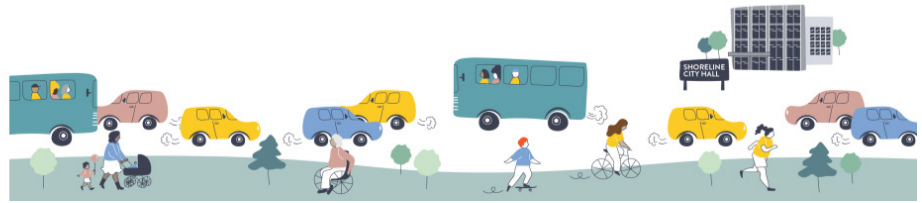
**Reason 1**

**Location 2**

**Reason 2**

**Location 3**

**Reason 3**



## Shoreline Transportation Master Plan (TMP) Survey 2

### **Bicycle Network**

As Shoreline grows, more people are interested in bicycling to work/school, for errands, or as a form of recreation. However, many are uncomfortable bicycling in parts of Shoreline today. Providing comfortable streets with lower-stress environments for bicyclists would help Shoreline to become bicycle-friendly and provide for this alternative mode of transportation.

**6. If there were more streets with bicycle facilities that match your comfort level, would you bicycle more?**

- Yes
- No
- Do not know

**7. What barriers do you face today that limit how much you bicycle?  
(select all that apply)**

- I do not have a bicycle.
- I do not have a bicycle lock.
- Lack of bicycle facilities or I am uncomfortable with existing bicycle facilities.
- It is too far to ride to my desired destination.
- There are no changing rooms/showers at my desired destination
- I do not like bicycling when it is cold or wet.
- The hills.
- I do not face any real barriers to bicycling.
- Other (please specify)

N/A - I do not ride a bicycle

**8. List up to 3 roadways on which you want to be more comfortable bicycling and briefly explain why you have a concern at that location. Be specific.**

**Example:**

***Location 1: 15th Avenue NE (160th - 175th Streets)***

***Concern 1: Want to bicycle to Hamlin Park with my kids but the bike lanes are too close to fast moving traffic.***

**Location 1**

**Concern 1**

**Location 2**

**Concern 2**

**Location 3**

**Concern 3**





## Shoreline Transportation Master Plan (TMP) Survey 2

### Transit Network

With light rail and new bus rapid transit options coming, Shoreline’s transit landscape is quickly evolving. Below is a summary ([or click here for map](#)) of the different types of service planned in Shoreline:

- **Shoreline North/185th and Shoreline South/148th light rail stations** are planned to open by 2024, providing service north to Lynnwood and south to downtown Seattle and beyond.
- **Swift Blue Line** is planned to extend to the Shoreline North/185th Station by 2024, providing frequent all-day service.
- **Stride Bus Rapid Transit** is planned to provide frequent, all-day bus service from Bothell to the Shoreline South/148th Station by 2025.
- **King County Metro** plans to expand on existing service, providing a robust network by 2040.

While some types of future transit service are not under the City’s control, the City is working with regional transit providers (King County Metro, Sound Transit, and Community Transit) about what future transit service might look like. We want to hear what your priorities are to inform these discussions

#### 9. Do you take transit now and/or are you interested in taking transit in the future?

- Yes
- No

**10. What are your top 3 concerns in the list below that impact your transit experience and decision to use (or not use) transit?**

- Travel time (as compared to other modes, like driving)
- Cleanliness of buses or light rail cars
- Cleanliness and amenities at the bus stop
- Safe pedestrian facilities leading to the stop (e.g. sidewalks or crosswalks)
- Proximity to a bus stop
- Minimal number of transfers
- Reliability of service (i.e. on-time arrival and consistent travel times)
- Cost
- Personal safety using transit
- Other (please specify)

**11. List up to 3 destinations you would most like to be able to access by transit (can be inside or outside Shoreline). Be specific when needed.**

**Example: *Instead of "store" put "Trader Joe's on 175th" or "post office on 145th," etc.***

<b>Destination 1</b>	
<b>Destination 2</b>	
<b>Destination 3</b>	



## Shoreline Transportation Master Plan (TMP) Survey 2

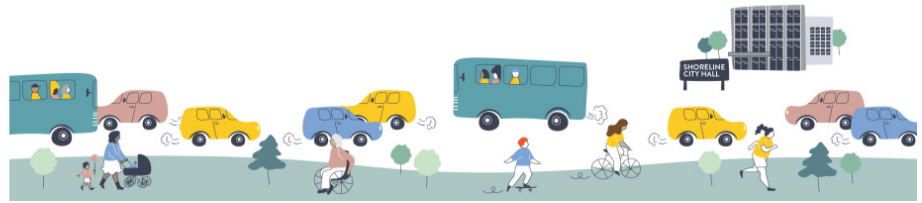
### On-Demand Transit

On-demand transit would allow you to request to be picked up by a smaller vehicle at your origin using a mobile app, a website, or a phone, and taken either to your final destination or a transit stop.

### 12. What factors would influence whether or not you would use this type of service in Shoreline?

*(select all that apply)*

- Ease of making a reservation on the app, website, or phone
- Length of wait time at your origin
- Times of day / days of week offered
- Travel time (as compared to other modes, like driving)
- Cleanliness of the vehicle
- Reliability of service (i.e. on-time arrival)
- Cost
- I would not use this type of service
- Other (please specify)



## Shoreline Transportation Master Plan (TMP) Survey 2

You can visit the project webpage at the following address for additional information on the TMP update process and to sign up for electronic notifications.

[shorelinewa.gov/tmp](http://shorelinewa.gov/tmp)

Thank you for your time and input. Please click Submit below.