



MEMORANDUM

TO: Mayor Roberts and City Councilmembers

FROM: Jessica Simulcik Smith, City Clerk

DATE: March 29, 2016

RE: Documents received at 3/28/16 Council Meeting

CC: Debbie Tarry, City Manager
John Norris, Assistant City Manager

Attached hereto are documents received from the public at your March 28, 2016 City Council Business Meeting.

- 1) Written comment regarding minimum wage submitted by Dan Jacoby.
- 2) Written comment regarding 145th Corridor Study and 145th Light Rail Station design submitted by Dave Lange.
- 3) Written comment regarding homelessness submitted by Brad Lancaster.

Dan Jacoby

Public comment to the Shoreline City Council

March 28, 2016

You've heard me speak on the business aspects of raising the minimum wage that are little discussed, specifically how low-wage businesses see gains in worker retention and productivity, and how those gains help the bottom line. Tonight, I'd like to talk about the human cost of a low minimum wage.

First, however, a few numbers.

A four-year increase to a \$15/hr. minimum wage means about a 12% wage increase per year. For businesses where 18% of costs are low-wage salaries (which is a high number even for most low-wage businesses), that means a real cost increase of 2% per year. That's it. If a business is so dependent on paying workers lousy wages that they can't find a way to make up for 2% in costs, especially when some of that will be covered in higher worker retention and productivity, perhaps they shouldn't be in business.

If that sounds heartless, think about how heartless a low minimum wage is.

In Shoreline, the cost of housing is so high that pretty much the only way a single person making minimum wage in a full-time job can manage is by renting a small room in a crowded house, or sharing a small apartment with too many roommates. Forget about owning a car, unless that car was bought and fully paid for in a much more lucrative time.

If you are a parent, you're basically living in poverty. Housing in Shoreline is a nightmare. In August, when the list of school supplies comes out, you're praying that you can get time off from your job to get to one of the places that hands out free supplies. New clothes? Ha! You're headed to the thrift stores, and then only when you absolutely have to replace those socks because the holes are too large to keep your child's feet in them. Food is the cheapest quality, if "quality" is the word.

It's not a Dickensian picture, but it is joyless and bleak. If you have never lived in it, you can't know the constant stress every day, and how agonizing even a small unexpected expense can be. If you have, you know that putting people through that, when there is a solution, is horribly inhumane.

At \$15/hr., however, you have a chance at adequate housing. You can buy those socks when holes begin to appear in the old ones. You can even treat your child occasionally. There are rays of hope and joy. And if you're single, you can actually make a decent life. Not great, but manageable. Perhaps that's all we should expect from the minimum wage, but that is the minimum that we should expect. And that is where we need to set the minimum wage, no lower.

I urge you to pass a phased-in ^{\$15} minimum wage, and do so quickly.

Respectfully submitted,
Dan Jacoby
Shoreline

Dave Lange, Shoreline, 3/28/2016

~~A thank you from the public comment to the~~ *I want to thank the* council for saying the 145th corridor study plans for the I5 interchange could be better (the bus lanes are a good start).

We need to have the 145th station discussion again with 3 layouts: the final Sound Transit EIS for the 145th station design without the foot loop under 145th from their draft EIS, the idea of an elevated foot path from the current station to the other side of 145th and a station design bridging 145th. There are multiple answers to get commuters close to a station door with an efficient flow of buses. Long term we will have bus routes approaching the station from any direction and then leaving. Where does the existing bus driveway exiting onto 5th help and where does it hurt? Do the same experiment with stops on 145th and 5th. This isn't a time to go cheap, it is the only chance we have to design a great station for the life of this rail line. Creating congestion at the entrance and exit for most of Ridgecrest (5th Ave) doesn't serve a multimodal Shoreline in the future.

The way the corridor study chopped up the 145th corridor hides certain information. The interchange at I5 drawings need to be stretched from 1st to 12th Ave to understand the flows across the overpass. *pedestrian* Pedestrians on the corridor traditionally use the south side of the street on the edge of the golf course, which doesn't have as many utility poles. With the new station, this means foot traffic has to cross at 5th Ave to the Northside, which forces the pedestrian bridge onto the north side of 145th. Through walkers will cross back to the South side at 1st Avenue, missing the wide sidewalk installed by the private school. The pedestrian crosswalk across the off ramp in the NW corner on the Southbound I5 side is better than the uncontrolled sideroad near the *South bound* on ramp. We need to fix this SW corner. We have an ST3 session in a couple of weeks, we need some graphics to help the discussion.

COUNCIL TALK
3.29.16

My name is Brad Lancaster. I live in Shoreline.

I have suggested a series of changes to Shoreline law that might make Shoreline more hospitable to homeless persons.

Tonight I want to explain the need for a Shoreline homeless coordinator.

If the city establishes homeless encampments, those camps will need someone to administer them. The membership of camps changes frequently. That is good, because it means people are finding housing. That is bad, because just when a camp administrator gets her feet under herself, she moves out of the camp and into housing. So, the ball gets dropped a lot in the camps. In the weeks since November 15th at my residence, we have had twenty-three persons live in our back yard and house. Only five remain from the original group of sixteen who moved in. To make encampments work, the camps need someone stable and connected.

There are many systemic problems that homeless encampments experience that are not solved by dealing with just one set of campers or just one host. Hosting organizations need to be coordinated so that camps do not need to scramble to find places to be. Campers with specific problems need to be connected to the right services and care. Someone needs to keep a bank account for donations, collect a dollar a day from the campers for their joint expenses, and keep track of who is in the camps. Someone needs to organize camp meetings, create an agenda, and get decisions made with the campers. These are not matters that the campers can handle efficiently themselves. There is no dry paper, no printers, no reliable telephone. Time gets distorted for many campers. And what is administration besides paper, phone calls, and timeliness?

Most of these campers are shell-shocked. Their worlds have fallen apart unexpectedly. Some think their plight is just an aberration, just a bad week. Many have difficulty planning. A few are depressed. Some are pretty thoroughly confused. They need a hand with getting organized, a hand that stays at their ship's tiller longer than a few months.

Shoreline may be able to recruit an existing non-profit to take on this work. Hopelink comes to mind. So does Greater Seattle Cares. If not an existing non-profit, we may need to create one dedicated to administering homeless encampments.

Thank you for listening.