



**SHORELINE CITY COUNCIL  
VIRTUAL/ELECTRONIC REGULAR MEETING AGENDA  
Monday, January 3, 2022 at 7:00 p.m. on Zoom**

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**The City Council is providing opportunities for public comment by submitting written comment or by joining the meeting webinar (via computer or phone) to provide oral public comment:**



**[Sign-Up to Provide Oral Testimony](#)** *Pre-registration is required by 6:30 p.m. the night of the meeting.*



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	<u>Page</u>	<u>Estimated Time</u>
<b>1. CALL TO ORDER</b>		7:00
(a) Oath of Office Ceremony performed by Judge Marcine Anderson on December 22, 2021 for Newly Elected City Councilmembers:	<u>1a-1</u>	
<ul style="list-style-type: none"><li>• Council Position No. 1 John Ramsdell</li><li>• Council Position No. 3 Laura Mork</li><li>• Council Position No. 5 Eben Pobee</li><li>• Council Position No. 7 Chris Roberts</li></ul>		
<b>2. ROLL CALL</b>		
(a) Election of Mayor and Deputy Mayor	<u>2a-1</u>	
<b>3. APPROVAL OF THE AGENDA</b>		
<b>4. REPORT OF THE CITY MANAGER</b>		
<b>5. COUNCIL REPORTS</b>		
<b>6. PUBLIC COMMENT</b>		
<i>Members of the public may address the City Council on agenda items or any other topic for three minutes or less, depending on the number of people wishing to speak. The total public comment period will be no more than 30 minutes. If more than 10 people are signed up to speak, each speaker will be allocated 2 minutes. Please be advised that each speaker's testimony is being recorded. Speakers are asked to sign up by 6:30 p.m. the night of the meeting via the <a href="#">Remote Public Comment Sign-in form</a>. Individuals wishing to speak to agenda items will be called to speak first, generally in the order in which they have signed up.</i>		
<b>7. CONSENT CALENDAR</b>		
(a) Approval of Minutes of Regular Meeting of November 29, 2021	<u>7a1-1</u>	
Approval of Minutes of Regular Meeting of December 6, 2021	<u>7a2-1</u>	
Approval of Minutes of Regular Meeting of December 13, 2021	<u>7a3-1</u>	
(b) Authorize the City Manager to Enter into an Interagency Agreement with Department of Commerce and to Accept \$40,000 in Grant Funding for Creation of Cottage Housing Development Code Regulations	<u>7b-1</u>	

**8. STUDY ITEMS**

(a) Discussion of the Annual Traffic Report 8a-1 7:20

**9. ADJOURNMENT** 8:00

*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.*

**DOWNLOAD THE ENTIRE CITY COUNCIL PACKET FOR JANUARY 3, 2022**



**[LINK TO STAFF PRESENTATIONS](#)**



**[LINK TO PUBLIC COMMENT RECEIVED](#)**

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

<b>AGENDA TITLE:</b>	Election of the Mayor and Deputy Mayor		
<b>DEPARTMENT:</b>	CMO/CCK		
<b>PRESENTED BY:</b>	Jessica Simulcik Smith, City Clerk		
<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:**

State law and the Council’s Rules of Procedure establish that Councilmembers shall elect a Mayor and Deputy Mayor for a term of two years on even-numbered years. This election will occur at the January 3, 2022, Council meeting. After the meeting is called to order, the City Clerk will call the roll and then conduct the election of the Mayor.

As per Council Rule 2.2.D, the City Clerk will call for nominations. No Councilmember may nominate more than one person for office until every member wishing to nominate a candidate has an opportunity to do so. Nominations do not require a second. The Clerk will repeat each nomination until all nominations have been made. When it appears that no one else wishes to make any further nominations, the Clerk will ask again for further nominations and if there are none, the Clerk will declare the nominations closed. A motion to close the nominations is not necessary. After nominations have been closed, voting for Mayor takes place in the order nominations were made. Only affirmative votes for Mayor shall be given and Councilmembers will be asked to vote by raising their virtual hand in Zoom. As soon as one of the nominees receives a majority vote (four affirmative votes), the Clerk will declare that nominee elected. No votes will be taken on the remaining nominees. If none of the nominees receives a majority vote, the Clerk will call for nominations again and repeat the process until a single candidate receives a majority vote.

Following the election of the Mayor, the Clerk will turn the virtual gavel over to the new Mayor, who will conduct the election of Deputy Mayor in the same manner described above.

**RECOMMENDATION**

Staff recommends that Councilmembers offer nominations for Mayor and Deputy Mayor and vote on the nominees.

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

**CITY OF SHORELINE**  
**SHORELINE CITY COUNCIL**  
**SUMMARY MINUTES OF REGULAR MEETING**

Monday, November 29, 2021  
7:00 p.m.

Held Remotely via Zoom

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

**ABSENT:** None.

1. CALL TO ORDER

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

2. ROLL CALL

Upon roll call by the City Clerk, all Councilmembers were present.

3. APPROVAL OF THE AGENDA

The agenda was approved by unanimous consent.

4. REPORT OF CITY MANAGER

John Norris, Assistant City Manager, provided an update on COVID-19 and reported on various City meetings, projects, and events.

5. COUNCIL REPORTS

Mayor Hall congratulated Councilmember Roberts on his election to the National League of Cities Board of Directors.

6. PUBLIC COMMENT

Jackie Kurlle, Shoreline resident, encouraged continued transparency of the Enhanced Shelter operations and expressed support for the cause.

7. CONSENT CALENDAR

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

**(a) Approval of Minutes of Regular Meeting of October 25, 2021  
Approval of Minutes of Regular Meeting of November 1, 2021**

8. ACTION ITEMS

- (a) Public Hearing and Discussion on Ordinance No. 951 - Extension of Interim Regulations to Allow for Additional Extensions of Application and Permit Deadlines Beyond Those Provided for in the Shoreline Municipal Code Due to COVID-19 Impacts

Rachael Markle, Planning and Community Development Director, delivered the staff presentation. Ms. Markle reviewed the history of the interim regulations, stating that they have been extended twice and will expire on December 29, 2021. She said that although a State of Emergency is still in effect for Washington, the level of emergency has decreased, and Council may no longer feel that the level of emergency warrants the continuation of the interim regulations. She said the regulations could be renewed for up to six months and may subsequently be extended by Council Action. She summarized that Ordinance No. 951 extends authorization of one additional extension for application and permit deadlines, for a total possible extension period of 360 calendar days.

**Mayor Hall opened the Public Hearing. Seeing no members of the public wishing to offer testimony, he closed the Public Hearing.**

Councilmember Chang understands the need for this extension but recommended discussion prior to any additional extensions and asked how many permits would be eligible for this extension. Ms. Markle said she does not have an exact number of permits that are in the extension period. Deputy Mayor Scully said that based on the supply chain problems he supports the extension.

**It was agreed that Ordinance No. 951 would return as a Consent Item.**

- (b) Public Hearing and Discussion on Ordinance No. 952 – Extension of the Interim Regulations Authorizing Outdoor Seating on Private Property and Within Approved Public Rights-of-Way Due to COVID-19 Impacts

Andrew Bauer, Planning Manager, delivered the staff presentation. Mr. Bauer reviewed the history of the interim regulations, stating that they have been extended twice and will expire on December 29, 2021. He said the interim regulations establish a no-fee registration process for outdoor seating areas on private property and an expedited permit review for areas within the City Right-Of-Way. Five businesses have utilized the process for outdoor seating on private property, and none for seating areas within the Right-of-Way. He added that staff is in the preliminary stages of scoping permanent development regulations for outdoor seating with the goal of bringing amendments forward for consideration in 2022.

**Mayor Hall opened the Public Hearing. Seeing no members of the public wishing to offer testimony, he closed the Public Hearing.**

Councilmembers Roberts and McGlashan expressed support for the Ordinance. Councilmember Roberts asked if there is a plan to establish ongoing regulations. Mr. Bauer confirmed that there is a goal of bringing forward proposed permanent developments amendments to allow for more flexible ability for outdoor seating. There was discussion on the timeline for the adoption of permanent regulations. Councilmember Roberts said his hope is that this could be resolved for the summer months. Councilmember McGlashan asked if there is continued outreach to businesses to communicate that this Ordinance is still in place and Ms. Tarry shared information on the efforts made.

**It was agreed that Ordinance No. 952 would return as a Consent Item.**

9. STUDY ITEMS

(a) Discussion of the Light Rail Station Subareas Parking Study 2021 Update

Kendra Dedinsky, City Traffic Engineer, delivered the staff presentation. Ms. Dedinsky said this is the third data update to the study of parking utilization in the Light Rail Subareas, utilizing funded allocated to gain baseline data to inform Light Rail mitigation efforts and track demand issues related to growth. She summarized the information gathered in this data cycle and noted that during this data cycle COVID-19 impacts were in full swing and there was not a huge change in on-street parking utilization. She said the supply was decreased in both subareas, reviewed the target occupancy goals, and displayed maps of the areas in which high demand periods were identified. She displayed a graph of parking demand projections by year and rate of car ownership, results of which indicate that the City is not in need of establishing more dynamic parking management strategies within the next five years. She said that in preparation for the Light Rail Stations opening, staff evaluated the geographic areas that might meet the Restricted Parking Zone (RPZ) criteria currently, as well as the areas within 15-minute walksheds of the Station Areas and that the results provide a good baseline for quality control as they move into Sound Transit mitigation efforts.

In review of the action on the near-term recommendations, Ms. Dedinsky summarized that staff have completed an analysis and adoption of a monetary penalty schedule for parking violations specific to City of Shoreline and to update RPZ policies, procedures, and fees to prepare for anticipated new RPZ's surrounding Light Rail Station Areas. She described the recommendations on which there is ongoing work being done and listed the near-term considerations of funding a position dedicated to parking management and enforcement, updating the Transportation Master Plan parking policies, and grouping subarea parking utilization reporting into smaller analysis zones. She gave an overview of the mid-term recommendations, which include evaluating the need for special use zones, establishing basic real time parking information technology, and performing a feasibility analysis of metered parking in key locations. Looking ahead to the long-term recommendations, Ms. Dedinsky said it is likely metered parking will need to be implemented in key locations, as well as remaining open to expanding parking technologies and management strategies and resources.

There was clarification of the walkshed assumptions used in the study, and it was noted that they need to be reconciled with earlier data.

When asked if similar RPZ studies are being done outside of the Station subareas, Ms. Dedinsky said supplemental funding was provided for this study, but as a rule of thumb, the studies are driven by community requests. She shared information on current mitigation and parking management planning for larger scale developments in the City.

Councilmember McGlashan expressed support for the timelines, and said he likes the approach of resolving parking issues in a nonthreatening way.

Councilmember Roberts asked for information on how the smaller areas for RPZ consideration were identified within the larger subareas. Ms. Dedinsky said she wanted to home in on smaller geographic areas to capture the pockets of higher utilization. Councilmember Roberts said the two parking-related issues to be considered are the increased need due to development and the potential growth from people trying to access the Stations. He wants to be able to focus on distinct areas because of the growth in the Station Areas and asked if a 15-minute walkshed is realistic. He commented that sidewalks and land use will make a difference in parking availability and demand and said it is important to craft strategies that make sense for specific areas. Ms. Dedinsky said the study starts broadly with the 15-minute walkshed for the purposes of Sound Transit mitigation efforts, explaining that Sound Transit is required to implement an RPZ study and cover the costs of the start up of the program, and the City would hold the responsibility for ongoing management.

It was recognized that the demand for certain types of vehicles and amenities may change over time and Councilmember Chang suggested it would be valuable to forecast what these could be. Ms. Dedinsky said micro mobility will be a major component and is being evaluated as part of the Transportation Master Plan updates.

Deputy Mayor Scully put in a plug for early parking enforcement because of pent up demand throughout the City.

Councilmember Robertson said she is interested in having a RPZ study done in neighborhoods like hers and asked what the costs would be for parking permits. Ms. Dedinsky said the fee schedule is yet to be established.

There was discussion on how RPZ studies determine if the vehicles originate from the study area, and how study results are communicated to residents. Ms. Dedinsky explained the criteria considered and clarified that while metering supports a denser environment with commercial uses, RPZs are oriented toward preserving residential on-street parking.

Mayor Hall said he appreciates how staff and Council are taking this approach to parking mitigation.

## 10. ADJOURNMENT

At 8:04 p.m., Mayor Hall declared the meeting adjourned.

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Jessica Simulcik Smith, City Clerk

DRAFT



**CITY OF SHORELINE**  
**SHORELINE CITY COUNCIL**  
**SUMMARY MINUTES OF REGULAR MEETING**

Monday, December 6, 2021  
7:00 p.m.

Held Remotely via Zoom

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

ABSENT: None

1. CALL TO ORDER

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

2. ROLL CALL

Upon roll call by the City Clerk, all Councilmembers were present, except for Councilmember Roberts, who had indicated he would be late to the meeting.

3. APPROVAL OF THE AGENDA

The agenda was approved by unanimous consent.

4. REPORT OF CITY MANAGER

Debbie Tarry, City Manager, provided an update on COVID-19 and reported on various City meetings, projects, and events.

5. COUNCIL REPORTS

Councilmember McGlashan said the recent SeaShore Transportation Committee meeting was focused on climate change, with updates from King County Metro on the electrification of their fleets, as well as a presentation from Puget Sound Regional Council on the project funding application process. Councilmember McConnell listed the departing members of the committee and reflected on their contributions.

6. PUBLIC COMMENT

Lily Fredericks, Montlake Terrace resident and member of Shorecrest High School's Climate Justice Club, spoke in support of Ordinance No. 948, and described her lived experience with financial insecurity and said the Ordinance would create higher paying jobs and benefit the environment.

Deepa Sivarajan, Seattle resident, spoke on behalf of Climate Solutions. Ms. Sivarajan expressed support for Ordinance No. 948, thanked the City for acting boldly on climate, and commended Shorecrest's Climate Justice Club for their participation.

Melinda McBride, Shoreline resident, expressed support for Ordinance No. 948 and thanked staff and Council for their work on energy code updates. She praised the advocacy done by the student commenters.

Dennis Heller, Shoreline resident, spoke in favor of Ordinance No. 948, stating that now is the time to change the course of history and start moving toward a zero-carbon future. He said Shoreline is seen as an environmental leader in the Northwest and thanked the departing Councilmembers for their work.

Lee Keim, Shoreline resident, spoke in support of Ordinance No. 948 and listed some of the general energy efficiency improvements the amendments make.

Jackie Kurlle, Shoreline resident, encouraged maximum visibility and transparency relative to the Enhanced Shelter, and requested an update on its progress.

Kathleen Russell, Shoreline resident, spoke on behalf of Save Shoreline Trees. She read their proposed amendment to the Comprehensive Plan, and said it reinforces the importance of the urban tree canopy to residents. She asked Council to keep Shoreline's trees in mind when planning for the future.

Tom McCormick, Shoreline resident, spoke in support of Proposition 1 and all efforts to provide access to open space, parks, and beaches. He cited the City's stance on the priority of acquiring shoreline and beach access and listed the available locations for beach access. He urged the Council to take steps to secure public beach access at all three locations.

7. CONSENT CALENDAR

**Upon motion by Deputy Mayor Scully and seconded by Councilmember McConnell and unanimously carried, 6-0, the following Consent Calendar items were approved:**

- (a) Approval of Minutes of Regular Meeting of November 8, 2021**
- (b) Authorize the City Manager to Obligate \$3,575,520 of Connecting Washington Funding for Design of the SR523 (N/NE 145th Street) Aurora Avenue N to I-5 Project**
- (c) Authorize the City Manager to Approve Real Property Acquisition for the 145th Corridor Phase 1 Project for Property Located at 104-126 NE 145th Street and 14512-14526 1st Avenue NE**

**(d) Authorize the City Manager to Obligate \$8,924,480 of Connecting Washington Funding for Right-of-Way & Construction for Phase 1 of the SR523 (N/NE 145th Street) Aurora Avenue N to I-5 Project**

8. ACTION ITEMS

- (a) Action on Ordinance No. 948 – Amending the Washington State Energy Code, as Adopted by Shoreline Municipal Code Chapter 15.05, to Reduce Carbon Emissions from New Commercial Construction

Ray Allshouse, Building Official, delivered the staff presentation. Mr. Allshouse reviewed the Council’s prior consideration of Ordinance No. 948, which resulted in general support for the proposed energy code amendments. In response to the concern raised about the potential for increased expenses, he emphasized that this requirement is not driven to reduce energy costs, but to respond to the impacts of climate change.

Councilmember Roberts joined the meeting at 7:31 p.m.

Mr. Allshouse concluded by stating that staff recommends that Council adopt Ordinance No. 948.

**Councilmember Robertson moved approval of Ordinance No. 948. The motion was seconded by Councilmember Chang.**

Councilmember Robertson said she feels good about taking this step for the City with the health of the future environment in mind. Councilmember Chang expressed support for the Ordinance but asked for clarification on the impact to existing buildings. She asked if there would ever be a situation where an owner cannot make the changes and the residents would become homeless. Mr. Allshouse said the language and intent of the proposed code follows the provisions that allow the building to remain in operation as long as there was no compelling reason to stop that, and he described the flexibility in the review and appeal process, which include the availability of energy tradeoffs.

Councilmember McGlashan said it is important to support efforts to slow down or stop climate change but he wondered if this Ordinance is addressing the correct problem and explained his rationale. He agrees that regionally, electrification is better, but asked if it is better for the City. Mayor Hall agreed that this is just one step in the efforts.

Deputy Mayor Scully reflected on the Light Rail Station Subarea Zoning in Shoreline and commented that some of the consequences with the up-zone were environmental, but the purpose was to build access to the station areas which are less auto dependent. He said it is important to reduce the impact to the environment while increasing density, and this is a step in the right direction. Mayor Hall agreed, referencing the 2020 Sustainability Report, which concludes that the new construction in the Light Rail areas have a significantly lower carbon footprint of a new single-family dwelling in areas without Green Building mandates. He said the City is dramatically curtailing greenhouse gas emission with this effort.

Mayor Hall asked for information on the cost of electric vs. gas, and Mr. Allshouse said heat pumps are more efficient, and as they become more of a standard, they will become more economical to purchase. They are high-efficient in operation costs.

Councilmember Chang added that adopting this now will help indicate municipal support during the next code cycle at the State level.

**The motion passed, unanimously, 7-0.**

(b) Action on Ordinance No. 950 - Speed Limit Reductions

Kendra Dedinsky, Traffic Engineer, delivered the staff presentation. Ms. Dedinsky reviewed the details of the speed limit impacts and speed limit setting tool discussed in earlier study sessions and addressed the questions and concerns raised at those times. Ms. Dedinsky said staff recommends adoption of Ordinance No. 950. She recognized the continued interest in reducing the speed limit on Dayton Avenue North and the northern segment of 15<sup>th</sup> Avenue NE and displayed the prepared amendment language.

**Councilmember McGlashan moved approval of Ordinance No. 950. The motion was seconded by Deputy Mayor Scully.**

Councilmember McGlashan said data confirms that reducing the speed on these corridors could support improved outcomes.

**Councilmember McGlashan moved to amend Exhibit A to Ordinance No. 950 to reduce the speed limit to 30 MPH on 15<sup>th</sup> Avenue NE from NE 180<sup>th</sup> Street to NE 196<sup>th</sup> Street. The motion was seconded by Councilmember Roberts.**

Councilmember McGlashan said this segment needs the speed limit reduction but the segment on Dayton does not.

Councilmember Chang asked if the software has been run to analyze the data for the proposed amendment. Ms. Dedinsky said after data analysis was run on these segments, maintaining the 35 MPH speed limit was recommended.

Deputy Mayor Scully said he is cautiously supportive of the Ordinance and amendment because of the data presented that shows reducing a speed limit reduces speeds overall. He is concerned about over-enforcement and does not want Shoreline to be a place where people feel fearful when driving. He would like to be cautious with enforcement and wants to respect the priorities of Lake Forest Park in establishing the speed limit on a cross-jurisdictional corridor.

Councilmember Robertson said the feedback from Lake Forest Park was interesting information. She said reducing the speed on 15<sup>th</sup> Avenue NE will increase safety, and she is interested in seeing what design approaches are used to ensure compliance.

Mayor Hall said he will not be supporting the amendment because of the huge overall change, percentile wise, already being made in the system towards speed reduction.

**The motion to amend passed 5-2, with Mayor Hall and Councilmember Chang opposing.**

Mayor Hall said the speed limits are being reduced in areas where speeding is common, so the concern about enforcement is important from an equity and racial perspective. He asked if it is reasonable to pass a law when we know the moment it goes into effect fifty percent of drivers will be violating it every day. He recognized that over time, engineering changes may contribute to speed reduction, but that traditional traffic calming measures are not appropriate on arterials. He said he does not support criminalizing the behavior of half of the City in one fell swoop.

**The motion to approve Ordinance No. 950, as amended, passed 6-1, with Mayor Hall in opposition.**

9. STUDY ITEMS

(a) Discussion of Utility Undergrounding for the 175<sup>th</sup> Street (Stone to I-5) Project

Tricia Juhnke, City Engineer, introduced the study item, with Leif Johansen, Engineer II, delivering the staff presentation. In summarizing the background of the work to date, Mr. Johansen said once undergrounding criteria had been established, staff presented Council with a high-level concept for the corridor and later presented the preferred concept, which was approved by Council. Following that decision, Council provided guidance to develop design of undergrounding to 30%. He displayed a map of the project area and a graphic of the corridor design concept, describing the improvements to be made. He outlined the criteria for consideration of undergrounding, which is met by this project. Mr. Johansen described the phased stages of undergrounding, showed a depiction of what undergrounding would look like and described the pole placement options if undergrounding is not implemented.

Mr. Johansen listed the financial impact to ratepayers for existing, as well as this potential, undergrounding projects, explaining that costs remain under the \$10 threshold. He gave an overview of the distribution of responsibility of costs for the existing franchise agreements as well as the expenditures by the franchise utility. He summarized the overall financial impact of the project and said the decision of whether to underground is an importance piece of the next steps for the project. He said the City is proceeding with design, targeted Right-Of-Way, and pursuing funding. He said the staff recommendation is that undergrounding be included in the project.

The majority of the Council expressed support for moving forward with undergrounding this project. Councilmember Chang said undergrounding is more aesthetically pleasing and more weather resistant. Mr. Johansen agreed that undergrounding creates a more stable grid and explained that there would be a credit for relocation costs should undergrounding be implemented.

Deputy Mayor Scully confirmed the difference in cost for undergrounding, reviewed previous Council actions in support of undergrounding in the City and said he remains supportive of this effort. He added that 185<sup>th</sup> Street is a priority for him for undergrounding, with which Mayor Hall agreed.

Mayor Hall said that it makes sense to underground as part of a larger project. He shared his observations on the sight/distance issues creates when there are both trees and utility poles in the right-of-way and said this is the right time for the improvement.

Councilmember McConnell recognized the benefits to aesthetics and safety that undergrounding brings.

Councilmember Roberts asked if this project would be able to be discounted under the utility rate assistant programs offered. Mr. Johansen said he would research and report back.

Councilmember Roberts said he is concerned with undergrounding because it is unfair that Seattle City Light is able to charge ratepayers in Shoreline for undergrounding projects in the City of Seattle and emphasized that this needs to be addressed. He said this is a flat fee for every ratepayer, and the City should focus the fees only on projects important to the City, for him 185<sup>th</sup> Street is more important. Mayor Hall agreed with the unjustness of the charges placed on Shoreline ratepayers by the City of Seattle for projects in Seattle.

Mayor Hall summarized that the majority of the Council supports moving forward with undergrounding and acknowledged the importance of keeping costs down and recognizing the higher priority corridors.

## 9. ADJOURNMENT

At 8:25 p.m. Mayor Hall declared the meeting adjourned.

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Jessica Simulcik Smith, City Clerk

**CITY OF SHORELINE**  
**SHORELINE CITY COUNCIL**  
**SUMMARY MINUTES OF REGULAR MEETING**

Monday, December 13, 2021  
7:00 p.m.

Held Remotely via Zoom

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

ABSENT: None

1. CALL TO ORDER

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

2. ROLL CALL

Upon roll call by the City Clerk, all Councilmembers were present.

3. APPROVAL OF THE AGENDA

Mayor Hall suggested moving Council Reports to the end of the meeting. There was no opposition and the agenda as amended was approved by unanimous consent.

4. REPORT OF CITY MANAGER

Debbie Tarry, City Manager, provided an update on COVID-19 and reported on various City meetings, projects, and events and concluded by expressing thanks to Mayor Hall and Councilmembers Chang and McGlashan for their service to the City.

5. PUBLIC COMMENT

Pam Cross, Shoreline resident and reporter for the Shoreline Area News, recognized the outgoing Councilmembers for making informed decisions based on what they think is best for the City and commended their work. She thanked the entire Council for their service.

Jackie Kurle, Shoreline resident, echoed appreciation for the outgoing Councilmembers and emphasized the importance of maximum transparency for the community regarding the Enhanced Shelter.

6. CONSENT CALENDAR

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

- (a) Approval of Minutes of Regular Meeting of November 15, 2021**
- Approval of Minutes of Regular Meeting of November 22, 2021**
- Approval of Minutes of Special Meeting of November 15, 2021**

- (b) Approval of Expenses and Payroll as of November 26, 2021 in the Amount of \$8,219,532.12**

**\*Payroll and Benefits:**

Payroll Period	Payment Date	EFT Numbers (EF)	Payroll Checks (PR)	Benefit Checks (AP)	Amount Paid
10/17/21-10/30/21	11/5/2021	99558-99766	17648-17660	84009-54012	\$617,776.34
10/17/21-10/30/21	11/10/2021			WT1221- WT1222	\$106,282.96
10/31/21-11/13/21	11/19/2021	99767-99972	17661-17671	84068-84074	\$798,000.04
10/31/21-11/13/21	11/19/2021			WT1226- WT1227	\$105,022.69
					\$1,627,082.03

**\*Wire Transfers:**

Expense Register Dated	Wire Transfer Number	Amount Paid
11/10/2021	1223	\$674,068.38
11/15/2021	1224-1225	\$3,431,097.02
		\$4,105,165.40

**\*Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
11/10/2021	83928	83941	\$3,719.88
11/10/2021	83942	83953	\$24,271.11
11/10/2021	83954	83982	\$55,198.24
11/10/2021	83983	84008	\$376,201.57
11/10/2021	84013	84013	\$3,929.00
11/10/2021	84013	84013	(\$3,929.00)
11/10/2021	84014	84014	\$3,929.00
11/17/2021	84015	84041	\$1,329,217.85
11/7/2021	84042	84066	\$540,853.02
11/19/2021	84067	84067	\$52,243.57
11/19/2021	84075	84082	\$32,545.91



11/19/2021	84083	84093	\$59,419.54
11/22/2021	84094	84096	\$9,685.00
			<u>\$2,487,284.69</u>

- (c) Adoption of Ordinance No. 951 - Extending the Interim Regulations for the Extensions of Application Deadline Periods**
- (d) Adoption of Ordinance No. 952 - Extending the Interim Regulations Authorizing Outdoor Seating on Private Property and within Approved Public Rights-of-Way**
- (e) Authorize the City Manager to Execute a Professional Services Contract with the Blueline Group, LLC in an Amount Not to Exceed \$125,000 for On-Call Planning Services**
- (f) Authorize the City Manager to Execute Two Professional Services Contracts with H.W. Lochner, Inc., Each in the Amount of \$688,687 for Senior Project Manager Services for the N/NE 145th Corridor Project and the 145th – Interstate 5 Interchange Project**
- (g) Authorize the City Manager to Enter into an Interlocal Agreement with Shoreline Fire Department for Use of City Facilities**
- (h) Authorize the City Manager to Execute a Contract Amendment with TCF Architecture, Inc. in the Amount of \$905,417 for Services During Design and Construction of City Maintenance Facility Phase 1 Improvements**
- (i) Authorize the City Manager to Execute a Contract with Consolidated Press LLC, in an Amount Not to Exceed \$114,000, for Printing and Mailing Currents Newsletter and Other Citywide Mailers**
- (j) Approval of an Amendment to the City Manager’s Employment Agreement**

**7. COUNCIL REPORTS**

Councilmember Robertson reported that the recent meeting of the North King County Coalition on Homelessness included a discussion with the King County Regional Homelessness Authority and she described the information shared there.

Councilmember Roberts said the budget was adopted at the Sound Cities Association Annual Meeting and he was elected Vice Chair for its Public Issues Committee.

Recognizing the outgoing Councilmembers Susan Chang, Will Hall, and Keith McGlashan, Councilmember Robertson reflected on her experiences with them and wished them well.

Councilmember Roberts said the Council works well because of the supportive members and reflected on the standards set by Councilmember McGlashan during his time as Mayor. He

recognized Councilmember Chang's passion and sense of humanity and Mayor Hall's focus on the environment and the valuable work done during his term.

Deputy Mayor Scully thanked Councilmember Chang for her translation of technical information and commented on her connection to the community. He shared memories of working with Councilmember McGlashan, saying he has relied on Councilmember McGlashan's experience, connection to the small business community, and his ability to focus on what is important. He reflected that working with Mayor Hall, who he considers a mentor and friend, has taught him how to interact more effectively while still representing his perspective.

Councilmember McConnell shared memories of her work with Councilmember McGlashan during their early years on the Council and said she has always felt this Council has worked with the community in mind. She wished the outgoing members well in their future endeavors.

Councilmember Chang said she will miss the Council, and it has been an honor to serve with them, and for the City.

Councilmember McGlashan thanked the community for their involvement and reflected on his time on the City Council. He wished the continuing Councilmembers well and said how grateful he is for the work being done to make a positive difference in the world.

Mayor Hall expressed appreciation for the Councilmembers and the community and recognized the hard work done daily by the City Manager and staff. He said serving Shoreline has been the greatest honor and privilege of his life.

At 7:27 p.m., Mayor Hall declared the meeting adjourned.

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Jessica Simulcik Smith, City Clerk

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

<b>AGENDA TITLE:</b>	Authorizing the City Manager to Enter into an Interagency Agreement with Department of Commerce and to Accept \$40,000 in Grant Funding for Creation of Cottage Housing Development Code Regulations
<b>DEPARTMENT:</b>	Planning and Community Development
<b>PRESENTED BY:</b>	Andrew Bauer, Planning 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:**

In May 2021, the City Council adopted the Housing Action Plan, which identified cottage housing as one of the highest priorities for implementation of the plan. Staff is requesting the City Council to authorize the City Manager to execute an Interagency Agreement with the Washington State Department of Commerce and accept a \$40,000 grant to fund the cost of developing cottage housing Development Code regulations. The grant funds will be used to hire a consultant to assist developing the regulations by June 2023, which will include an existing conditions analysis, developing and implementing a public engagement strategy, and preparing draft regulations.

Tonight, staff is seeking Council authorization for the City Manager to execute an Interagency Agreement with the Department of Commerce, which would expire on June 30, 2023.

**FINANCIAL IMPACT:**

The \$40,000 in grant funds would be used to hire a consultant to assist with conducting analysis, public engagement, and developing draft cottage housing regulations. City staff work, including project management, preparation and mailing of notices, meeting and open house attendance, review of deliverables, and grant management, would be an in-kind contribution to the grant-funded project.

**RECOMMENDATION**

Staff recommends that the City Council authorize the City Manager to execute the Interagency Agreement with Department of Commerce and accept \$40,000 in grant funding for creation of cottage housing Development Code regulations.

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

## **BACKGROUND**

In May 2021, the City Council adopted the Housing Action Plan, which identified cottage housing as one of the highest priorities for implementation of the plan. During the Housing Action Plan adoption process, Council directed staff to advance the cottage housing strategy as the first implementation step resulting from the Housing Action Plan.

Cottage housing allows for small one- or two-story houses that are either attached or detached, that may or may not have a backyard, and are arranged around a common interior courtyard. Houses are normally 700-1,200 square feet in size. These features and relatively small size may allow for naturally moderate-income housing well suited for seniors and small families. Cottage housing also has the potential to blend with the scale of existing neighborhoods that consist of predominantly detached single-family housing but can provide an increase in the total number of dwelling units per acre and increase the building capacity through infill development.

## **DISCUSSION**

To advance implementation of cottage housing as outlined in the Housing Action Plan, the City successfully applied for and received a competitive Department of Commerce grant aimed at creating development regulations. The grant agreement will expire on June 30, 2023.

Staff is requesting that Council authorize the City Manager to execute an Interagency Agreement with the Department of Commerce (Attachment A) and accept a \$40,000 grant that will fund the cost to develop cottage housing Development Code regulations. The grant funds will be used to hire a consultant to assist in developing cottage housing regulations, which includes an existing conditions analysis, developing and implementing a public engagement strategy, and preparing draft regulations. Council authorization is required to enter into the agreement with Department of Commerce.

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

This project supports City Council Goal 1, Action Step 8:

Goal 1: Strengthen Shoreline's economic climate and opportunities

Action Step 8: Adopt the Housing Action Plan to help plan for additional housing choices, associated policies and regulatory modifications

## **FINANCIAL IMPACT**

The \$40,000 in grant funds would be used to hire a consultant to assist with conducting analysis, public engagement, and developing draft cottage housing regulations. City staff work, including project management, preparation and mailing of notices, meeting and open house attendance, review of deliverables, and grant management, would be an in-kind contribution to the grant-funded project.

## **RECOMMENDATION**

Staff recommends that the City Council authorize the City Manager to execute the Interagency Agreement with Department of Commerce and accept \$40,000 in grant funding for creation of cottage housing Development Code regulations.

## **ATTACHMENTS**

Attachment A: Interagency Agreement with Department of Commerce



**Interagency Agreement with**

City of Shoreline

through

Growth Management Services

**For**

Housing Action Plan Implementation (HAPI) Grant  
to Implement an Existing Housing Action Plan

**Start date:**

Date of Execution

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**FACE SHEET**

Attachment A

Contract Number: 22-63314-022

**Washington State Department of Commerce  
Local Government Division  
Growth Management Services  
Housing Action Plan Implementation (HAPI) Grant**

<b>1. Contractor</b> City of Shoreline 17500 Midvale Avenue N Shoreline, WA 98133-4905		<b>2. Contractor Doing Business As (optional)</b> N/A	
<b>3. Contractor Representative</b> Andrew Bauer Planning Manager 206.801.2513 abauer@shorelinewa.gov		<b>4. COMMERCE Representative</b> Kirsten Larsen Senior Planner 360.280.0320 kirsten.larsen@commerce.wa.gov <span style="float: right;">                     PO Box 42525                      1011 Plum Street SE                      Olympia Washington                      98504-2525                 </span>	
<b>5. Contract Amount</b> \$40,000	<b>6. Funding Source</b> Federal: <input type="checkbox"/> State: <input checked="" type="checkbox"/> Other: <input type="checkbox"/> N/A: <input type="checkbox"/>	<b>7. Start Date</b> Date of Execution	<b>8. End Date</b> June 30, 2023
<b>9. Federal Funds (as applicable)</b> NA		<b>Federal Agency:</b> NA	
		<b><u>CFDA Number</u></b> NA	
<b>10. Tax ID #</b> NA	<b>11. SWV #</b> SWV0009391-00	<b>12. UBI #</b> 601-638-167	<b>13. DUNS #</b> NA
<b>14. Contract Purpose</b> Implementation of RCW 36.70A.600 grant funding to address housing affordability through implementation of selected strategies from the city’s adopted housing action plan.			
<b>15. Signing Statement</b> COMMERCE, defined as the Department of Commerce, and the Contractor, as defined above, acknowledge and accept the terms of this Contract and Attachments and have executed this Contract on the date below and warrant they are authorized to bind their respective agencies. The rights and obligations of both parties to this Contract are governed by this Contract and the following documents hereby incorporated by reference: Attachment “A” – Scope of Work and Attachment “B” – Budget.			
<b>FOR CONTRACTOR</b>  _____ Debra S. Tarry, City Manager City of Shoreline  _____ Date		<b>FOR COMMERCE</b>  _____ Mark K. Barkley, Assistant Director Local Government Division  _____ Date  <b>APPROVED AS TO FORM ONLY BY ASSISTANT ATTORNEY GENERAL 08/22/2019. APPROVAL ON FILE.</b>	



**SPECIAL TERMS AND CONDITIONS  
INTERAGENCY AGREEMENT  
STATE FUNDS**

**1. AUTHORITY**

COMMERCE and Contractor enter into this Contract pursuant to the authority granted by Chapter 39.34 RCW.

**2. CONTRACT MANAGEMENT**

The Representative for each of the parties shall be responsible for and shall be the contact person for all communications and billings regarding the performance of this Contract.

The Representative for COMMERCE and their contact information are identified on the Face Sheet of this Contract.

The Representative for the Contractor and their contact information are identified on the Face Sheet of this Contract.

**3. COMPENSATION**

COMMERCE shall pay an amount not to exceed forty thousand dollars (\$40,000) for the performance of all things necessary for or incidental to the performance of work under this Contract as set forth in the performance-based Scope of Work (Attachment A) and Budget (Attachment B).

**4. BILLING PROCEDURES AND PAYMENT**

COMMERCE will pay Contractor upon acceptance of services provided and receipt of properly completed invoices, which shall be submitted to the Representative for COMMERCE not more often than quarterly.

The parties agree this is a performance-based contract intended to produce the deliverables identified in Scope of Work (Attachment A). Payment of any invoice shall be dependent upon COMMERCE'S acceptance of Contractor's performance and/or deliverable. The invoices shall describe and document, to COMMERCE's satisfaction, a description of the work performed, the progress of the project, and fees. The invoice shall include the Contract Number 22-63314-022.

Payment shall be considered timely if made by COMMERCE within thirty (30) calendar days after receipt of properly completed invoices. Payment shall be sent to the address designated by the Contractor.

COMMERCE may, in its sole discretion, terminate the Contract or withhold payments claimed by the Contractor for services rendered if the Contractor fails to satisfactorily comply with any term or condition of this Contract.

No payments in advance or in anticipation of services or supplies to be provided under this Agreement shall be made by COMMERCE.

The grantees must invoice for all expenses by June 17, 2023.

COMMERCE will pay Contractor for costs incurred prior to the start date of this Agreement, if such costs would have been allowable on or after July 1, 2021, the start date of the 2021-2023 biennium. To be allowable, such costs must be limited to the completion of tasks and deliverables outlined in the Scope of Work (Attachment A).

Duplication of Billed Costs

The Contractor shall not bill COMMERCE for services performed under this Agreement, and COMMERCE shall not pay the Contractor, if the Contractor is entitled to payment or has been or will be paid by any other source, including grants, for that service.

Disallowed Costs

The Contractor is responsible for any audit exceptions or disallowed costs incurred by its own organization or that of its subcontractors.

**5. INSURANCE**

Each party certifies that it is self-insured under the State's or local government self-insurance liability program, and shall be responsible for losses for which it is found liable.

**SPECIAL TERMS AND CONDITIONS  
INTERAGENCY AGREEMENT  
STATE FUNDS**

**6. SUBCONTRACTOR DATA COLLECTION**

Contractor will submit reports, in a form and format to be provided by Commerce and at intervals as agreed by the parties, regarding work under this Agreement performed by subcontractors and the portion of funds expended for work performed by subcontractors, including but not necessarily limited to minority-owned, woman-owned, and veteran-owned business subcontractors. "Subcontractors" shall mean subcontractors of any tier.

**7. ORDER OF PRECEDENCE**

In the event of an inconsistency in this Contract, the inconsistency shall be resolved by giving precedence in the following order:

- Applicable federal and state of Washington statutes and regulations
- Special Terms and Conditions
- General Terms and Conditions
- Attachment A – Scope of Work
- Attachment B – Budget

**GENERAL TERMS AND CONDITIONS  
INTERAGENCY AGREEMENT  
STATE FUNDS**

**1. DEFINITIONS**

As used throughout this Contract, the following terms shall have the meaning set forth below:

- A. "Authorized Representative" shall mean the Director and/or the designee authorized in writing to act on the Director's behalf.
- B. "COMMERCE" shall mean the Department of Commerce.
- C. "Contract" or "Agreement" means the entire written agreement between COMMERCE and the Contractor, including any attachments, documents, or materials incorporated by reference. E-mail or facsimile transmission of a signed copy of this contract shall be the same as delivery of an original.
- D. "Contractor" shall mean the entity identified on the face sheet performing service(s) under this Contract, and shall include all employees and agents of the Contractor.
- E. "Personal Information" shall mean information identifiable to any person, including, but not limited to, information that relates to a person's name, health, finances, education, business, use or receipt of governmental services or other activities, addresses, telephone numbers, social security numbers, driver license numbers, other identifying numbers, and any financial identifiers.
- F. "State" shall mean the state of Washington.
- G. "Subcontractor" shall mean one not in the employment of the Contractor, who is performing all or part of those services under this Contract under a separate contract with the Contractor. The terms "subcontractor" and "subcontractors" mean subcontractor(s) in any tier.

**2. ALL WRITINGS CONTAINED HEREIN**

This Contract contains all the terms and conditions agreed upon by the parties. No other understandings, oral or otherwise, regarding the subject matter of this Contract shall be deemed to exist or to bind any of the parties hereto.

**3. AMENDMENTS**

This Contract may be amended by mutual agreement of the parties. Such amendments shall not be binding unless they are in writing and signed by personnel authorized to bind each of the parties.

**4. ASSIGNMENT**

Neither this Contract, work thereunder, nor any claim arising under this Contract, shall be transferred or assigned by the Contractor without prior written consent of COMMERCE.

**5. CONFIDENTIALITY AND SAFEGUARDING OF INFORMATION**

- A. "Confidential Information" as used in this section includes:
  - i. All material provided to the Contractor by COMMERCE that is designated as "confidential" by COMMERCE;
  - ii. All material produced by the Contractor that is designated as "confidential" by COMMERCE; and
  - iii. All personal information in the possession of the Contractor that may not be disclosed under state or federal law.
- B. The Contractor shall comply with all state and federal laws related to the use, sharing, transfer, sale, or disclosure of Confidential Information. The Contractor shall use Confidential Information solely for the purposes of this Contract and shall not use, share, transfer, sell or disclose any Confidential Information to any third party except with the prior written consent of COMMERCE or as may be required by law. The Contractor shall take all necessary steps to assure that Confidential Information is safeguarded to prevent unauthorized use, sharing, transfer, sale or disclosure of Confidential Information or violation of any state or federal laws related thereto. Upon request, the Contractor shall provide COMMERCE with its policies and procedures on confidentiality.

**GENERAL TERMS AND CONDITIONS  
INTERAGENCY AGREEMENT  
STATE FUNDS**

COMMERCE may require changes to such policies and procedures as they apply to this Contract whenever COMMERCE reasonably determines that changes are necessary to prevent unauthorized disclosures. The Contractor shall make the changes within the time period specified by COMMERCE. Upon request, the Contractor shall immediately return to COMMERCE any Confidential Information that COMMERCE reasonably determines has not been adequately protected by the Contractor against unauthorized disclosure.

- C. Unauthorized Use or Disclosure. The Contractor shall notify COMMERCE within five (5) working days of any unauthorized use or disclosure of any confidential information, and shall take necessary steps to mitigate the harmful effects of such use or disclosure.

**6. COPYRIGHT**

Unless otherwise provided, all Materials produced under this Contract shall be considered "works for hire" as defined by the U.S. Copyright Act and shall be owned by COMMERCE. COMMERCE shall be considered the author of such Materials. In the event the Materials are not considered "works for hire" under the U.S. Copyright laws, the Contractor hereby irrevocably assigns all right, title, and interest in all Materials, including all intellectual property rights, moral rights, and rights of publicity to COMMERCE effective from the moment of creation of such Materials.

"Materials" means all items in any format and includes, but is not limited to, data, reports, documents, pamphlets, advertisements, books, magazines, surveys, studies, computer programs, films, tapes, and/or sound reproductions. "Ownership" includes the right to copyright, patent, register and the ability to transfer these rights.

For Materials that are delivered under the Contract, but that incorporate pre-existing materials not produced under the Contract, the Contractor hereby grants to COMMERCE a nonexclusive, royalty-free, irrevocable license (with rights to sublicense to others) in such Materials to translate, reproduce, distribute, prepare derivative works, publicly perform, and publicly display. The Contractor warrants and represents that the Contractor has all rights and permissions, including intellectual property rights, moral rights and rights of publicity, necessary to grant such a license to COMMERCE.

The Contractor shall exert all reasonable effort to advise COMMERCE, at the time of delivery of Materials furnished under this Contract, of all known or potential invasions of privacy contained therein and of any portion of such document which was not produced in the performance of this Contract. The Contractor shall provide COMMERCE with prompt written notice of each notice or claim of infringement received by the Contractor with respect to any Materials delivered under this Contract. COMMERCE shall have the right to modify or remove any restrictive markings placed upon the Materials by the Contractor.

**7. DISPUTES**

In the event that a dispute arises under this Agreement, it shall be determined by a Dispute Board in the following manner: Each party to this Agreement shall appoint one member to the Dispute Board. The members so appointed shall jointly appoint an additional member to the Dispute Board. The Dispute Board shall review the facts, Agreement terms and applicable statutes and rules and make a determination of the dispute. The Dispute Board shall thereafter decide the dispute with the majority prevailing. The determination of the Dispute Board shall be final and binding on the parties hereto. As an alternative to this process, either of the parties may request intervention by the Governor, as provided by RCW 43.17.330, in which event the Governor's process will control.

**8. GOVERNING LAW AND VENUE**

This Contract shall be construed and interpreted in accordance with the laws of the state of Washington, and any applicable federal laws, and the venue of any action brought hereunder shall be in the Superior Court for Thurston County.

**GENERAL TERMS AND CONDITIONS  
INTERAGENCY AGREEMENT  
STATE FUNDS**

**9. INDEMNIFICATION**

Each party shall be solely responsible for the acts of its employees, officers, and agents.

**10. LICENSING, ACCREDITATION AND REGISTRATION**

The Contractor shall comply with all applicable local, state, and federal licensing, accreditation and registration requirements or standards necessary for the performance of this Contract.

**11. RECAPTURE**

In the event that the Contractor fails to perform this Contract in accordance with state laws, federal laws, and/or the provisions of this Contract, COMMERCE reserves the right to recapture funds in an amount to compensate COMMERCE for the noncompliance in addition to any other remedies available at law or in equity.

Repayment by the Contractor of funds under this recapture provision shall occur within the time period specified by COMMERCE. In the alternative, COMMERCE may recapture such funds from payments due under this Contract.

**12. RECORDS MAINTENANCE**

The Contractor shall maintain books, records, documents, data and other evidence relating to this contract and performance of the services described herein, including but not limited to accounting procedures and practices that sufficiently and properly reflect all direct and indirect costs of any nature expended in the performance of this contract.

The Contractor shall retain such records for a period of six (6) years following the date of final payment. At no additional cost, these records, including materials generated under the contract, shall be subject at all reasonable times to inspection, review or audit by COMMERCE, personnel duly authorized by COMMERCE, the Office of the State Auditor, and federal and state officials so authorized by law, regulation or agreement.

If any litigation, claim or audit is started before the expiration of the six (6) year period, the records shall be retained until all litigation, claims, or audit findings involving the records have been resolved.

**13. SAVINGS**

In the event funding from state, federal, or other sources is withdrawn, reduced, or limited in any way after the effective date of this Contract and prior to normal completion, COMMERCE may suspend or terminate the Contract under the "Termination for Convenience" clause, without the ten calendar day notice requirement. In lieu of termination, the Contract may be amended to reflect the new funding limitations and conditions.

**14. SEVERABILITY**

The provisions of this contract are intended to be severable. If any term or provision is illegal or invalid for any reason whatsoever, such illegality or invalidity shall not affect the validity of the remainder of the contract.

**15. SUBCONTRACTING**

The Contractor may only subcontract work contemplated under this Contract if it obtains the prior written approval of COMMERCE.

If COMMERCE approves subcontracting, the Contractor shall maintain written procedures related to subcontracting, as well as copies of all subcontracts and records related to subcontracts. For cause, COMMERCE in writing may: (a) require the Contractor to amend its subcontracting procedures as they relate to this Contract; (b) prohibit the Contractor from subcontracting with a particular person or entity; or (c) require the Contractor to rescind or amend a subcontract.

Every subcontract shall bind the Subcontractor to follow all applicable terms of this Contract. The Contractor is responsible to COMMERCE if the Subcontractor fails to comply with any applicable term or condition of this Contract. The Contractor shall appropriately monitor the activities of the

**GENERAL TERMS AND CONDITIONS  
INTERAGENCY AGREEMENT  
STATE FUNDS**

Subcontractor to assure fiscal conditions of this Contract. In no event shall the existence of a subcontract operate to release or reduce the liability of the Contractor to COMMERCE for any breach in the performance of the Contractor's duties.

Every subcontract shall include a term that COMMERCE and the State of Washington are not liable for claims or damages arising from a Subcontractor's performance of the subcontract.

**16. SURVIVAL**

The terms, conditions, and warranties contained in this Contract that by their sense and context are intended to survive the completion of the performance, cancellation or termination of this Contract shall so survive.

**17. TERMINATION FOR CAUSE**

In the event COMMERCE determines the Contractor has failed to comply with the conditions of this contract in a timely manner, COMMERCE has the right to suspend or terminate this contract. Before suspending or terminating the contract, COMMERCE shall notify the Contractor in writing of the need to take corrective action. If corrective action is not taken within 30 calendar days, the contract may be terminated or suspended.

In the event of termination or suspension, the Contractor shall be liable for damages as authorized by law including, but not limited to, any cost difference between the original contract and the replacement or cover contract and all administrative costs directly related to the replacement contract, e.g., cost of the competitive bidding, mailing, advertising and staff time.

COMMERCE reserves the right to suspend all or part of the contract, withhold further payments, or prohibit the Contractor from incurring additional obligations of funds during investigation of the alleged compliance breach and pending corrective action by the Contractor or a decision by COMMERCE to terminate the contract. A termination shall be deemed a "Termination for Convenience" if it is determined that the Contractor: (1) was not in default; or (2) failure to perform was outside of his or her control, fault or negligence.

The rights and remedies of COMMERCE provided in this contract are not exclusive and are in addition to any other rights and remedies provided by law.

**18. TERMINATION FOR CONVENIENCE**

Except as otherwise provided in this Contract, COMMERCE may, by ten (10) business days written notice, beginning on the second day after the mailing, terminate this Contract, in whole or in part. If this Contract is so terminated, COMMERCE shall be liable only for payment required under the terms of this Contract for services rendered or goods delivered prior to the effective date of termination.

**19. TERMINATION PROCEDURES**

Upon termination of this contract, COMMERCE, in addition to any other rights provided in this contract, may require the Contractor to deliver to COMMERCE any property specifically produced or acquired for the performance of such part of this contract as has been terminated. The provisions of the "Treatment of Assets" clause shall apply in such property transfer.

COMMERCE shall pay to the Contractor the agreed upon price, if separately stated, for completed work and services accepted by COMMERCE, and the amount agreed upon by the Contractor and COMMERCE for (i) completed work and services for which no separate price is stated, (ii) partially completed work and services, (iii) other property or services that are accepted by COMMERCE, and (iv) the protection and preservation of property, unless the termination is for default, in which case the Authorized Representative shall determine the extent of the liability of COMMERCE. Failure to agree with such determination shall be a dispute within the meaning of the "Disputes" clause of this contract. COMMERCE may withhold from any amounts due the Contractor such sum as the Authorized Representative determines to be necessary to protect COMMERCE against potential loss or liability.

The rights and remedies of COMMERCE provided in this section shall not be exclusive and are in addition to any other rights and remedies provided by law or under this contract.

**GENERAL TERMS AND CONDITIONS  
INTERAGENCY AGREEMENT  
STATE FUNDS**

After receipt of a notice of termination, and except as otherwise directed by the Authorized Representative, the Contractor shall:

- A. Stop work under the contract on the date, and to the extent specified, in the notice;
- B. Place no further orders or subcontracts for materials, services, or facilities except as may be necessary for completion of such portion of the work under the contract that is not terminated;
- C. Assign to COMMERCE, in the manner, at the times, and to the extent directed by the Authorized Representative, all of the rights, title, and interest of the Contractor under the orders and subcontracts so terminated, in which case COMMERCE has the right, at its discretion, to settle or pay any or all claims arising out of the termination of such orders and subcontracts;
- D. Settle all outstanding liabilities and all claims arising out of such termination of orders and subcontracts, with the approval or ratification of the Authorized Representative to the extent the Authorized Representative may require, which approval or ratification shall be final for all the purposes of this clause;
- E. Transfer title to COMMERCE and deliver in the manner, at the times, and to the extent directed by the Authorized Representative any property which, if the contract had been completed, would have been required to be furnished to COMMERCE;
- F. Complete performance of such part of the work as shall not have been terminated by the Authorized Representative; and
- G. Take such action as may be necessary, or as the Authorized Representative may direct, for the protection and preservation of the property related to this contract, which is in the possession of the Contractor and in which the Authorized Representative has or may acquire an interest.

**20. TREATMENT OF ASSETS**

Title to all property furnished by COMMERCE shall remain in COMMERCE. Title to all property furnished by the Contractor, for the cost of which the Contractor is entitled to be reimbursed as a direct item of cost under this contract, shall pass to and vest in COMMERCE upon delivery of such property by the Contractor. Title to other property, the cost of which is reimbursable to the Contractor under this contract, shall pass to and vest in COMMERCE upon (i) issuance for use of such property in the performance of this contract, or (ii) commencement of use of such property in the performance of this contract, or (iii) reimbursement of the cost thereof by COMMERCE in whole or in part, whichever first occurs.

- A. Any property of COMMERCE furnished to the Contractor shall, unless otherwise provided herein or approved by COMMERCE, be used only for the performance of this contract.
- B. The Contractor shall be responsible for any loss or damage to property of COMMERCE that results from the negligence of the Contractor or which results from the failure on the part of the Contractor to maintain and administer that property in accordance with sound management practices.
- C. If any COMMERCE property is lost, destroyed or damaged, the Contractor shall immediately notify COMMERCE and shall take all reasonable steps to protect the property from further damage.
- D. The Contractor shall surrender to COMMERCE all property of COMMERCE prior to settlement upon completion, termination or cancellation of this contract

All reference to the Contractor under this clause shall also include Contractor's employees, agents or Subcontractors.

**21. WAIVER**

Waiver of any default or breach shall not be deemed to be a waiver of any subsequent default or breach. Any waiver shall not be construed to be a modification of the terms of this Contract unless stated to be such in writing and signed by Authorized Representative of COMMERCE.

**Scope of Work**

Further work associated with an adopted housing action plan to *encourage construction of additional affordable and market rate housing in a greater variety of housing types and at prices that are accessible to a greater variety of incomes (RCW 36.70A.600(2))*. In doing this work, *cities are encouraged to prioritize the creation of affordable, inclusive neighborhoods and to consider the risk of residential displacement, particularly in neighborhoods with communities at high risk of displacement (RCW 36.70A.600(9))*. This work includes the following strategies from an adopted housing action plan.

\* \* \*

*Action 1.2: Cottage Housing*

\* \* \*

Commerce will be monitoring the contracts biannually to review progress in meeting milestones, deliverables and invoicing.

<b>Grant Objective: Modify development regulations to allow and encourage cottage housing</b>			
<b>Steps/ Deliverables</b>	<b>Description</b>	<b>Start Date</b>	<b>End Date</b>
<b>Action 1</b>	<b>Existing Conditions Report: Existing conditions analysis and report to prepare material to inform public engagement and draft code amendments, presentation to staff for feedback</b>	<b>February 2022</b>	<b>June 2022</b>
Step 1.1	Review existing development standards, relevant Housing Action Plan community/Planning Commission/City Council feedback, current zoning and land use data, existing Comprehensive Plan goals and policies, and research on model cottage housing code	February 2022	April 2022
Step 1.2	Analyze collected information, review against appropriate area in the City for implementation	April 2022	June 2022
<b>Deliverable 1</b>	<b>Existing Conditions Report</b>	<b>February 14, 2022</b>	<b>June 30, 2022</b>
<b>Action 2</b>	<b>Public Engagement</b>	<b>May 2022</b>	<b>August 2022</b>
Step 2.1	Prepare public outreach strategy to identify stakeholders, public interest groups, and community members and how to effectively engage them in the development of cottage housing regulations	May 2022	June 2022



Step 2.2	Conduct outreach via open house(s), stakeholder engagement, and/or focus groups to receive input on cottage housing concepts and strategies	June 2022	July 2022
Step 2.3	Prepare engagement summary	July 2022	August 2022
<b>Deliverable 2</b>	<b>Public Engagement Summary</b>	<b>May 2, 2022</b>	<b>August 31, 2022</b>
<b>Action 3</b>	<b>Develop draft Development Code Amendments</b>	<b>September 2022</b>	<b>December 2022</b>
Step 3.1	Prepare draft concepts and amendments including design standards and guidelines. Share draft with community.	September 2022	October 2022
Step 3.2	Conduct study session with Planning Commission	November 2022	December 2022
<b>Deliverable 3</b>	<b>Draft Development Code Amendments</b>	<b>September 1, 2022</b>	<b>December 30, 2022</b>
<b>Action 4</b>	<b>Final Development Code Amendments</b>	<b>January 2023</b>	<b>May 2023</b>
Step 4.1	Non-Project SEPA Analysis: Prepare SEPA Environmental Checklist, SEPA Determination and distribute pursuant to SEPA rules	January 2023	February 2023
Step 4.2	Planning Commission Recommendation: Hold a public hearing on draft Development Code amendments and issue a recommendation to the City Council	March 2023	March 2023
Step 4.3	City Council reviews and acts on final Development Code amendments	April 2023	May 2023
<b>Deliverable 4</b>	<b>Final Adopted Cottage Housing Code</b>	<b>January 3, 2023</b>	<b>May 31, 2023</b>

**Budget**

<b>Grant Objective: Modify development regulations to allow and encourage cottage housing</b>	<b>Commerce Funds</b>
Deliverable 1. Existing Conditions Report	\$10,000
Deliverable 2. Public Engagement Summary	\$10,000
Deliverable 3. Draft Development Code Amendments	\$10,000
Deliverable 4. Final Adopted Cottage Housing Code	\$10,000
Total:	\$40,000

NOTE: The final Deliverable(s) for this grant represents a minimum of twenty percent (20%) of the total grant award and payment is contingent upon submittal of a copy of the final deliverable(s).

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

<b>AGENDA TITLE:</b>	Discussion of the 2020 Annual Traffic Report		
<b>DEPARTMENT:</b>	Public Works, Police		
<b>PRESENTED BY:</b>	Kendra Dedinsky, City Traffic Engineer Captain Ryan Abbott, Shoreline Police		
<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:**

Tonight, staff will present highlights from the 2020 Annual Traffic Report (Attachment A). The purpose of this report and presentation is to:

- Share with Council the data and methodology that the Public Works and Police Departments use to identify and develop action plans to address collision trends and priority collision locations within the City;
- Discuss specific recommendations to address collision trends and locations with significant collision history, consistent with Washington State’s Target Zero Strategic Highway Safety Plan, by implementing engineering improvements through Traffic Safety Improvement Program resources, targeted Police enforcement, education, and policy;
- Identify potential future capital projects to address high collision intersections or street segments. The Council is asked to consider these projects for potential incorporation into the annual Transportation Improvement Plan (TIP) and the Capital Improvement Program (CIP) process. Inclusion of the projects within the TIP establishes priorities for the pursuit of grant funding in future years;
- Update the Council on engineering, education and enforcement collision reduction countermeasures; and
- Provide an overview of other key traffic data, including volumes, speeds, and transit ridership.

Tonight, staff also seeks Council feedback on a potential collision reduction strategy for the high priority location at 10<sup>th</sup> Ave NE and NE 175<sup>th</sup> Street. This discussion is timely as it may be competitive for a grant opportunity in early 2022 but has not been discussed in detail with Council during prior traffic report updates or TIP processes.

**RESOURCE/FINANCIAL IMPACT:**

There are no direct additional financial or resource impacts at this time. The Public Works and Police Departments will continue to use existing staff for engineering and enforcement efforts. The 2021-2026 CIP budget for the Traffic Safety Improvement Program includes \$184,000 for 2022. High priority location strategies requiring larger-

scale projects than can be accommodated within existing budgets will be included for consideration during the 2023-2028 TIP process for consideration in the CIP.

**RECOMMENDATION**

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

Approved By:            City Manager            City Attorney

## **BACKGROUND**

The purpose of the Annual Traffic Report is to provide Council with information and analysis of the data collected by the Shoreline Police Department and Shoreline Traffic Services staff. The report helps identify opportunities to improve the safety of our transportation system.

The results and recommendations contained in the Annual Traffic Report are utilized in the development of the annual Transportation Improvement Plan (TIP) and Capital Improvement Plan (CIP). This data is also used to identify and develop opportunities for grant funding.

The 2020 Annual Traffic Report (Attachment A) includes information on collisions, traffic speeds, traffic volumes, and transit ridership. Collision data reported is from 2011 through 2020, with a focus on 2018 through 2020 data. Other data reported is primarily from 2020, however some 2021 traffic volume data is also provided. Analysis of this data is used to develop strategies for reducing collisions and improving safety consistent with statewide Target Zero collision reduction strategies.

Target Zero is Washington State's Strategic Highway Safety Plan for zero Fatal and Serious Injury collisions. Its purpose is to:

- Set statewide priorities for all traffic safety partners over a three to four year period.
- Provide strategies to address each emphasis area and factor.
- Help guide federal and state project funding toward the highest priorities and most effective strategies.
- Monitor outcomes at a statewide level for each priority area.

## **DISCUSSION**

The Traffic Services Section and Police Department work closely in developing the recommendations of the Annual Traffic Report, with the Police Department focusing on enforcement and education opportunities and Traffic Services focusing on education and engineering strategies.

Key changes between the 2019 report and this year's report include:

- Simplified collision trend monitoring at high collision locations.
- Roadway segment groupings into approximately ½ mile lengths for more consistent analysis of non-intersection collision locations.
- The Traffic Volume Flow Map is omitted as data collection was limited in 2020 due to pandemic and staffing impacts. Monthly tracking of volumes at 4 key locations is provided and shows COVID-19 impacts to City traffic volumes over the course of the year.

Recommendations included within the 2020 Annual Traffic Report are implemented through the following programs:

- Enforcement by the Police Department through current budget allocations.

- The CIP includes an annual program for Traffic Safety Improvements that can be used for implementing engineering solutions. This program provides \$184,000 in 2022.
- Larger projects require separate funding. Projects of high priority are presented in the TIP and may ultimately be funded in the CIP as resources become available. These projects are often eligible for and funded by grants.

### Seeking Feedback

In developing the 2020 Annual Traffic Report, the high priority location of 10<sup>th</sup> Ave NE and NE 175<sup>th</sup> Street was identified for potential improvements based on the occurrence of a fatal collision in 2020 and other injury collisions over the last several years. In addition, three (3) other serious injury collisions have occurred on NE 175<sup>th</sup> Street between 5<sup>th</sup> Ave NE and 15<sup>th</sup> Ave NE in the 2016-2020 analysis period.

A 4-lane to 3-lane conversion (a proven safety countermeasure supported by the Washington State Department of Transportation (WSDOT) and the Federal Highway Administration (FHWA)) on NE 175<sup>th</sup> Street between 5<sup>th</sup> Ave NE and 15<sup>th</sup> Ave NE would address turn related collisions along this stretch of roadway, allow for improved signal phasing at 10<sup>th</sup> Ave NE, reduce overall conflict points, and improve safety for pedestrians. This recommendation is new to the report this year and has not yet been added to the TIP.

Staff is seeking Council feedback on this potential collision reduction strategy as it relates to an upcoming grant opportunity. Applications for WSDOT's City Safety Program grant are due in early 2022. The structure and criteria of this grant closely aligns with the data and priorities in the Annual Traffic Report and the described project may compete well. Alternatively, Council may wish to wait until this concept has been discussed in more detail as part of the TIP process later in Q2 prior to pursuing a grant. The next opportunity for this grant will likely be in early 2024. Longer term, a roundabout may be an effective option for reducing collisions, however, would not likely be feasible as a City Safety grant project due to scope and cost. A project to reconfigure the roadway to 3 lanes in this section would not preclude the ability to implement a roundabout in the future.

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

This item addresses the following City Council Goals:

- Goal 4: Promote and enhance the City's safe community and neighborhood programs and initiatives.

### **RESOURCE/FINANCIAL IMPACT**

There are no direct additional financial or resource impacts at this time. The Public Works and Police Departments will continue to use existing staff for engineering and enforcement efforts. The 2021-2026 CIP budget for the Traffic Safety Improvement Program includes \$184,000 for 2022. High priority location strategies requiring larger-

scale projects than can be accommodated within existing budgets will be included for consideration during the 2023-2028 TIP process for consideration in the CIP.

### **RECOMMENDATION**

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

### **ATTACHMENTS**

Attachment A – 2020 Annual Traffic Report



City of Shoreline  
Annual Traffic Report  
**2020**



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## Introduction

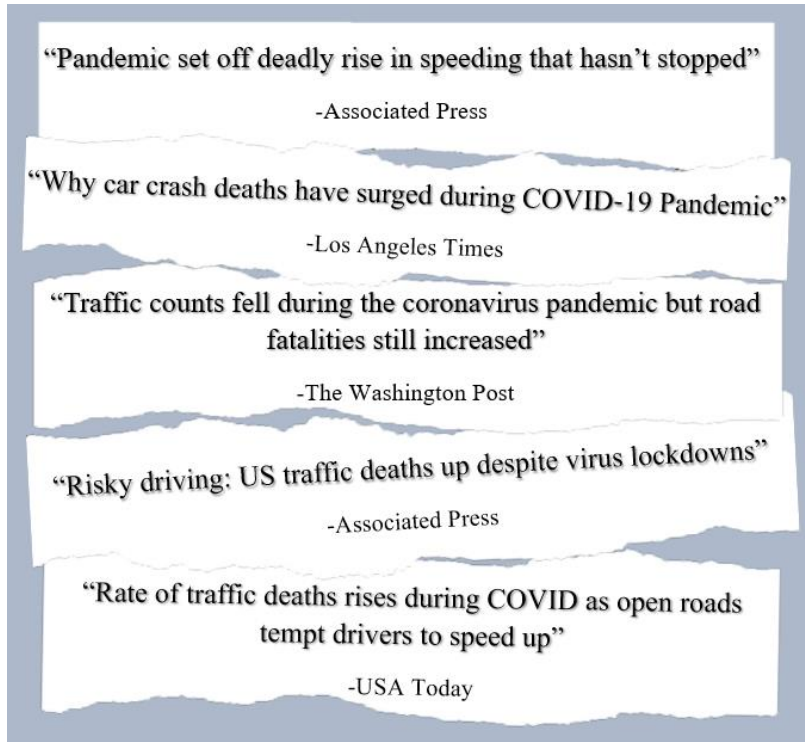
This report provides an annual review and analysis of data collected by City of Shoreline Traffic Services staff and Shoreline Police Department. It summarizes collision, speed, volume, transit, pedestrian, and bike data, highlighting noteworthy trends. The data in this report guides the City's prioritization of Traffic Services capital improvement project resources, identifies potential projects for the upcoming year's Transportation Improvement and Capital Improvement plans, supports pursuit of grant opportunities, and identifies target enforcement areas for the Shoreline Police Department.

Engineering, enforcement, education and policy related improvement strategies generated by this report strive to accomplish the goal set by Washington State's Target Zero Plan to achieve zero fatal and serious injury collisions by the year 2030. In addition, this report which specifically identifies safety improvement strategies, supports many goals set by Shoreline's Comprehensive Plan, as well as City Council Goal 5 - to promote and enhance the City's safe community and neighborhood programs and initiatives.

This report strives to provide clear and usable traffic safety and operations information for reference by staff, Council, residents, and businesses of Shoreline. To request additional information, please contact the Public Works Department, Traffic Services section or visit the Traffic Services webpage at <http://shorelinewa.gov/government/departments/public-works/traffic-services>.

## Executive Summary

The COVID-19 pandemic affected all aspects of life in 2020 and transportation was no exception. With the implementation of the Governor’s “Stay Home, Stay Healthy” policy, traffic volumes decreased dramatically statewide as did associated congestion in urban areas like King County. In Shoreline, traffic volumes dropped by more than 50% on some corridors, with the annual average 20% lower than 2019



volumes. Similarly, transit ridership dropped more than 60% at the low point in Spring. Given the fact that there were so many less people on the road, it was not surprising to see total collisions decrease significantly; down 34% compared to 2019, representing the lowest total for any year in Shoreline’s 2010 through 2020 collision database.

While most agencies expected to see fatal collision trends follow suit, instead the opposite happened; Nationwide, Statewide and in our City, fatal collisions soared. According to the National Safety Council, there was a 24%

spike in US roadway death rates (fatal collisions per million vehicle miles traveled), resulting in the **highest fatal collision rate in 96 years**. While it is difficult to pin down any one causal factor, common themes seem to center around a significant increase in risky driving behavior. As regional congestion evaporated and enforcement agencies decreased contacts to limit the spread of COVID-19, driver speeds increased. Various public health studies have also shown a significant increase in alcohol and drug use during the pandemic, so an increase in impaired driving is thought to be a contributing factor in the high number of 2020 traffic deaths too.

It is difficult to predict what new transportation norms will look like moving forward both in terms of collision trends and travel patterns. With multiple major City capital improvement projects to build sidewalks, crossing improvements, roundabouts, and other proven safety countermeasures on the horizon, as well as the new Federal transportation funding package which will provide increased safety resources, there is hope of steering fatal and serious injury collisions back toward zero.

## Data Sources

This report summarizes collision trends based on data from 2011 through 2020, with emphasis on years 2018 through 2020. Only collisions that occurred on City streets and are investigated by police officers are included in this report. Excluded are collisions on private property, locations outside of the City of Shoreline (i.e. N/NE 145<sup>th</sup> Street), collisions on I-5, phone reports, non-police investigated incidents, collisions under the threshold of \$1000 in damages, and other non-collision vehicle incident reports.

Collision data is obtained from the Washington State Department of Transportation (WSDOT) and includes collisions investigated by Shoreline Police Department or other enforcement agencies such as Washington State Patrol. The data contained in this report is based on reportable collisions only, as defined in the following section.

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

Transit data was provided by King County Metro.

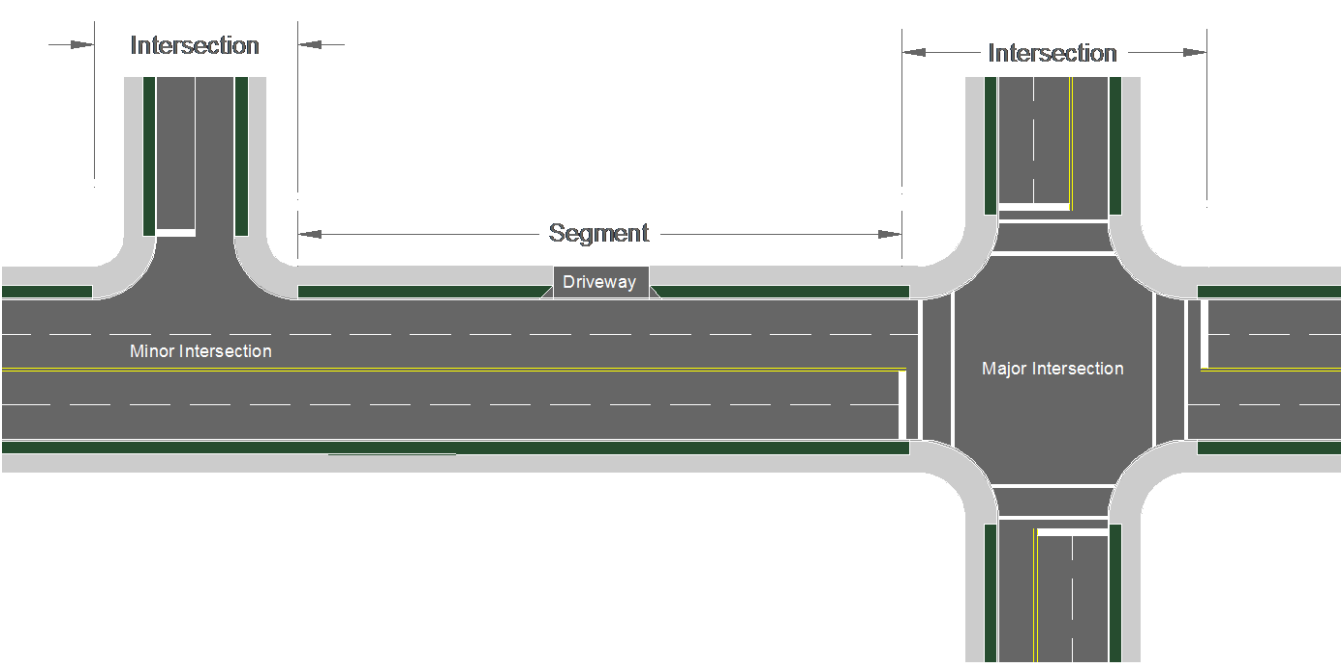
Population data was obtained from the United States Census Bureau.

## Definitions

<b>Reportable Collision</b>	A collision which involves death, injury, or property damage in excess of \$1000 to the property of any one person.
<b>Fatal Collision</b>	Motor vehicle collision that results in fatal injuries to one or more persons.
<b>Suspected Serious Injury Collision</b>	Previously Serious Injury. A motor vehicle collision resulting in an injury assessed by the investigating officer as “any injury which prevents the injured person from walking, driving, or continuing normal activities at the time of the collision.”
<b>Suspected Minor Injury Collision</b>	Previously Evident Injury. A collision resulting in an injury assessed by the investigating officer as “any injury other than fatal or serious at the scene. Includes broken fingers or toes, abrasions, etc. Excludes limping, complaint of pain, nausea, momentary unconsciousness, etc.”
<b>Possible Injury Collision</b>	A collision resulting in an injury assessed by the investigating officer as “any injury reported to the officer or claimed by the individual as momentary unconsciousness, claim of injuries not evident, limping, complaint of pain, nausea, hysteria, etc.”
<b>No Apparent Injury</b>	Previously Property Damage Only. Motor vehicle collision in which there is no injury to any person, but only damage to a motor vehicle, or to other property, including injury to domestic animals.

<b>Did Not Grant Right of Way</b>	A contributing circumstance type which indicates that the driver failed to properly yield Right of Way; for example, a driver hitting a pedestrian in a crosswalk when the walk signal is on for the pedestrian movement.
<b>High Collision Location</b>	Locations with the highest number of reported collisions.
<b>Collision Rate</b>	For intersections, the number of collisions at an intersection divided by the average annual volume of vehicles entering the intersection. The resulting unit is collisions per million entering vehicles. For segments, the number of collisions along the segment divided by the length of the segment and the average annual volume of vehicles along the segment. The resulting unit is collisions per million vehicle miles.
<b>85<sup>th</sup> Percentile Speed</b>	The speed at which 85% of traffic is traveling at or below; a common traffic engineering benchmark for measuring and evaluating traffic speeds.
<b>Target Zero</b>	<p>Target zero is Washington State’s Strategic Highway Safety Plan for zero Fatal and Serious Injury collisions by the year 2030. This plan:</p> <ul style="list-style-type: none"> <li>• Sets statewide priorities for all traffic safety partners over a 3-4 year period.</li> <li>• Provides various strategies to address each emphasis area and factor.</li> <li>• Helps guide federal and state project funding toward the highest priorities and most effective strategies.</li> <li>• Monitors outcomes at a statewide level for each priority area.</li> </ul> <p>Collision mitigation strategies include education, enforcement, engineering, policy and emergency medical service-based efforts.</p> <p><a href="http://www.targetzero.com/">http://www.targetzero.com/</a></p>

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



## Collision Summary

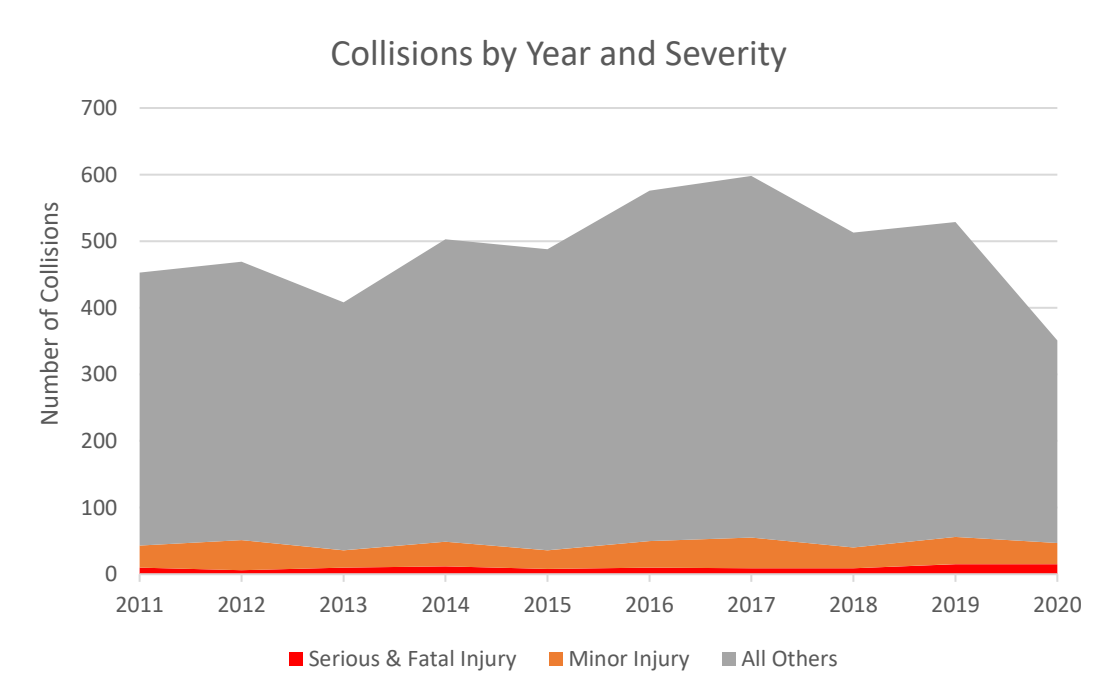
The following sections provide summaries and analysis for collisions reported on public streets within the City of Shoreline from 2011 through 2020, with a focus on 2018-2020 collision data.

### Total Collisions

There were 351 collisions reported on City of Shoreline streets in 2020; the lowest number in the 10-year period. The following table is a summary of collisions by severity from 2011 through 2020.

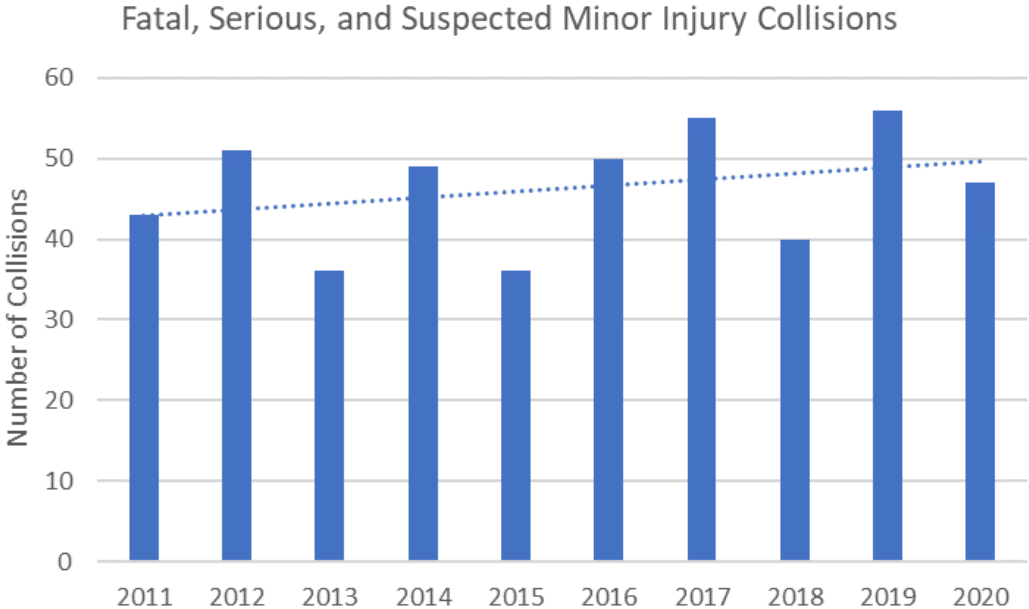
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
<b>Fatality</b>	1	1	1	1	1	1	0	1	1	3
<b>Suspected Serious Injury</b>	9	5	9	11	7	9	9	8	14	12
<b>Suspected Minor Injury</b>	33	45	26	37	28	40	46	31	41	32
<b>Possible Injury</b>	111	108	104	121	126	140	136	104	119	59
<b>No Apparent Injury</b>	290	302	264	318	317	374	398	354	346	239
<b>Unknown</b>	9	8	4	15	9	12	9	15	8	6
<b>Total</b>	453	469	408	503	488	576	598	513	529	351

The total number of collisions in 2020 is down approximately 34% from 2019. Due to this significant reduction, the overall trendline for the annual increase in collisions decreased from 13.5 collisions per year in 2019, to 2.4 per year in 2020. The number of Suspected Minor Injury, Suspected Serious Injury, and Fatal collisions decreased in 2020 to 47, down from a high of 56 in 2019. While Suspected Serious Injury collisions were down slightly from 2019 numbers, the number of fatalities reported in 2020 was concerningly the highest in the 10-year period.

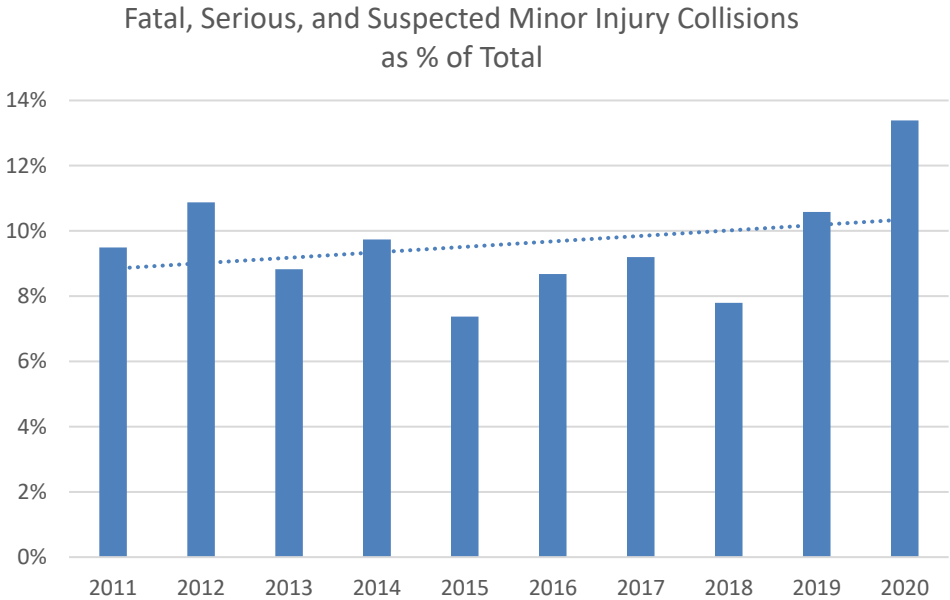


### Injury Collisions

In this section, Fatal, Suspected Serious Injury, and Suspected Minor Injury collisions were analyzed, excluding Possible Injury collisions. As shown below, the trend for Injury Collisions is up, with the trend increasing at about 0.75 additional injury collisions per year.

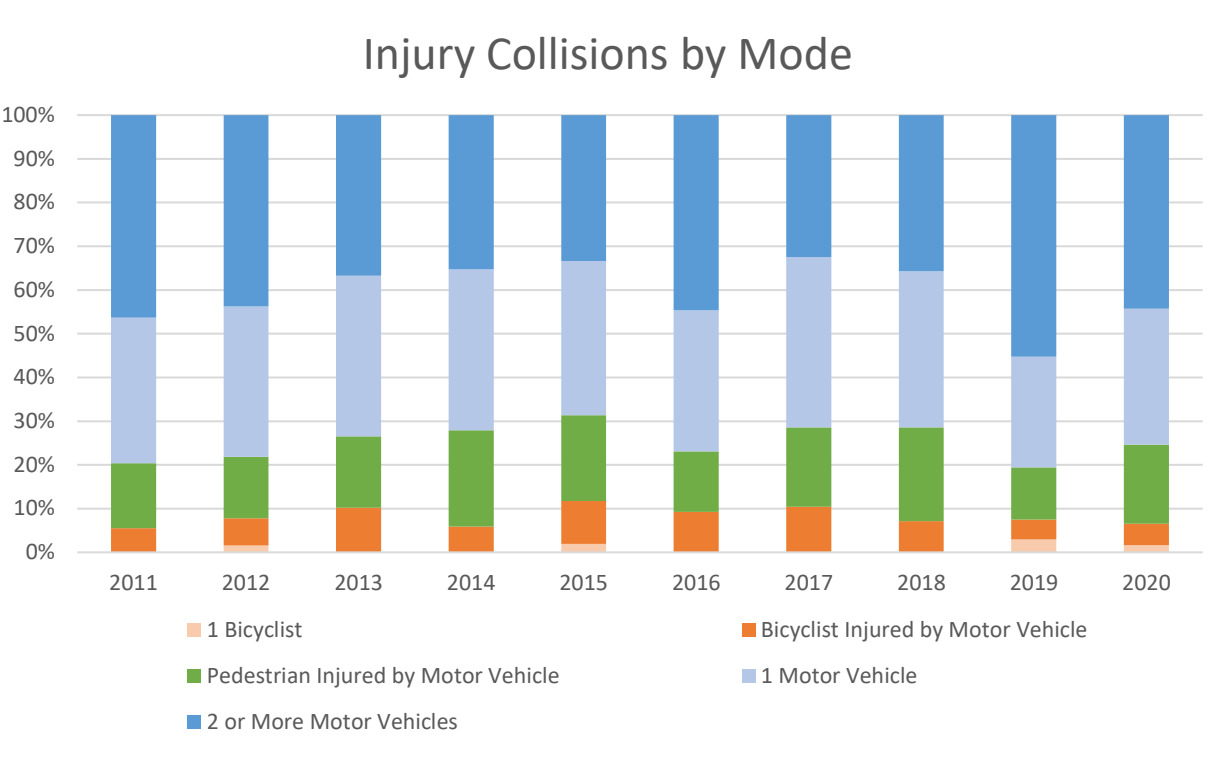


The rate of injury collisions in comparison to total collisions struck a new increasing trend given the significant increase in injury collisions compared with the significant decrease in total collisions.



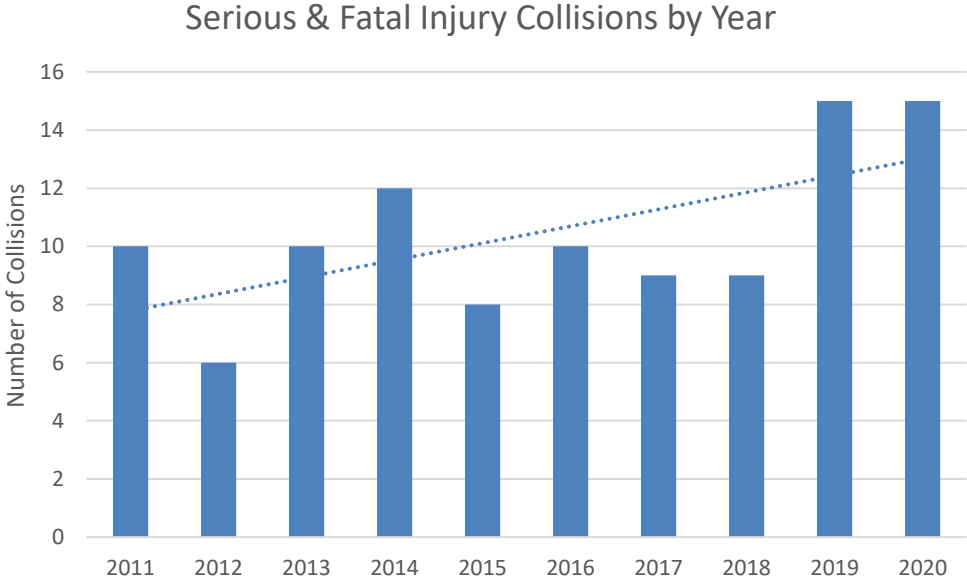


The following chart shows injury collisions by mode which includes collisions that involve just one driver in a single motor vehicle, pedestrians injured by a motor vehicle, bicyclists injured by a motor vehicle, bicyclists that crash (with no motor vehicles involved), and collisions involving 2 or more motor vehicles.

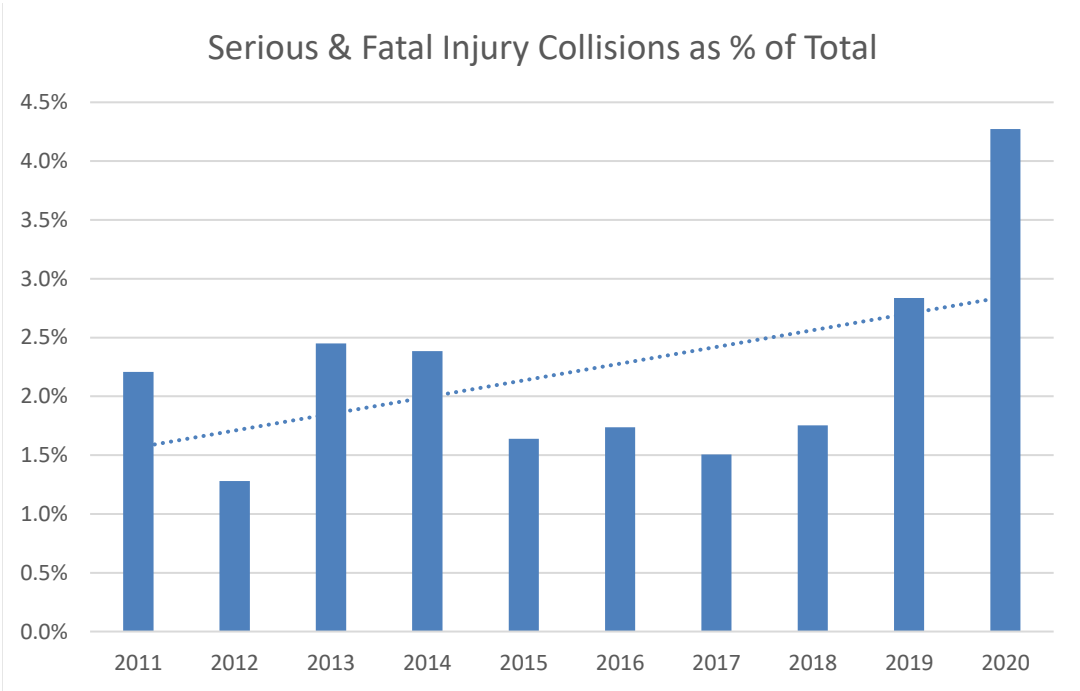


### Suspected Serious & Fatal Injury Collisions

The following chart shows Fatal and Serious Injury Collisions by year which remain even with 2019 numbers; the highest 2 years in the analysis period. These 2020 numbers shift the trendline increase in Fatal and Serious Injury Collisions from .41 per year in 2019 to .58 per year in 2020. Additional details on contributing factors are provided in later sections.



Provided for context is the proportion of Fatal and Serious Injury Collisions as part of the total number of collisions. With Serious and Fatal collisions remaining even with 2019, in conjunction with the lowest total number of collisions in the analysis period, the proportion of Serious and Fatal collisions is significantly higher for 2020.

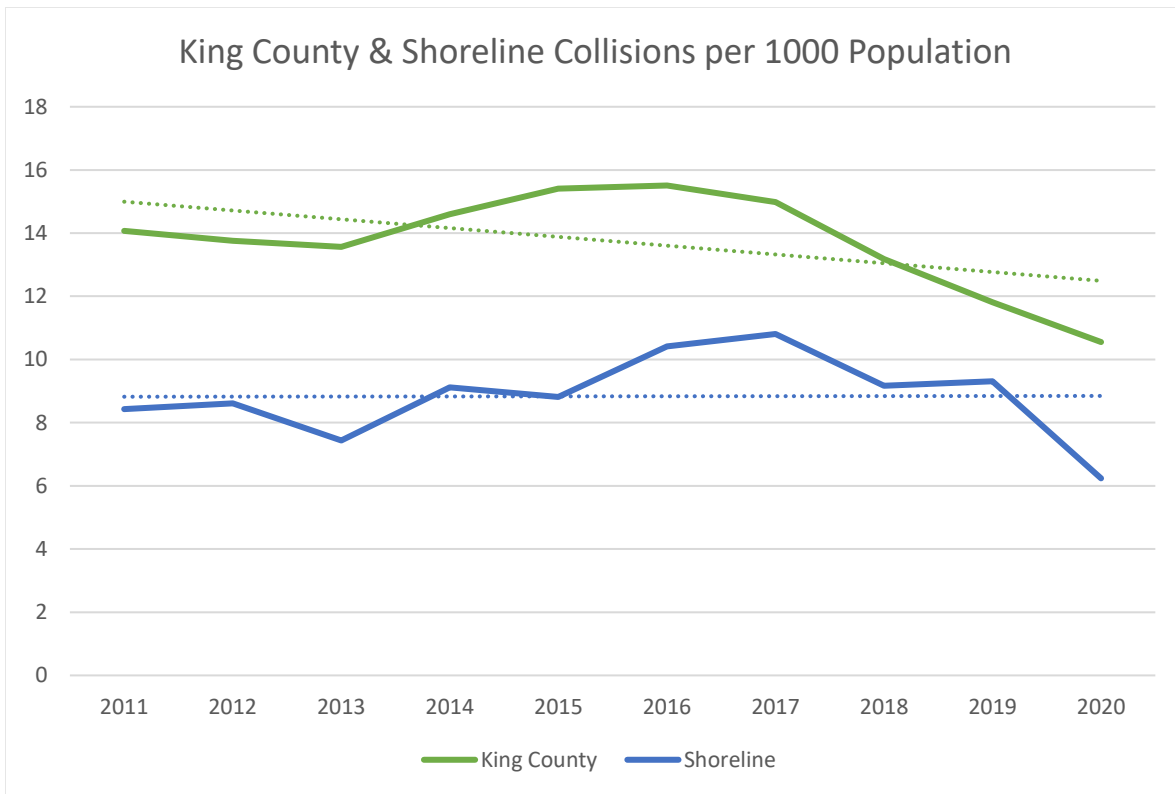


## Regional Comparison

This section provides a comparison between King County collision data and cities comparable to Shoreline in population within King County.

### Total Collision Regional Comparison

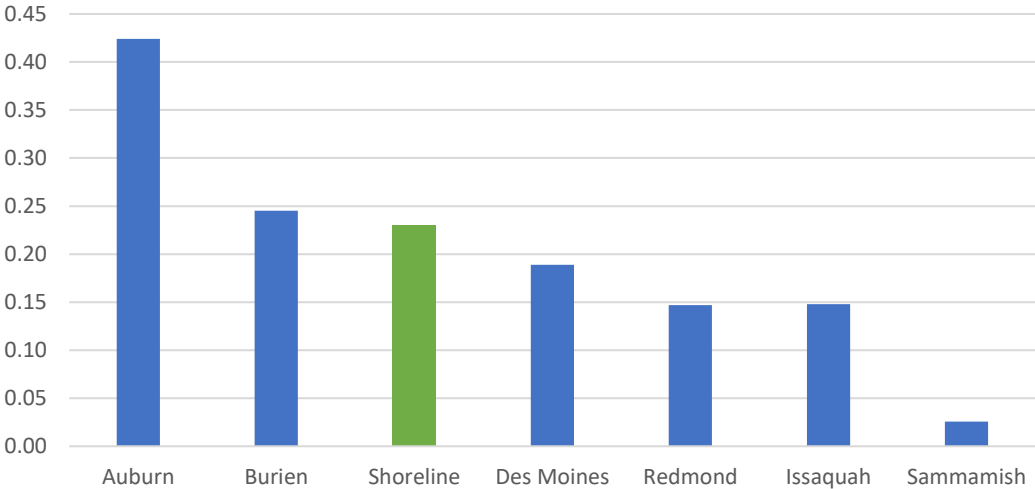
To better understand how collision trends in Shoreline relate to the broader region, a comparison to King County collision data was prepared (omitting Shoreline collision and population data from the King County numbers). The trendline for collisions in King County continues to decrease, while Shoreline’s is relatively flat. Overall however, Shoreline’s collision per 1000 population rate remains lower than the King County rate by about 4 collisions per 1000 population in 2020.



### Suspected Serious & Fatal Injury Collision Regional Comparison

Data was obtained for cities within a population range of 25,000 +/- of Shoreline within King County. The rates of Serious and Fatal Injury Collisions per thousand population were compared for the 2018-2020 analysis period. With a high number of Serious and Fatal collisions occurring in both 2019 and 2020, Shoreline’s rank remains 3<sup>rd</sup> highest among the 6 comparable cities.

Fatal & Serious Injury Collisions Per 1000 Population (2018-2020 Average)



Societal Costs

Traffic collisions have considerable impact not only on the people directly involved in the collision but also on the community as a whole. Below is the Washington State Department of Transportation’s assessment of motor vehicle collision costs by severity. The information provided includes estimates for the average economic cost per death, per injury, and per property damage collision. The economic cost estimates are a measure of the productivity lost and expenses incurred because of the collision; they do not reflect what society is willing to pay to prevent a statistical fatality or injury.

- Fatality \$2,000,000
- Suspected Serious Injury \$1,000,000
- Suspected Minor Injury \$100,000
- Possible Injury \$70,000
- No Apparent Injury \$10,000

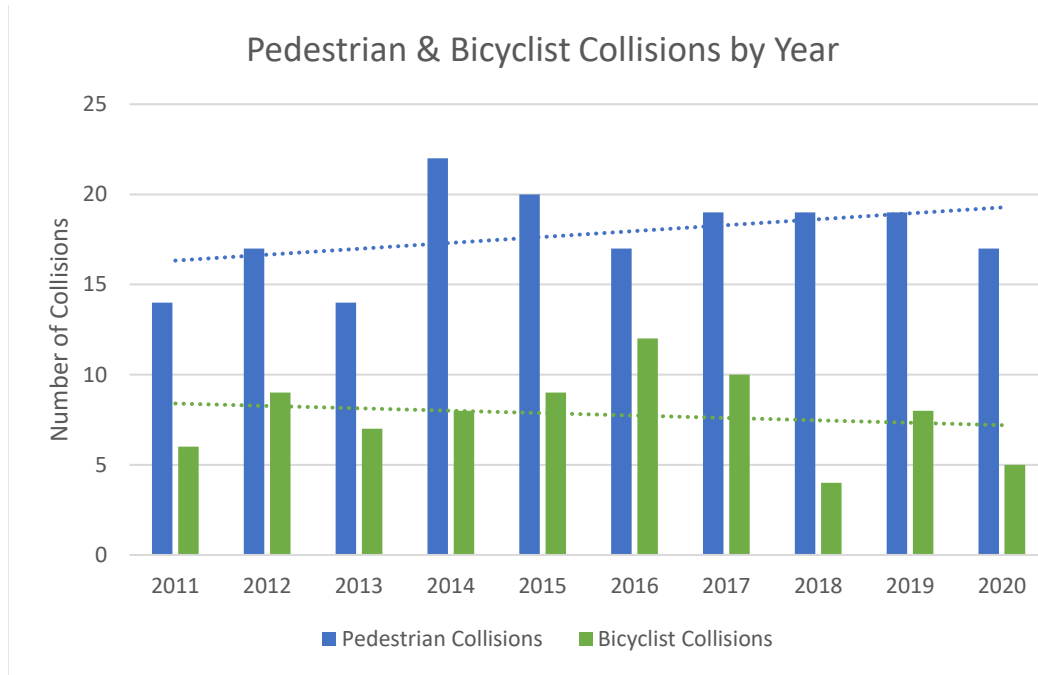
Source: WSDOT Traffic Safety Management Office

The following table is a summary of average societal costs for collisions in Shoreline from 2018 through 2020. The overall societal cost is up slightly from the 2017-2019 average, due to an increase in fatal collisions.

2018-2020 Average Annual Societal Cost	
Fatality	\$3,333,333
Suspected Serious Injury	\$11,333,333
Suspected Minor Injury	\$3,466,667
Possible Injury	\$6,580,000
No Apparent Injury	\$3,130,000
Total	\$27,843,333

### Pedestrian and Bicycle Collisions

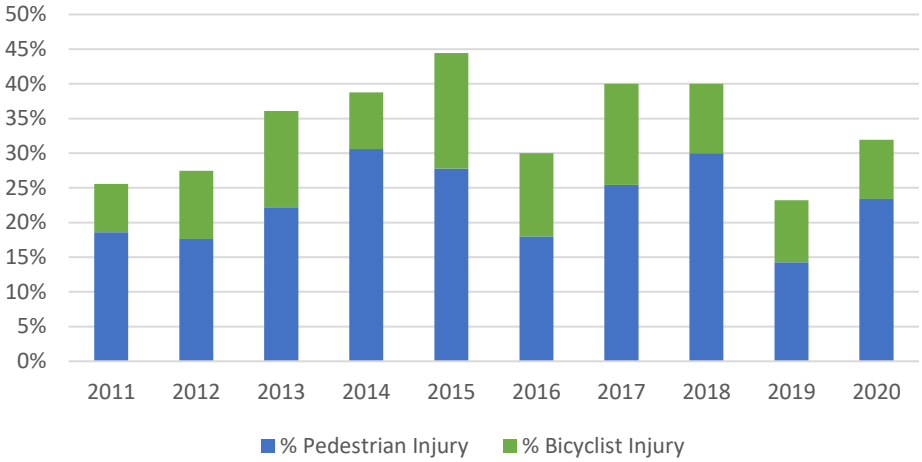
Pedestrian versus motor vehicle collisions decreased by 2 in 2020 compared with 2019, with a continued upward trend since 2011. In 2019, bicyclist collisions (alone or with motor-vehicle) set an encouraging new downward trend, which held in 2020. Additional information regarding pedestrian and bicycle collision locations is provided in the *Collision Location Analysis* section of the report, and in Appendices C & D.



	<b>Pedestrian Collisions</b>	<b>Bicyclist Collisions</b>
2011	14	6
2012	17	9
2013	14	7
2014	22	8
2015	20	9
2016	17	12
2017	19	10
2018	19	4
2019	19	8
2020	17	5

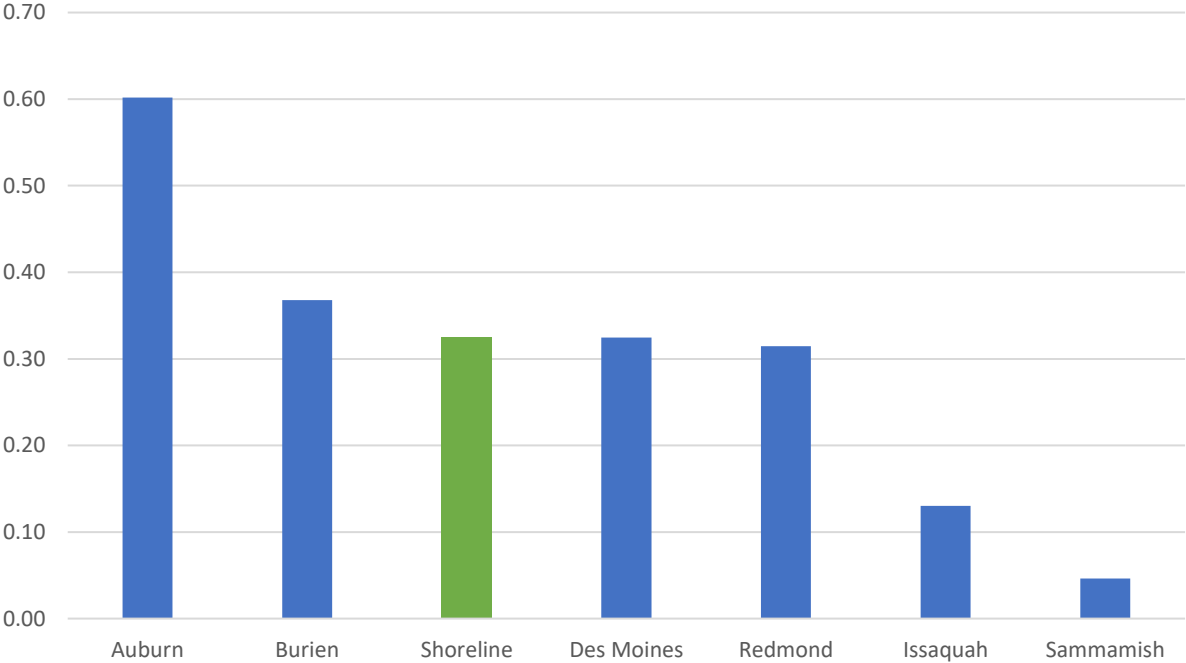
Pedestrian and bicyclist injury collisions accounted for a higher proportion of injury collisions than in 2019, and 2% lower than the prior 9-year average.

### Pedestrian & Bicyclist Injury Collisions (as % of Total Injury Collisions)



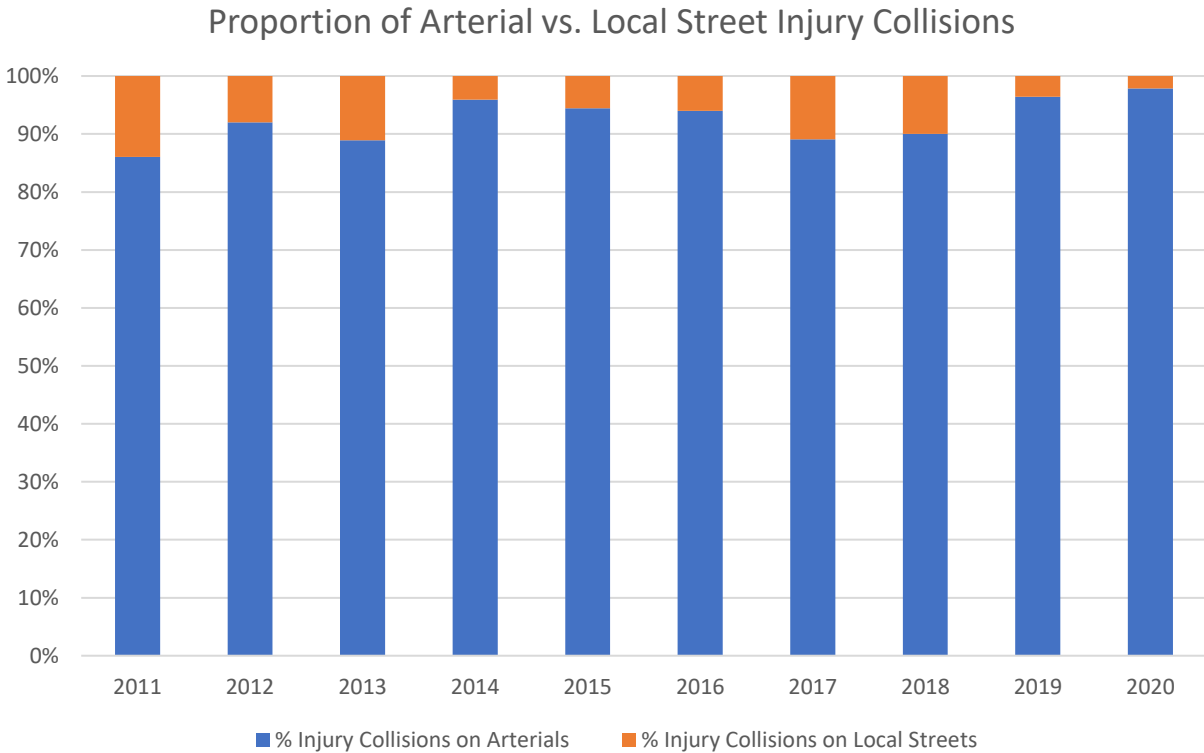
Shoreline’s pedestrian collision rate per 1000 population remains 3<sup>rd</sup> highest out of the comparable cities in King County.

### Pedestrian Collisions Per 1000 Population (2018-2020 Average)



### Collisions by Street Classification

In Shoreline, all local streets are 25 mph and carry significantly less traffic volume than arterial streets, representing less opportunity for collisions to occur, and generally less severe outcomes when they do. In 2020, injury collisions occurred on arterials 98% of the time, even though arterials comprise only 27% of roadway centerline miles. No serious or fatal collisions occurred on local streets in 2020.

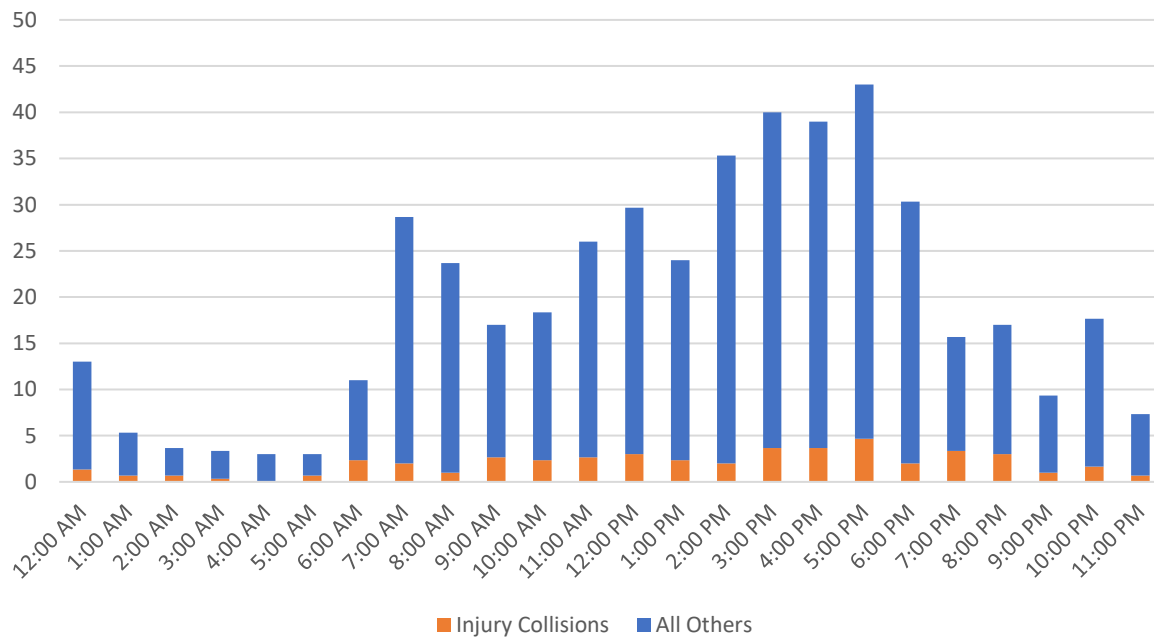


### Other Collision Factors

#### Month and Time of Day

November is typically the month with the highest overall and injury collisions and Shoreline streets experience the fewest collisions in the month of August. In 2020, the lowest number of collisions occurred in April, and the highest number of collisions occurred in February, likely due to the pandemic. There was not a significantly different trend in collision time for 2020; most occur during the PM peak hour of 5 PM, including most injury collisions.

### Average Annual Collisions by Time of Day (2018-2020)



#### Light

Most collisions occur during daylight hours as shown in the following table. Notably, a significant portion of Serious and Fatal Injury collisions occurred during dark or dusk lighting conditions in the 2018-2020 analysis period.

	2018-2020 All Collisions	2018-2020 Injury Collisions	2018-2020 Pedestrian Collisions	2018-2020 Serious & Fatal Collisions
Dark/Dusk	29%	35%	35%	46%
Daylight/Dawn	70%	64%	65%	51%
Unknown	1%	1%	0%	3%

### Collision Contributing Circumstances

This section examines factors influencing a collision such as behavior, crash type and road user focusing on priorities identified by the Washington State Target Zero Plan.

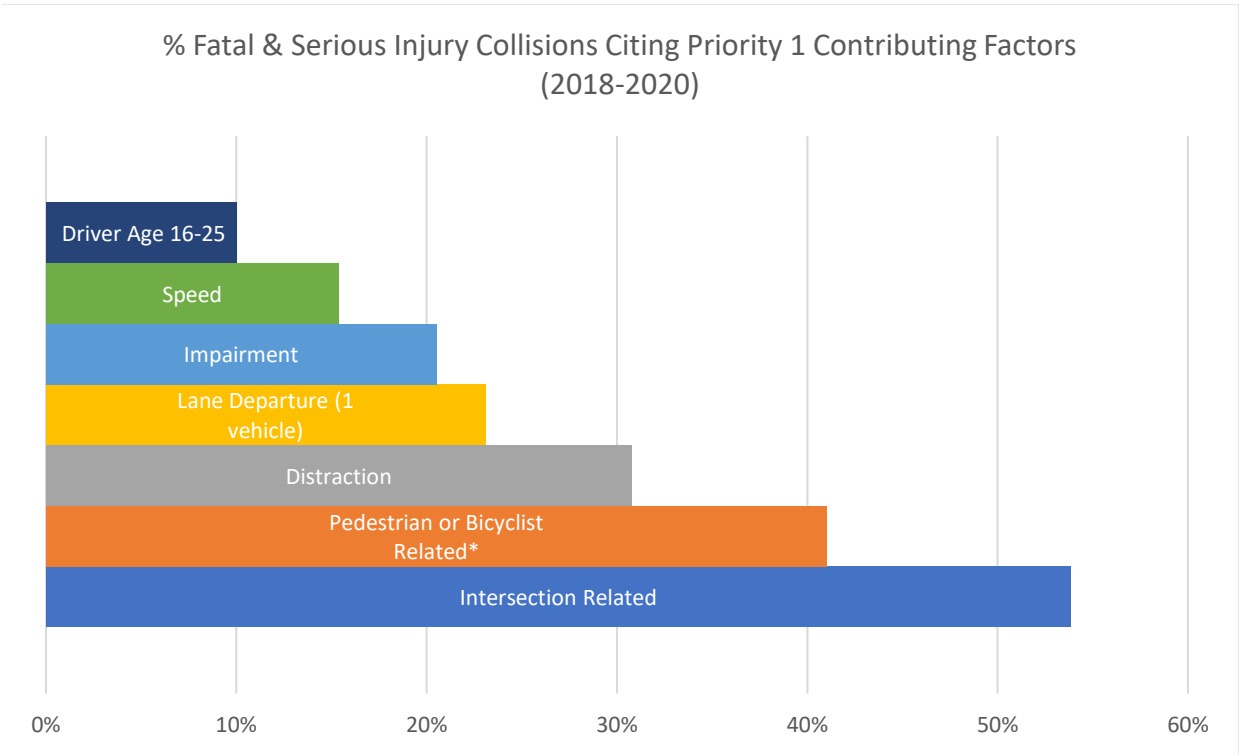
#### Target Zero Emphasis Priorities

Washington State’s Target Zero Plan sets statewide traffic safety priorities based upon the most frequently cited contributing factors in statewide Serious and Fatal Injury collisions. The following table represents behavior, crash type and road user priorities consistent with the State Target Zero Plan, with 1 being the highest priority.



Emphasis Areas	Priority
Impairment	1
Distraction	1
Speeding	1
Lane Departure	1
Intersection	1
Young Drivers 16-25	1
Unrestrained Occupants	2
Pedestrians & Bicyclists	2
Motorcyclists	2
Older Drivers 70+	2
Heavy Truck	2

In Shoreline, the Target Zero priorities represented most within serious and fatal injury collision data continue to be intersections and those involving pedestrians or bicyclists.

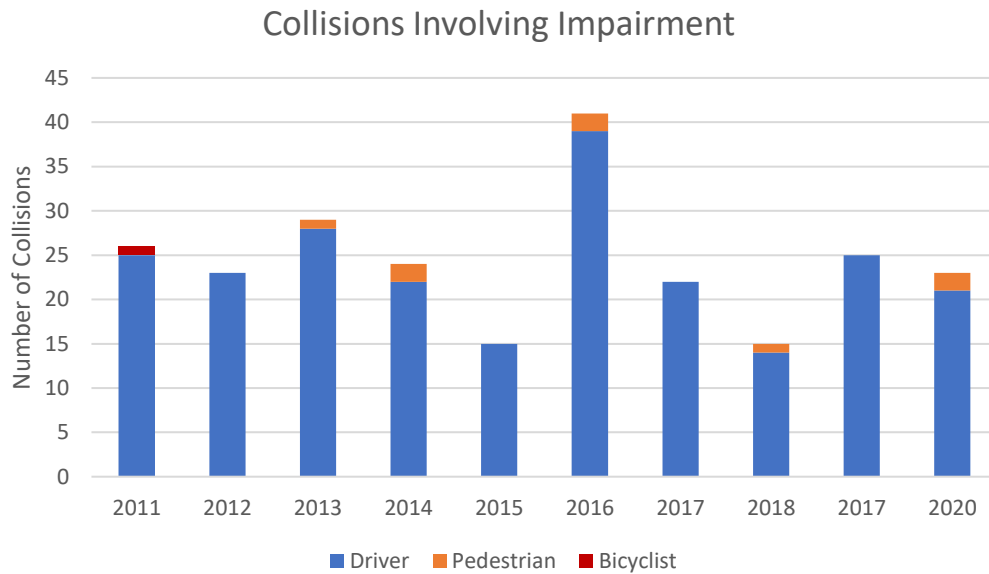


\*Pedestrian or Bicyclist related collisions are a Priority 2 statewide, however represent a Priority 1 in urban/suburban cities.

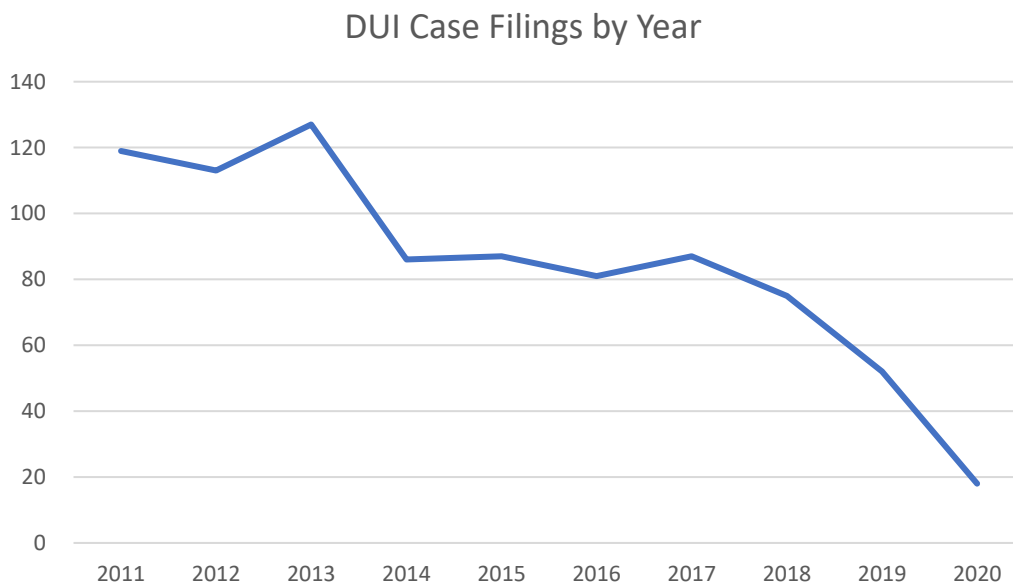
**Impairment**

In 2020, there were 23 collisions in Shoreline involving impairment; down slightly from 2019. It is important to note that impairment related crashes are thought to be underreported; according to the

State Target Zero Plan, some collisions are not interpreted as rising to the level of vehicular assault - a designation which allows for a blood draw.

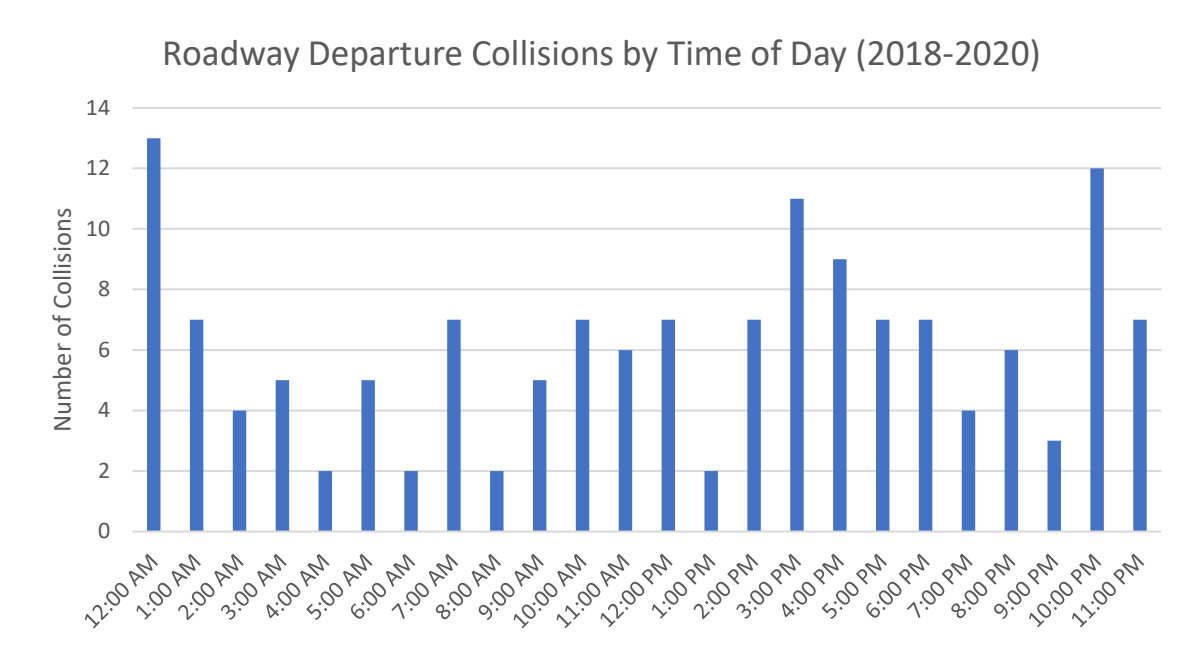


Impairment related case filings dropped relatively significantly in 2020, likely due to a number of factors including fewer contacts to limit COVID-19 transmission, significantly fewer drivers being on the road, and enforcement staff shortages.



**Roadway Departures**

One notable association with roadway departure collisions is time of day. As shown in the following chart, a high number of roadway departure collisions occur in the late night and early morning hours compared to overall collision time trends.

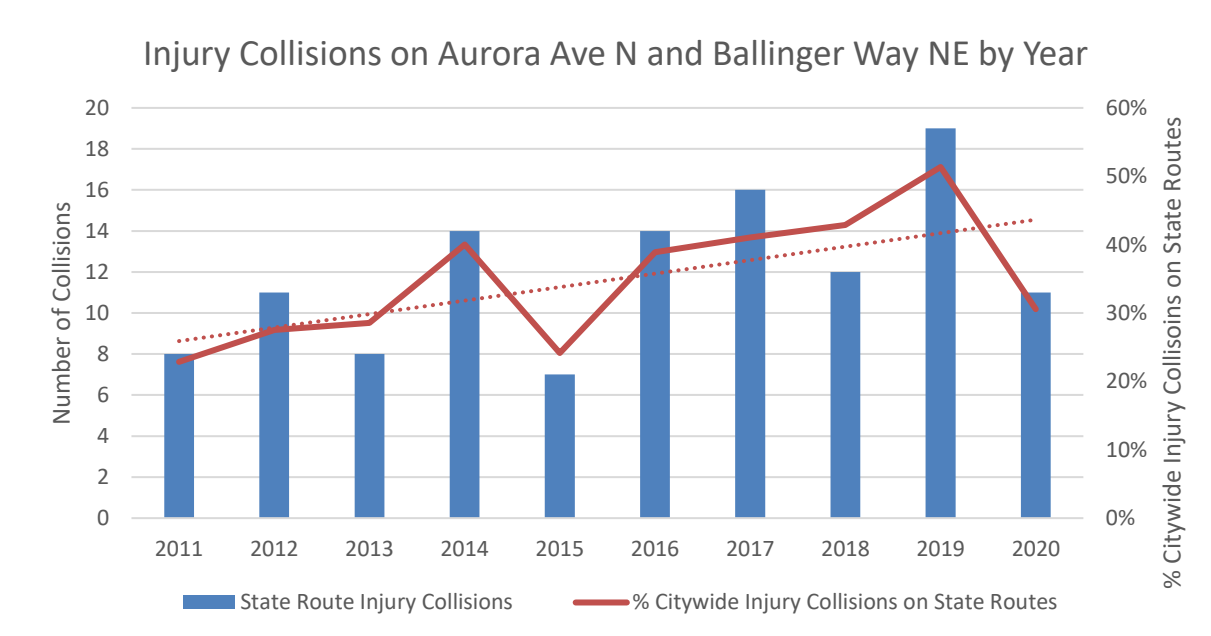


### Collision Location Analysis

This section provides location-based analysis of collisions. There is no specific industry standard as to what number of collisions or collision rate is considered “high” for a location. Engineering guidelines do provide some thresholds for potential traffic control device revisions such as stop sign installation or signal phase changes based on the presence of 3 correctable collisions in 12-month period or 5 correctable collisions in a 24-month period. To best inform collision reduction strategies, intersections with an average of 3 or more collisions per year (9 total in the 3-year period) have been highlighted for additional analysis. Highest Injury Collision locations correlate to locations with highest total collisions; no more than 3 injury collisions for the 3-year period occurred at any one intersection location. A different approach was taken this year for evaluating non-intersection collisions. Instead of evaluating every segment between intersections (which can vary considerably in length), an attempt was made to normalize segment lengths into approximately ½ mile lengths. Additionally, collision trend indicators at locations are simplified with a red, yellow green status this year; with red indicating an increase in collisions, yellow indicating no change, and green indicating a reduction in collisions. In addition to the following tables, Citywide Total, Injury, Pedestrian, and Bicycle collisions are displayed on maps in Appendices A-D.

### State Route Collisions

For the last several years, collisions along the state routes of Aurora Ave N and Ballinger Way NE have accounted for a growing proportion of injury collisions Citywide. This number dropped considerably in 2020, however collisions on State Routes still account for a large portion of the City’s injury collisions.



The following table shows intersections along Aurora Ave N or Ballinger Way NE with 9 or more collisions in the 3-year period, as well as a summary of collisions at non-intersection locations along these State Routes.

Location	2018-2020 Total Collisions	2018-2020 Injury Collisions	Total Collisions Change from 2017-2019	Injury Collisions Change from 2017-2019
AURORA AVE N & N 155TH ST	20	3	●	●
AURORA AVE N & N 200TH ST	16	3	●	●
AURORA AVE N & N 175TH ST	16	1	●	●
AURORA AVE N & N 185TH ST	13	3	●	●
AURORA AVE N & N 160TH ST	13	1	●	●
AURORA AVE N & N 198TH ST	12	2	●	●
AURORA SEGMENTS (145TH-205TH)	194	14	●	●
BALLINGER WAY NE & 15TH AVE NE	25	0	●	●
BALLINGER WAY NE & 19TH AVE NE	12	2	●	●
BALLINGER SEGMENTS (15TH-25TH)	34	4	●	●

### City Street Intersection Collision Locations (2018-2020)

The following table shows non-State Route locations with 9 or more collisions in the 3-year period.

Location	2018-2020 Total Collisions	2018-2020 Injury Collisions	Total Collisions Change from 2017-2019	Injury Collisions Change from 2017-2019
MIDVALE AVE N & N 175TH ST	15	0	●	●
MERIDIAN AVE N & N 175TH ST	13	1	●	●
15TH AVE NE & NE 175TH ST	12	1	●	●
10TH AVE NE & NE 175TH ST	11	2	●	●
MERIDIAN AVE N & N 185TH ST	11	0	●	●
3RD AVE NW & NW RCHMND BCH RD	10	2	●	●
DAYTON AVE N & N 160TH ST	10	0	●	●
19TH AVE NE & NE 205TH ST	9	1	●	●
5TH AVE NE & 7TH AVE NE & NE 185TH ST	9	0	●	●

**Corridor Collision Locations (2018-2020)**

Non-State Route corridors experiencing the most collisions along segments are shown in the following table. Intersection collisions along these corridors are also provided for context, and for considering mitigation strategies associated with the overall corridor trend. Trends are not displayed as the formatting for non-intersection collision analysis changed this year.

Location	2018-2020 Non-Intersection Collisions	2018-2020 Intersection Collisions	2018-2020 Corridor Total
15TH AVE NE (NE 196TH-BALLINGER WAY NE)	19	31	50
19TH AVE NE (15TH AVE NE TO NE 205TH ST)	16	26	42
15TH AVE NE (NE 145TH ST TO NE 155TH ST)	16	19	35

**Pedestrian Collision Locations (2016-2020)**

The following table shows locations with 3 or more pedestrian collisions in the 5-year period.

Location	2016-2020 Ped Collisions	Change from 2015-2019
AURORA AVE N & N 192ND ST	5	
AURORA AVE N & N 160TH ST	4	
20TH AVE NW & NW 195TH ST	3	
AURORA AVE N & N 185TH ST	3	
MIDVALE AVE N & N 185TH ST	3	
AURORA AVE N (195TH-205TH)	3	

**Bicyclist Collision Locations (2016-2020)**

The following table shows locations with 3 or more bicyclist collisions in the 5-year period.

Location	2016-2020 Ped Collisions	Change from 2015-2019
MERIDIAN AVE N & N 185TH ST	4	

## Collision Reduction Strategies

The preceding *Collision Summary* section provided analysis of collisions on Shoreline’s public streets, tracking overall and injury collision data from 2011 through 2020 and highlighting specific and significant contributing factors, locations, and trends. The following *Collision Reduction Strategies* section describes the City’s ongoing efforts and recommended future actions for reducing collisions.

### Contributing Circumstance Collision Reduction Strategies

The City of Shoreline strives to reduce overall, injury, and fatality collisions on its roadways consistent with the Washington State Strategic Highway Safety Plan’s Target Zero Plan. The top two injury collision risk-factors in Shoreline continue to be collisions at intersections and collisions with pedestrians or bicyclists. A few of the important measures the City is taking toward improving road safety are highlighted in the following table.

<i>Designing streets for injury reduction</i>	Multiple revisions were made to the Engineering Development Manual in recent years; key revisions include intersection bulb outs, narrower lane widths, and reduced curb radii. Multiple projects currently or soon to be in design – including new sidewalk projects – will build intersections that are safer for drivers and for pedestrians, using the built environment to limit speeds and decrease pedestrian exposure.
<i>Lowering speeds</i>	In December 2021, Council adopted an ordinance to reduce speeds on 6 corridors in Shoreline based on the latest research and associated speed limit setting tool from the National Cooperative Highway Research Program. Implementation will occur in June 2022. Staff recommends studying the remaining 35 MPH corridors, and 40 MPH State Routes that were not a part of this initial effort in 2023.
<i>Increased street and pedestrian lighting</i>	The City continues to install approximately 10 new streetlights per year as budgeted. In addition, Engineering Development Manual updates are now resulting in developer-installed pedestrian lighting improvements in some locations.
<i>Driver education</i>	The City continues to support driver education efforts including radar speed feedback signs, yard signs, and intersection flags.
<i>Enforcement</i>	Shoreline Police will continue enforcement and driver education efforts related to speeding, impairment, distraction, seat belt use and school safety.
<i>Pursuing grants</i>	Staff will pursue City Safety Program grant funding aligned with the Annual Traffic Report contributing factor priorities and high collision locations. Grant funding availability has increased as a result of the Federal transportation funding package.

### Location-Based Collision Reduction Strategies

Shoreline Police and Public Works staff work together to review the identified highest collision locations each year. This data-driven approach to collision reduction facilitates strategic and systematic

prioritization of limited City resources. The top locations were prioritized based on number of collisions, with consideration of injury collisions. The goal in prioritizing locations with significant collision history is to maximize the benefit of safety improvements to decrease the number of overall and injury collisions.

Referencing analysis from the Collision Summary section and drawing from specific strategies outlined in the State's Target Zero Plan, strategies were developed to address identified collision patterns. In some cases, greater resource than currently available is needed to address a location's need. These locations are considered for addition to the Transportation Improvement Plan (TIP) to identify potential project funding sources and to position the City for grant opportunities.

### State Route Collision Strategies

Location	Collision Reduction Strategy
AURORA AVE N & N 155TH ST	Collisions are down from 2017-2019 and injury collisions equal; continue to monitor.
AURORA AVE N & N 200TH ST	Although collisions were up considerably for 2020, the collision types and directions are quite varied and make it difficult to pinpoint any one solution. Continue to monitor.
AURORA AVE N & N 175TH ST	Collisions are down from 2017-2019; continue to monitor.
AURORA AVE N & N 185TH ST	Leading Pedestrian Interval signal phasing is currently being implemented and is anticipated to be complete by end of January 2022. Collisions down from 2017-2019.
AURORA AVE N & N 160TH ST	Leading Pedestrian Interval signal phasing is currently being implemented and is anticipated to be complete by end of January 2022. Collisions down from 2017-2019.
AURORA AVE N & N 198TH ST	New warning signs were installed relatively recently and collisions are down from 2017-2019; continue to monitor.
AURORA SEGMENTS (145TH-205TH)	Potentially evaluate speed limit reductions in 2023 or 2024.
BALLINGER WAY NE & 15TH AVE NE	Explore potential signal timing and/or spot safety improvements with WSDOT. A larger-scale project for the corridor is described within the Transportation Improvement Plan.
BALLINGER WAY NE & 19TH AVE NE	A larger-scale project for the corridor is described within the Transportation Improvement Plan.
BALLINGER SEGMENTS (15TH-25TH)	A larger-scale project for the corridor is described within the Transportation Improvement Plan. Potentially evaluate speed limit reductions in 2023 or 2024.

### City Street Intersection Strategies

Location	Collision Reduction Strategy
MIDVALE AVE N & N 175TH ST	Leading Pedestrian Interval signal phasing is currently being implemented and is anticipated to be complete by end of January 2022.
MERIDIAN AVE N & N 175TH ST	Project currently in design – see project webpage for details.
15TH AVE NE & NE 175TH ST	A spot improvement project to install centerline curb for the northernmost driveway on the south leg of the intersection will

	eliminate some conflicts within the intersection area. This project was planned for 2021 contracting prices were higher than available budget. Staff will pursue this project again in 2022.
10TH AVE NE & NE 175TH ST	In the near term, consider reconfiguring roadway to 3 lanes (from 5 <sup>th</sup> Ave NE to 15 <sup>th</sup> Ave NE) to provide dedicated left turn lane space to address turn related collisions and reduce conflict points. Longer-term, replacing the signal with a roundabout may be an effective strategy to mitigate collisions. Will be discussed as part of 2023-2028 Transportation Improvement Plan. Continue to monitor.
MERIDIAN AVE N & N 185TH ST	Address collisions with bicyclists, possibly by enhancing markings and signage through the intersection. This location is also a City Growth Project.
3RD AVE NW & RCHMND BCH RD	Collisions continue to decline sharply following rechannelization project improvements. Continue to monitor.
DAYTON AVE N & N 160TH ST	Collisions were primarily related to left turn movements – review for protected left turn phasing.
19TH AVE NE & NE 205TH ST	Signal phasing safety improvements were made relatively recently – continue to monitor.
5TH/7TH AVE NE & NE 185TH ST	Active construction zone. Sound Transit implementing signalized intersection by 2024.

### Corridor Collision Strategies

15TH AVE NE (NE 196TH-BALLINGER WAY NE)	A significant portion of non-intersection collisions are related to drivers hitting parked cars – install white edge lines for better delineation of traveled way in 2022.
19TH AVE NE (15TH AVE NE TO NE 205TH ST)	Explore opportunities for the Traffic Safety Program to partner with the sidewalk project planned for 2024 on implementation of spot safety treatments such as crossing improvements, curb bulbs, lighting or other features.
15TH AVE NE (NE 145TH ST TO NE 155TH ST)	The Sound Transit 3 project will be making improvements to the intersection of 15 <sup>th</sup> Ave NE & NE 145 <sup>th</sup> Street – continue to monitor.

### Pedestrian Collision Strategies

Location	Collision Reduction Strategy
AURORA AVE N & N 192ND ST	Leading Pedestrian Interval signal phasing is currently being implemented and is anticipated to be complete by end of January 2022.
AURORA AVE N & N 160TH ST	Leading Pedestrian Interval signal phasing is currently being implemented and is anticipated to be complete by end of January 2022.



20TH AVE NW & NW 195TH ST	Street lighting improvements are planned for 2022. In addition, some improvements to the corners of the south leg of the intersection will be explored with the upcoming sidewalk project planned for 2022.
AURORA AVE N & N 185TH ST	Leading Pedestrian Interval signal phasing is currently being implemented and is anticipated to be complete by end of January 2022.
MIDVALE AVE N & N 185TH ST	Install Leading Pedestrian Interval signal phasing by early 2023.
AURORA AVE N (195TH -205TH)	Explore outreach and education strategies with adjacent businesses and transit agencies.

### Bicyclist Collision Strategies

Location	Collision Reduction Strategy
MERIDIAN AVE N & N 185TH ST	Long term, the Meridian Ave N/N 185th Street growth project will address bike improvements through the intersection. Consider green bike lane treatment through the intersection in the near term.

## Completed Transportation Safety Efforts

In addition to the ongoing efforts described in the *Contributing Circumstance Collision Reduction Strategies* section, the following sections describe recently completed transportation safety efforts.

### Public Works

Some notable and recent Traffic Safety Program improvements are highlighted in the following table.

<i>Speed limits</i>	An ordinance to reduce speeds on 6 arterials in Shoreline was passed in December and will go into effect in June 2022.
<i>Leading Pedestrian Interval phasing</i>	Leading Pedestrian Interval signal phasing to address pedestrian collision locations is currently being implemented and is anticipated to be complete by the end of January 2022.
<i>Spot signage improvements</i>	Custom warning and regulatory signs were installed at high collision locations on Aurora Ave N at N 160 <sup>th</sup> Street and at N 198 <sup>th</sup> Street. Collisions are down significantly at both locations, though this is likely due in part to reduced traffic and associated queuing on the corridor.  <i>Stay Out of Areas of Racing</i> signs were also installed on multiple corridors associated with the adoption of Ordinance 927.

Additional completed Capital Improvement Plan efforts are summarized online at:

<https://www.shorelinewa.gov/government/projects-initiatives/completed-projects>

## Shoreline Police Department

Typical enforcement emphases and outreach was not carried out in 2020 due to the pandemic and staffing shortages however one notable safety effort is described below.

### New SMC Chapter 10.22 - Street Racing

In mid-2021 Shoreline Police and the City Attorney crafted an ordinance to help combat street racing events in the City. See the staff report linked below for additional details.

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2021/staffreport071921-8b.pdf>

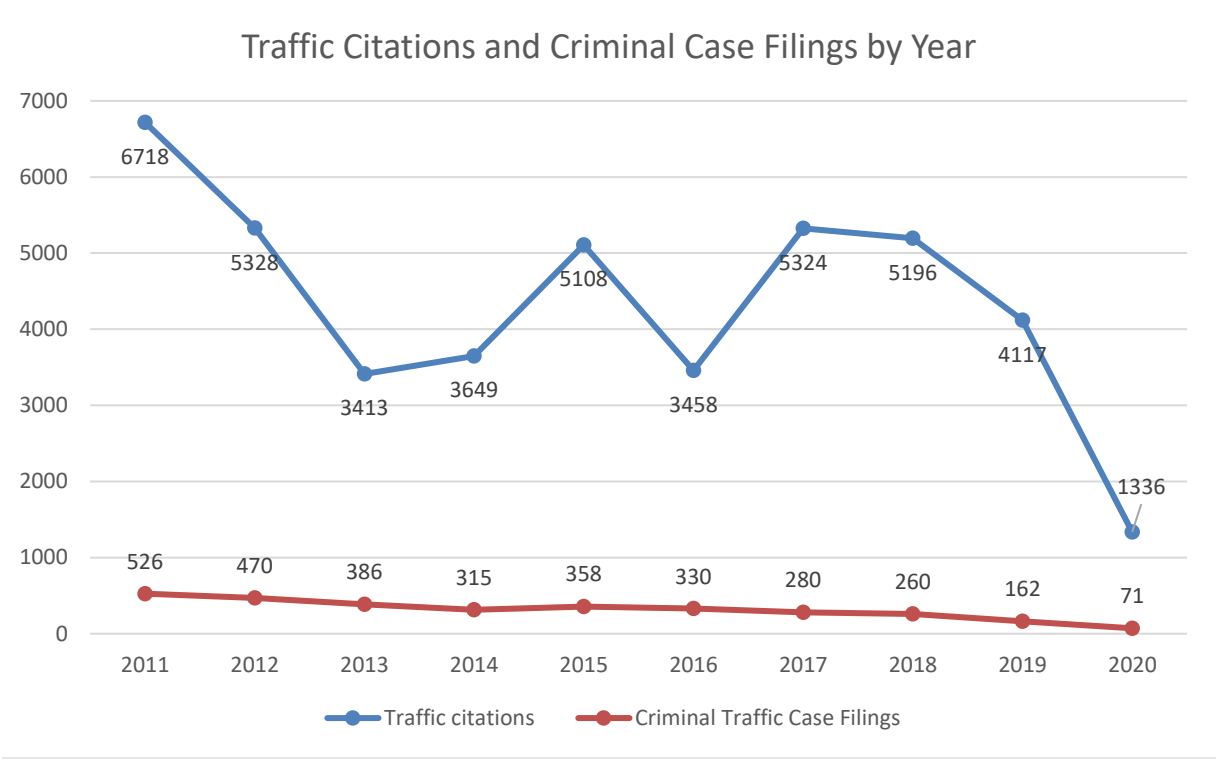
## Enforcement Summary

The following section summarizes Shoreline Police Department traffic enforcement activities.

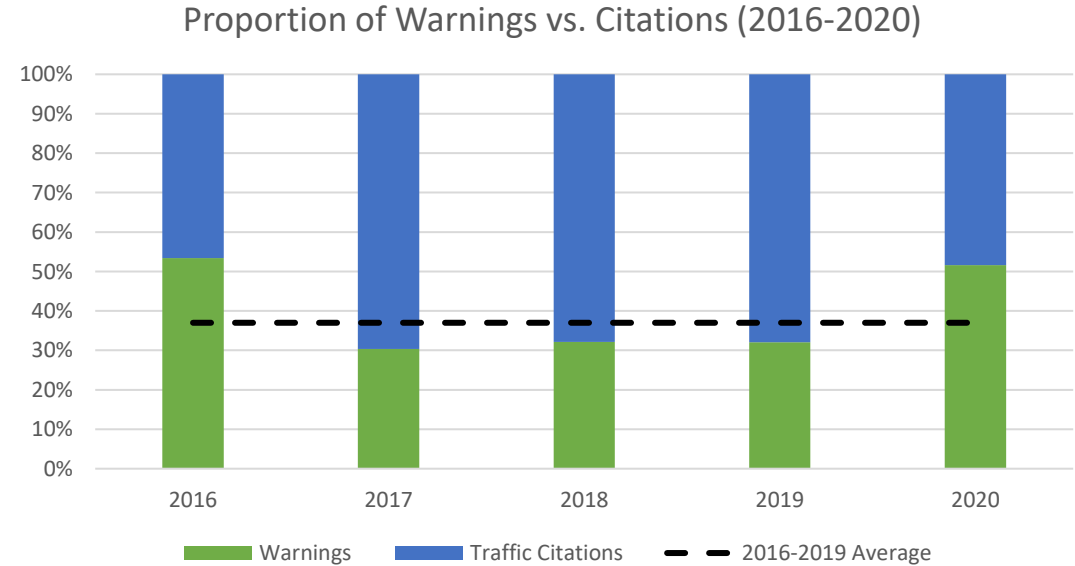
### Traffic Citations

The following chart summarizes traffic citations and criminal traffic case filings for the past 10 years. Traffic Citation numbers include general moving violations, DUI, criminal traffic offenses, and parking violations. Traffic citations and criminal case filings dropped relatively significantly in 2020, likely due to

a number of factors including fewer contacts to limit COVID-19 transmission, significantly fewer drivers being on the road, and enforcement staff shortages.



The proportion of warnings versus citations in 2020 was 52%, higher than the average of the 4 years prior (37%) as shown in the following chart.



**Parking Enforcement & Abandoned Vehicles**

The following table provides statistics on abandon vehicle incidents, impounds, and parking citations for the last 5 years.

<b>Year</b>	<b>Abandoned Vehicle / Impounds</b>	<b>Parking Citations</b>
<b>2020</b>	649/55	555
<b>2019</b>	456/52	1,110
<b>2018</b>	211/25	985
<b>2017</b>	335 / 34	528
<b>2016</b>	322 / 54	182

## Traffic Speed Summary

The City of Shoreline Traffic Services and Police departments have been working together to identify and target speed enforcement. Speed data is collected throughout the year and compared to the posted speed limit in order to identify streets where speeding is a problem. Shoreline Police use this data to guide speed emphasis patrols and Traffic Services use it to inform driver education efforts, such as radar speed feedback cart placement.

Appendix F is the Traffic Speed Differential Map which shows the difference between the measured 85<sup>th</sup> percentile speed and the posted speed limit. In 2020, due to pandemic and staffing impacts, less data was collected than usual so in some cases, data collected prior to 2020 is used to populate differential speeds for some streets on the map. In addition, there was no significant change in 85<sup>th</sup> percentile speeds on the streets for which new data was collected, resulting in a map that looks the same as 2019.

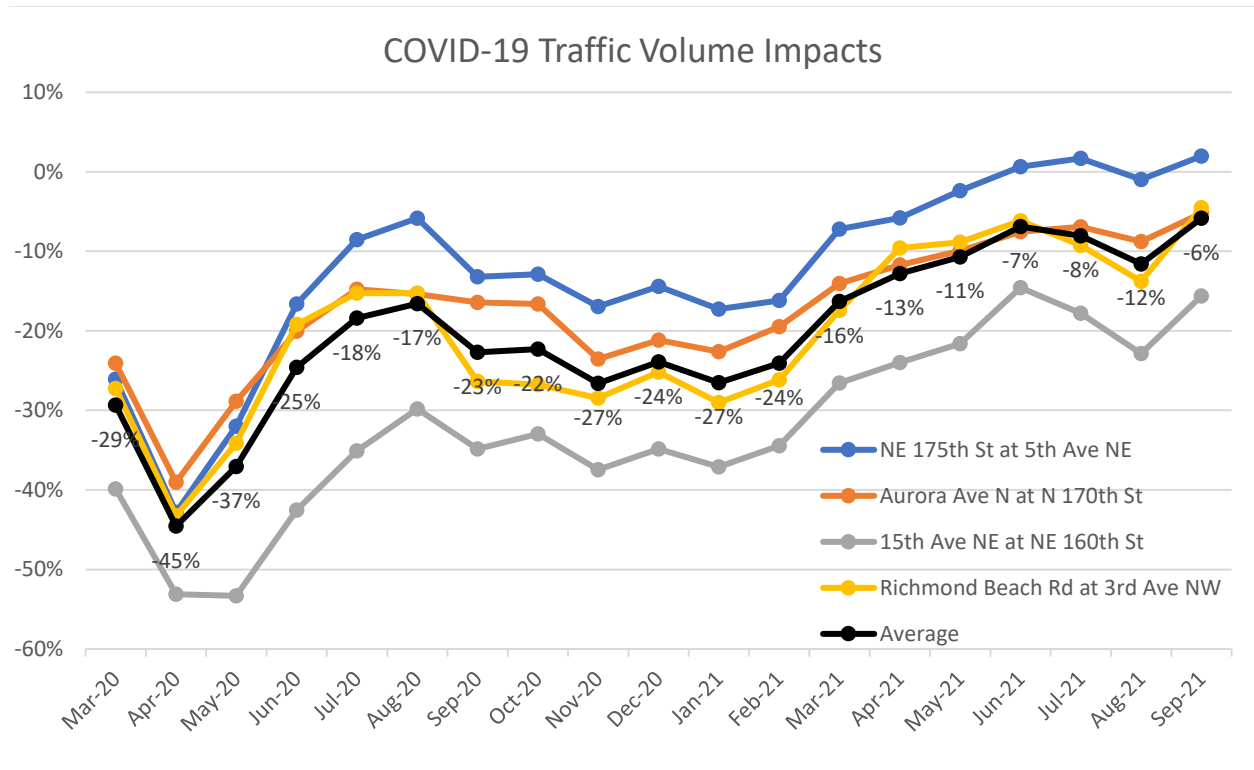
The street segments shown in the table below represent the locations with the highest difference between posted and measured travel speeds.

### Streets with Differential Speed 8 mph or More Over Posted Limit

20 <sup>th</sup> Ave NW from NW 195 <sup>th</sup> St to NW 205 <sup>th</sup> St
N 200 <sup>th</sup> Street from Aurora Ave N to Meridian Ave N
Midvale Ave N from N 175 <sup>th</sup> St to N 185 <sup>th</sup> St
Forest Park Dr NE from 15 <sup>th</sup> Ave NE to 19 <sup>th</sup> Ave NE
NE Perkins Way from 10 <sup>th</sup> Ave NE to 15 <sup>th</sup> Ave NE
NW 175 <sup>th</sup> Street from 10 <sup>th</sup> Ave NW to 14 <sup>th</sup> Ave NW
6 <sup>th</sup> Ave NW from NW 175 <sup>th</sup> Street to NW 180 <sup>th</sup> St
Carlyle Hall Rd from Dayton Ave N to N 175 <sup>th</sup> St
15 <sup>th</sup> Ave NE from NE 175 <sup>th</sup> St to NE 180 <sup>th</sup> St
NE 165 <sup>th</sup> St from 5 <sup>th</sup> Ave NE to 15 <sup>th</sup> Ave NE
Dayton Ave N from N 165 <sup>th</sup> St to St. Luke Pl N
N 165 <sup>th</sup> St from Dayton Ave N to Aurora Ave N
5 <sup>th</sup> Ave N from NE 145 <sup>th</sup> St to NE 155 <sup>th</sup> St

### Traffic Volume Summary

In a typical year, traffic volume data is regularly collected at 8 locations throughout the City. In 2020, due to COVID-19 impacts to traffic volumes and associated operational changes for staff, collection did not occur at the same frequency. Instead, permanent traffic volume recorders at 4 locations were used to gauge changes in traffic patterns. As shown in the following chart, traffic volumes in the City hit a low in April 2020 following Statewide COVID-19 policy implementation with a 45% reduction compared to 2019 traffic volumes. This chart also includes data into Fall 2021 which shows volumes rising though still generally lower than pre-pandemic levels.

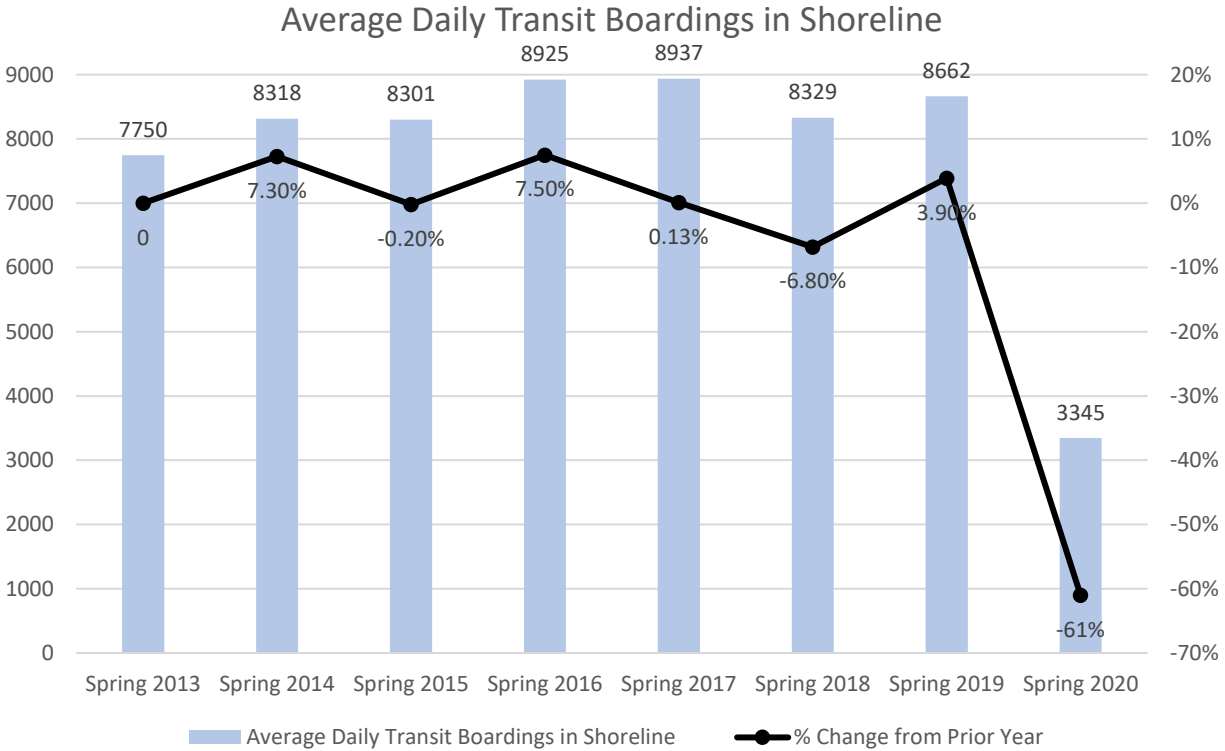


Statewide, traffic volumes on highways followed a similar trend, with the state reporting a 63% decrease at the low point, a 15% reduction in December 2020, and a 9% reduction in March 2021 compared with baseline volumes (source: [wsdot.wa.gov/publications/fulltext/graynotebook/gray-notebook-Dec20.pdf](https://www.wsdot.wa.gov/publications/fulltext/graynotebook/gray-notebook-Dec20.pdf)). WSDOT has created a robust data dashboard for tracking COVID-19 impacts to travel statewide which is available to the public online at:

<https://www.wsdot.wa.gov/about/covid-19-transportation-report/>

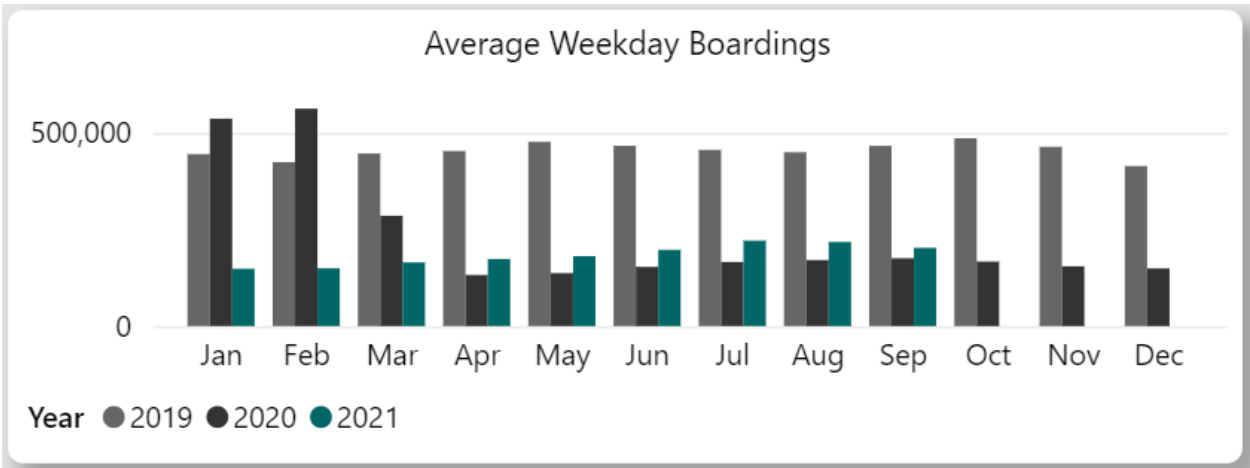
### Transit Summary

King County Metro ridership fell drastically in 2020 as a result of the pandemic as shown in the following chart.



\*King County Metro data only

Partial data for 2021 indicates that ridership is slightly higher in 2021, however is still significantly lower than pre-pandemic levels as shown in the chart below.



(Source: King County Metro Rider Dashboard)

## Appendix

Appendix A – 2018-2020 Total Collisions Map

Appendix B – 2018-2020 Injury Collisions Map

Appendix C – 2016-2020 Pedestrian Collisions Map

Appendix D – 2016-2020 Bicyclist Collisions Map

Appendix E – 2016-2020 Fatal & Serious Injury Collisions Map

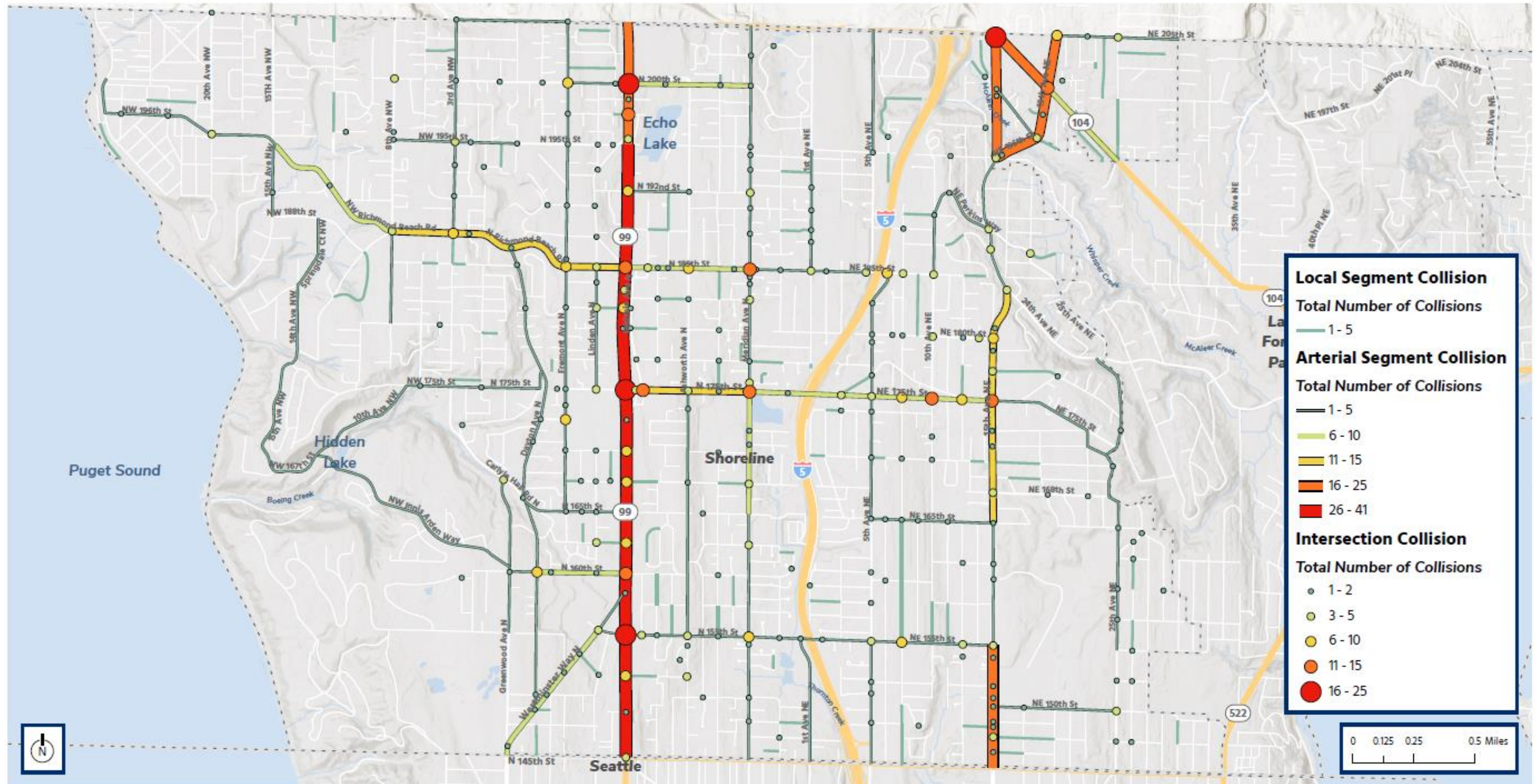
Appendix F – 2020 Speed Differential Map



Appendix A - 2018-2020 Total Collisions Map

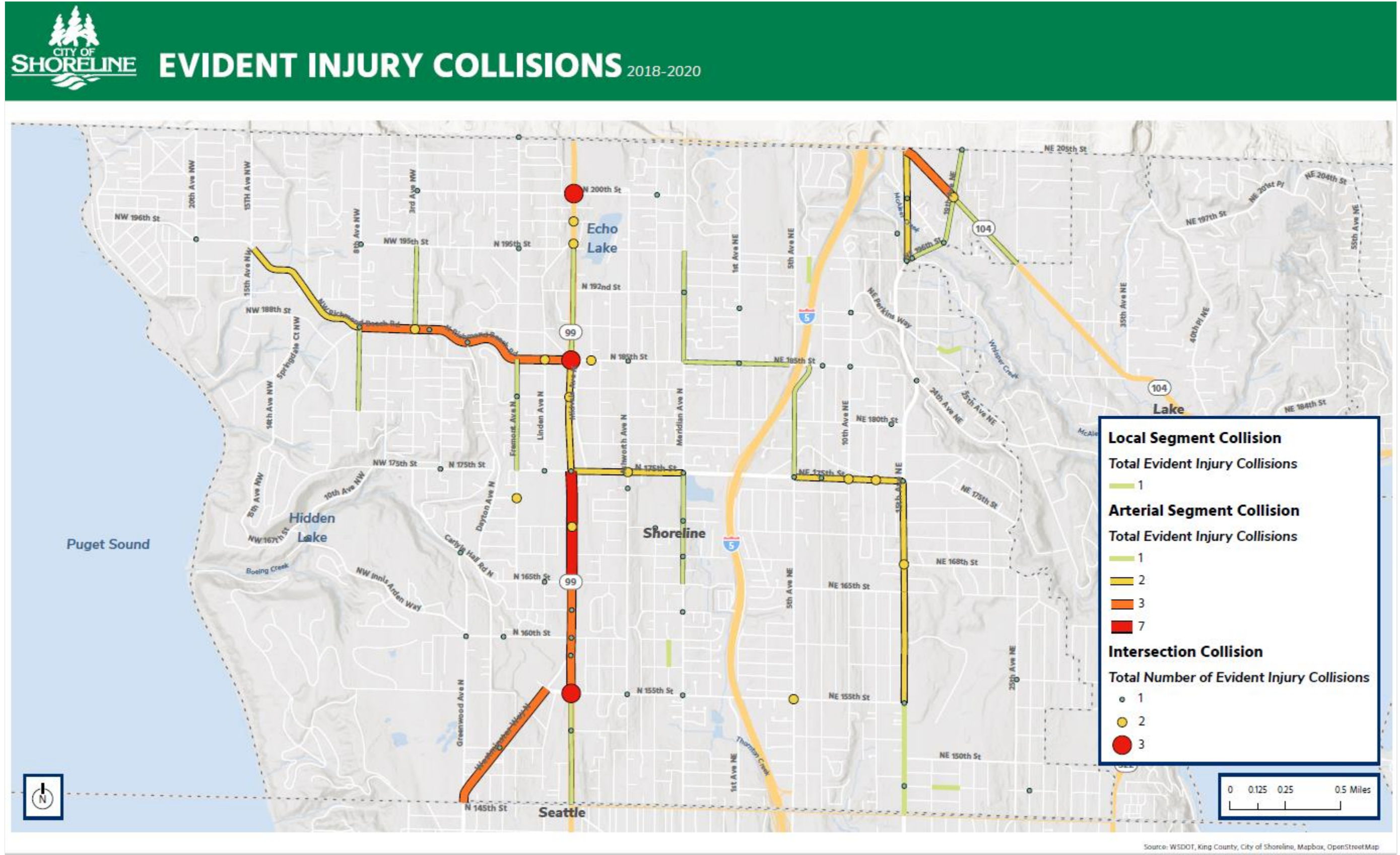


**COLLISIONS** 2018-2020



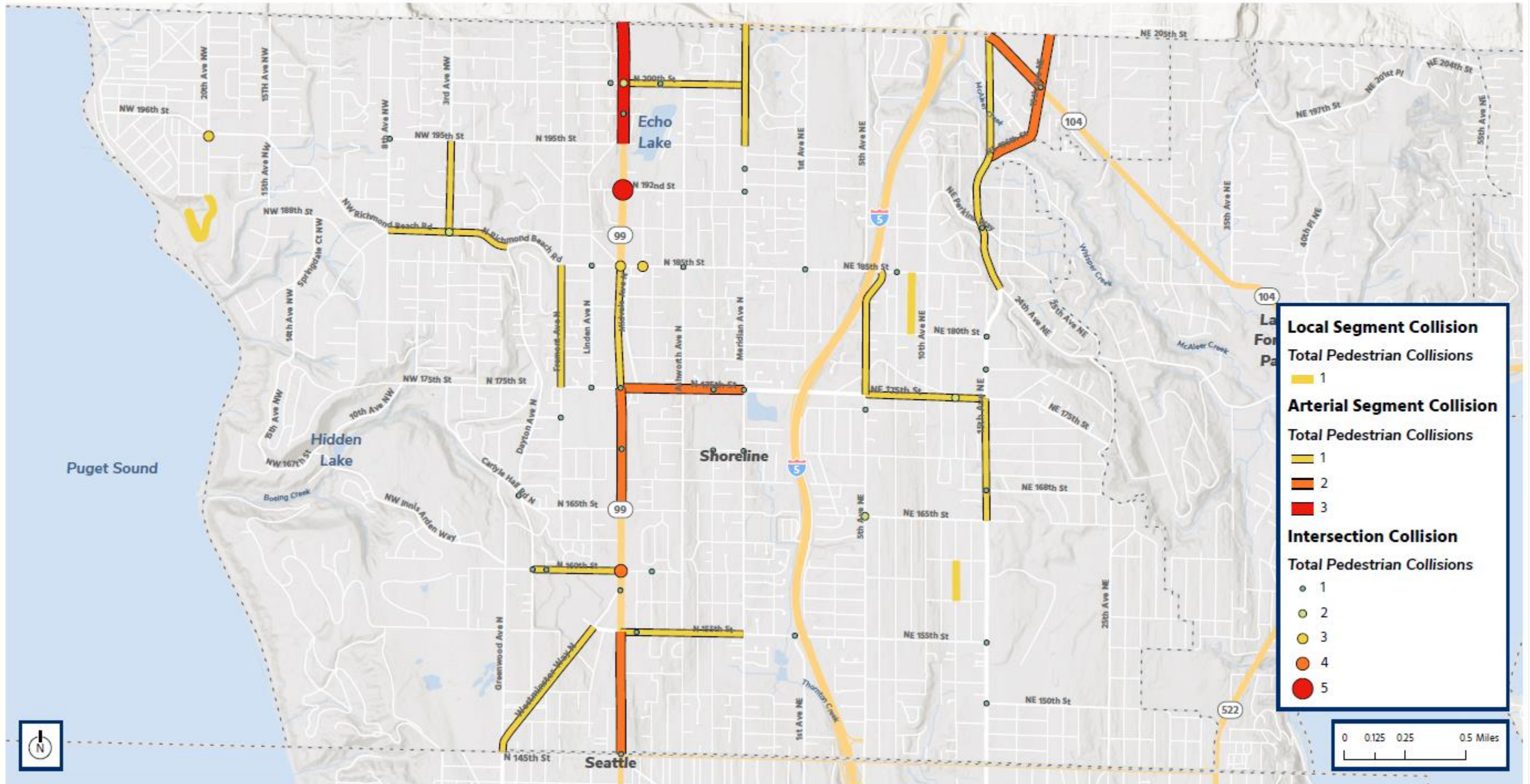
Source: WSDOT, King County, City of Shoreline, Mapbox, OpenStreetMap

Appendix B - 2018-2020 Injury Collisions Map



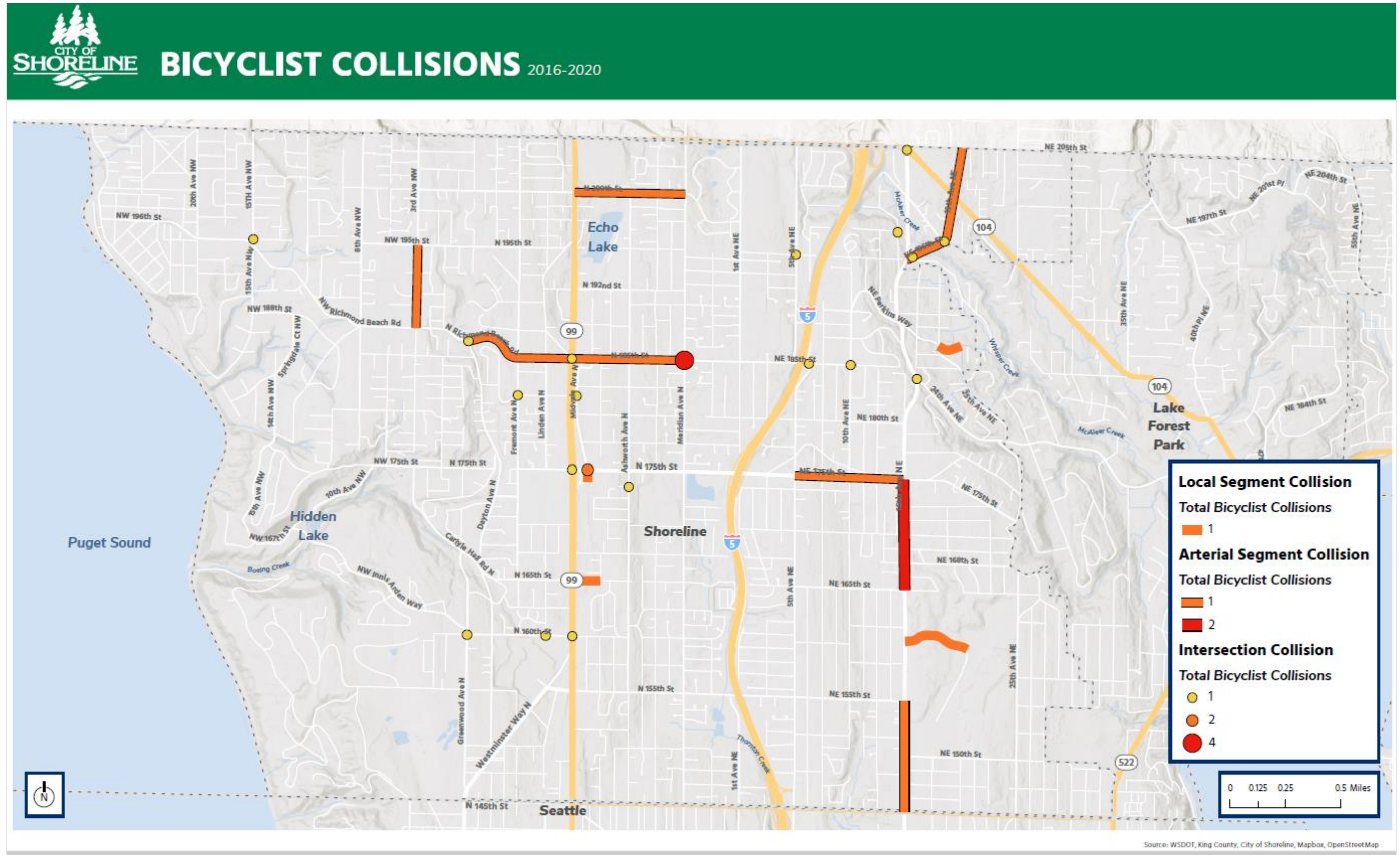
Appendix C - 2016-2020 Pedestrian Collisions Map

# CITY OF SHORELINE PEDESTRIAN COLLISIONS 2016-2020

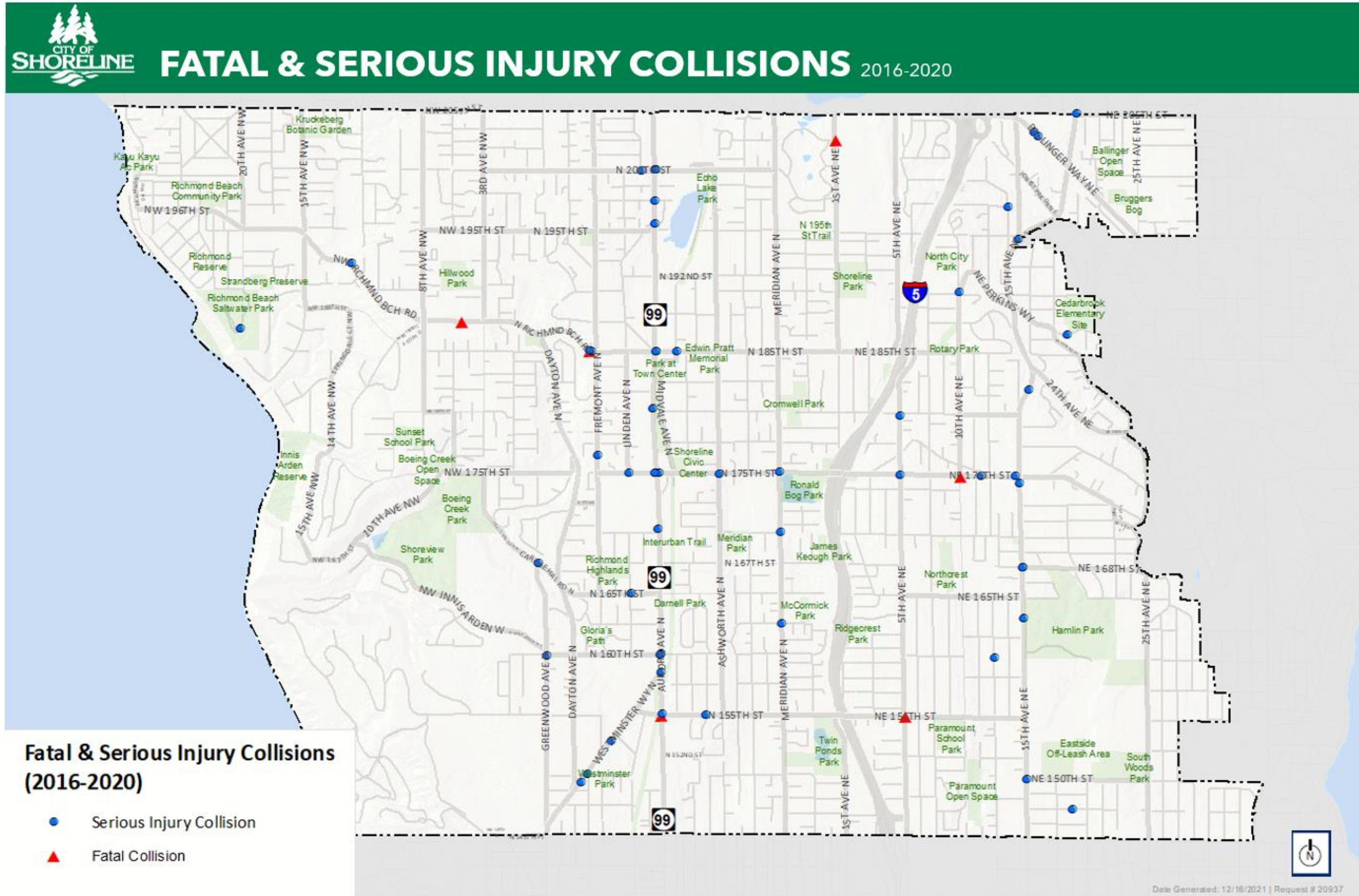


Source: WSDOT, King County, City of Shoreline, Mapbox, OpenStreetMap

Appendix D - 2016-2020 Bicyclist Collisions Map



Appendix E - 2016-2020 Fatal and Serious Injury Collisions Map



Appendix F - 2020 Speed Differential Map

