

Councilmember Robertson questioned the options available to developers to appeal decisions and/or requirements.

Ms. Dreaney said there are a number of processes that are subject to separate appeals throughout an overall project. She said the language within the Code typically provides the flexibility and discretion for City staff to work with the applicant toward a reasonable solution.

Ms. Robertson agreed that flexibility is good, but she reiterated that developers want to have clear guidelines and predictable expectations.

Ms. Robertson questioned whether the proposed changes, when compared to the current Transportation Development Code, place additional costs on development. She suggested that such an analysis should be conducted.

Ms. Dreaney said such an analysis could be undertaken. However, she clarified that the changes are not imposing new requirements but are creating references to existing requirements in other sections of the City Code, with the goal of enhancing consistency throughout the Code. She said the recommended Code amendment is not increasing any mitigation requirements.

Mayor Balducci summarized that the amended Code language captures what the City is already requiring, which enhances the clarity and predictability of the Code. She observed that public outreach is more an art than a science. She knows that outreach occurred, but there is a need for expanding upon the prior outreach. She asked staff to consult with the BDA, Chamber, and additional developers and interested parties.

Councilmember Robertson suggested that the City Manager provide a report to the Council following additional outreach. At that point the Council can determine whether the item is ready to be placed on a meeting agenda or should be referred to Transportation staff for additional review.

Mayor Balducci noted a consensus with that approach.

Responding to Deputy Mayor Wallace, Mr. Berg said the Transportation Management Program is not being updated as part of this Code amendment. Staff recommends deferring a review of that element until the completion of Downtown Livability, Comprehensive Plan, and Downtown Transportation Plan work.

Mr. Wallace suggested that Transportation staff work with the BDA and the Chamber of Commerce to allow them to be a resource and liaison for questions and comments from the consultant and development community to the City.

(b) Police Department Work Program Items

- (1) Proposal to implement a false alarm management solution.

Mr. Miyake introduced the Police Department's presentation on options for managing false alarms.

Deputy Police Chief Mike Johnson said the biggest distraction for patrol officers is false alarms. The Police Department handles approximately 3,300 false alarms per year, which equates to 1,700 hours of patrol time and a loss of \$85,000 annually. The Police Department has not had a false alarm monitoring program since 2011 when the system in use at that time became obsolete.

Deputy Chief Johnson said most similar-sized agencies have false alarm management programs, and most are managed by outside vendors. False alarm management programs reduce the number of false alarms, require online registration for greater accountability, and maximize the collection of fees and fines. These programs also provide prevention education, online information, frequently asked questions, and other resources. Cities that require alarm registration have lower false alarm rates. Some agencies allow remediation for the first false alarm by taking an online awareness class in lieu of a fine.

Deputy Chief Johnson presented three alternatives for the Council's consideration. The first is to do nothing. Alternative 2 is to implement an internal false alarm management program. This would require the purchase and installation of new software as well as hiring and training two full-time staff.

Alternative 3 is hiring an outside vendor for managing the false alarm program. No software purchase or hiring of additional staff are necessary. The vendor would operate the program including the collection of fees and fines. The cost of the program would be recovered from a portion of the registration fees, and remaining revenue collected through registration fees and false alarm fines would go to the City.

Deputy Chief Johnson said staff recommends Alternative 3 as the most efficient and effective use of existing Police resources and the best customer service option. If approved by the Council, staff will initiate the procurement process.

Deputy Chief Johnson introduced Detective Richard Chinn, who managed the former false alarm program, and his supervisor, Lt. Lisa Patricelli.

Councilmember Robertson questioned whether registration will be required. Detective Chinn said alarm registration will be required if the resident wants Police monitoring. Depending on Council direction, the program could be structured to fine a property owner and/or to require registration if an officer responds to an alarm that is not registered.

Ms. Robertson questioned the public benefit of a false alarm management program. Lt. Patricelli said one benefit is that the Police Department has accurate information on a home/business and the corresponding alarm company. Managing and reducing false alarms also increases the efficiency of the Police Department and the availability of officers to respond to other calls.

Deputy Chief Johnson said the City of Auburn has experienced a 60 percent reduction in false alarms since the implementation of its program approximately six years ago. This allows resources to respond more quickly to actual emergencies.

Mayor Balducci said that, given the volume of false alarm calls, it seems reasonable to implement a false alarm management program. However, she questioned the rationale for recommending an outside vendor.

Deputy Chief Johnson said one benefit of an outside vendor is it allows the Police Department to focus on increasing problems including burglaries, car thefts, etc. There are vendors who are experts at managing false alarm programs, which provides a greater benefit to citizens.

Lt. Patricelli noted that starting an in-house program would involve a period of hiring and training new employees. An important benefit of an outside vendor is they are best equipped to provide good customer service. She said the City could start with an outside vendor to get the program going and could decide in the future to convert to an internally run program.

Mayor Balducci questioned the ability to help certain residents, especially the elderly, who might have frequent false alarms. Lt. Patricelli said Detective Chinn would be the key liaison with the vendor and with the public. He would work with specific residents, if needed, to develop individual strategies for better managing their alarm systems.

Responding to Deputy Mayor Wallace, Deputy Chief Johnson said staff would return to the Council with the results of the request for proposals (RFP) process and proposed ordinance language, if the Council wants to move forward with an outside program.

Mr. Wallace said he does not favor Alternative 2. He suggests focusing on comparing Alternatives 1 and 3 after more details are available for Alternative 3.

Responding to Councilmember Robinson, Deputy Chief Johnson said residents have the option of owning alarm systems that do not alert the Police. However, if a neighbor hears an alarm and calls the Police, the Police would discuss the benefits of registering their alarm, including avoiding future fines for false alarm responses.

Councilmember Stokes said it is important for citizens to know how the system will work in the case of an alarm. Detective Chinn said many false alarm responses can be stopped by the alarm companies calling their customer's cell phone. False alarms occur most often when a resident is entering or leaving their home. If no one can be reached, the alarm monitoring company will call the Police, who will then respond.

Councilmember Stokes said it is important for the public to understand that they will continue to receive good service from the Police Department.

Mayor Balducci summarized that there is general Council support for Alternative 3, with the understanding that the issue will come back to the Council for approval of the final program, vendor agreement, and amendment of the ordinance.

(2) Update on Bellevue's Photo Enforcement Program

Mr. Miyake introduced staff to provide an update on the City's photo enforcement program: Captain John McCracken and Lt. Marcia Harnden.

Captain McCracken said the initial goals of the program were to decrease speeds in school zones and to reduce accidents and injuries at intersections. The photo enforcement program was implemented in 2009 with the installation of two school zone speed cameras. Three red light cameras were added in 2010. Captain McCracken described the public education efforts before the cameras went into operation. During the first 30 days, warnings were issued without fines.

Captain McCracken said a number of cities in King County are using photo enforcement. He described how the cameras operate and how an officer determines whether a violation might have occurred. He noted that Police officers review the video footage and make the final decision on issuing a ticket, just as they would if observing the behavior in person. One difference is that the photo enforcement tickets are less expensive than a traditional ticket.

Captain McCracken showed examples of traffic enforcement camera video footage. He explained that the cameras determine a red light violation based on whether a car is traveling faster than 12 miles per hour within a certain distance of the intersection.

Responding to Councilmember Lee, Captain McCracken said the City is required to post at least one sign alerting drivers to photo enforcement ahead. He described a location with multiple indicators including the school zone speed sign, overhead flashing lights, a right-side flashing light, and the photo enforcement sign. Mr. Lee observed that multiple indicators are a good idea where possible.

Captain McCracken described the overall decrease in school zone speeding and red light camera infractions since 2010. However, he noted that red light camera infractions have increased slightly at Kelsey Creek Center at 148th Avenue and Main Street. The total number of collisions citywide has decreased by six percent, and accidents at the few monitored locations have decreased by 31 percent.

Captain McCracken reviewed the fiscal impacts of the photo enforcement program. In accordance with past Council direction, the program covers its direct contract costs. All photo enforcement fees are paid directly to the King County District Court. In 2013, the District Court collected \$1.2 million in revenue. The City receives 35 percent on a monthly basis, and 65 percent of revenues remain with the District Court until final reconciliation of the entire Court contract.