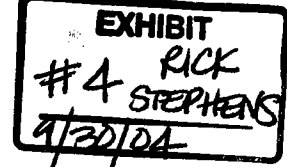
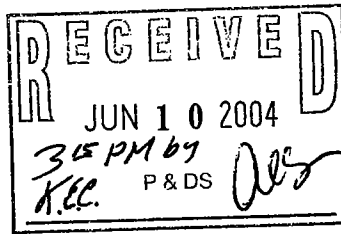
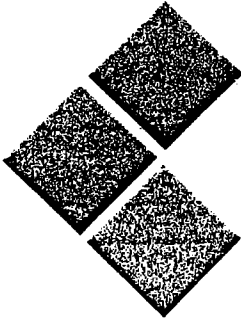


COTTINGHAM TRANSPORTATION ENGINEERING

350 N.W. 175TH ST. - SEATTLE, WA 98177 - PHONE 206-546-3030
FAX 206-546-5203



June 10, 2004.

Page 1

City of Shoreline
Transportation Master Plan
Draft Copy
Comments due by June 10, 2004

Page 2-2 (Regarding Aurora Avenue Project)

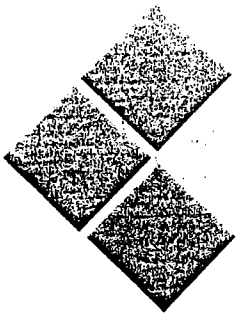
- 1) Object to raised medians except as required by traffic signal channelization. Not required by WSDOT Design Manual or RCW or WAC
- 2) Object to seven-foot sidewalks plus four-foot amenity zone plus one foot of curb/gutter for a total of 12 feet. Eight foot for both sidewalk and amenity area is more than needed.
- 3) Object to traffic signal at N. 165th St as not warranted by pedestrian traffic, side street traffic or accident records. Additionally the signal will increase the West leg traffic thru a residential area and increase college traffic to avoid the N. 160th St signal and sidewalks.

Page 2-4 Arterial Street Classification

- 1) Add leg of collector arterial between Dayton Ave N to N. 175th St
- 2) Add collector arterial between 6th Ave NW to 10th Ave NW
- 3) Delete collector arterial on 3rd Ave NW from NW 200th to NW 205th. (Add 3 NW label)
- 4) Add interurban trail designation N. 145th to N. 205th
- 5) Correct frontage road of 5th Ave NE, north of N. 185th St (similar to south of N. 185th St)
- 6) Correct wording so as to be read with drawing held as North 'up' or North to the 'right'; some streets have upside down wording (See Meridian Ave versus 10th Ave NW)
- 7) Add collector arterial on N. 172nd St between Dayton Ave N and Fremont Ave N.
- 8) Add collector arterial on Fremont Ave N. between N. 175th St. and N. 165th St.
- 9) Add US99 designation to Aurora Ave.
- 10) Add SR522 designation to Bothell Way
- 11) Add SR104 designation to Ballinger Way and N. 205th St.
- 12) Add I-5 designation to I-5 freeway.
- 13) Add 1st Ave NE as collector arterial from N. 155th St to N. 145th St.
- 14) Add Carlyle Hall Road designation
- 15) See page 3-3 for SR designations

Page 2-5 Traffic volumes map

- 1) Delete PAA not of annexing Point Wells in Snohomish county
- 2) List all traffic counts in tabular fashion that have been taken since 2000 with year and weekday traffic volume, including 2003 and 2004 counts.
- 3) Add WSDOT traffic counts on I-5, ie, 185,000+ at N. 185th St, etc. all state highways



Page 2-6 Transit Agencies

Page 2

The routes of busses across the county line do not require a transfer. Need explanation of routes by numbers on a map. Also how is Community College served! (by busses)

Sound Transit does not serve Shoreline and no indication of anything in the future. The term currently is inappropriate and further discussion should show some reasoning. Also runs on the Puget Sound or West side of the City.

Page 2-6 Facilities

Some Snohomish bus routes cross the county line and continue into Seattle, not included.

Page 2-7 Park N Ride Facilities 15th Ave NW not 15th Ave N.

Community routes within the city includes #358 which serves to downtown Seattle along Aurora Ave and is the major route, 24 hours per day – should be noted also in Table 2-2.

Page 2-11 Delete Point Wells PAA

Page 2-12 Delete Point Wells PAA

Page 2-13 Bicycle pathway as a separate each side sidewalks is provided and I-5 on N. 175th St.. Also, N., 145th St. has sidewalks on each side, in some areas.

Page 2-13 Interurban discussed but not described as to end points, use by pedestrians and cycles, the first two sections completed by July 2004 (within the named streets) and will provide 3.25 miles of pedestrian movement thru intensive retail areas, when completed.

Pages 2-14 No Interurban trail shown, map reduced far beyond normal vision (should be two pages) and not oriented correctly (see previous note page 2-4). Delete Point Wells PAA

Page 2-15 Delete Point Wells PAA

Add sections of Interurban as the best bike system built at Echo Lake vicinity.

Add bike routes where sharing the road, etc. (type 1, 2, 3, 4)

Correct maps as per page 2-4 comment.

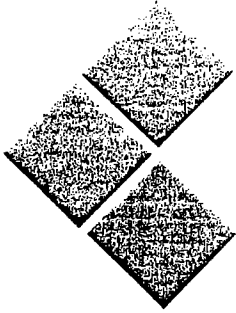
Delete any street names by Snohomish County

Page 2-16 Accident Analysis

There is not enough 2003 data to be included and is misleading even with the footnote.

This is not a six-year summary and should be corrected.

Two years of data are lost by WSP and cannot be included.



Page 2-16 The 'relatively low' accident rate along Aurora Ave is most likely correct. If one looks at the 2000, 2001 and 2002 full year records by WSDOT, the accident rate is even lower. The allegation of a six-year summary is erroneous.

The NE 175th St at 5th Ave NE intersection should be looked at again since sight distance; turn lanes and other changes have been completed and not include prior years.

Table 2-5 is misleading with 1998-2003 when those years are not available records. (However it is interesting that Aurora Ave has the lowest accident rate in the table.)

Page 2-17 Table 2-6 is not 1998 – 2003, six years, and should be corrected

Page 2-18 Delete Point Wells PAA

Revise map per page 2-4 comments plus enlarge and revise title from 1998 – 2003. Add Interurban Trail.

Page 2-19 Same comments as per page 2-18

Page 2-20 Same comments as per page 2-18

Page 2-21 Same comments as per page 2-18

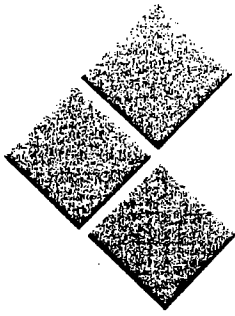
Page 2-22 Correct the years and the data used. Traffic circles are erroneously included as calming without documentation from authoritative sources as to Shoreline traffic.

Page 2-23 Same comments as per page 2-18

Page 3-3 I-5 excess traffic flow is said to be accommodated by Shoreline's arterial streets without an indication of which streets and quantity. Additionally, access to I-5 will be reduced by Shoreline residents. Nothing is included as to how this will occur and what direction the City should take to mitigate this problem. WSDOT cannot work on the city streets so the comment of 'work together' is meaningless.

Figure 3-2 Reduced excessively

Left out of chart are the following: Westminster Way, Greenwood to Dayton Westminster Way, Dayton to N. 155th St., Carlyle Hall Road, Greenwood to 3rd Ave NW, N. 175th St., Dayton Ave to 6th Ave NW, Dayton Ave, N. 165th St to Richmond Beach Rd, Aurora Ave, N. 195th St. to N. 205th St, 205th St, 3rd Ave NW to 15th Ave NE, many others missing as well.



Page 3-5 Ballinger Way NE (SR104) at Meridian Ave N.

This intersection suffers from traffic delay to East – West traffic and falls jointly with Edmonds and Shoreline. Nothing in the draft report includes this intersection which operates at times at level of Service F and is a major bottleneck to traffic between Aurora Ave N and I-5, and has not been addressed.

Page 4-3 NE 205th St. is partially in the City of Shoreline, the same as NE 145th St.

Page 4-4 Delete annexation area zones as this is the Point Wells area in Snohomish County.

Page 4-5 N. 205th St. in the PM Pak at Meridian Ave N. is operating close to or at “F” level of service.

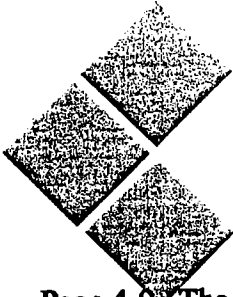
Page 4-6 Signal installation at N. 175th St. and Ashworth Ave N. is not feasible nor warranted. The sight distance along N. 175th St. is inadequate, the need for North-South traffic is negligible due to the present “C” curb along the centerline of N. 175th St. & R/W not available for E/W turn lanes. Sidewalks are under construction now along N. 175th St. and no accident problem exists. This project should be deleted from the plan since only right turns at the intersection, it works very well.

Signal installation at N. 175th St. and Stone Way is equally not required since the extension of Stone Way southerly to intersect N. 175th St. is highly unlikely, not required, not warranted by traffic volumes, accidents, or access to residential areas and provides no useful service to the community.

Page 4-6 These two intersections of Stone Way Ave N. and Ashworth Ave N. if connected to N. 175th St. will provide increased traffic thru residential streets creating the opposite of ‘traffic calming’. Nothing in the community dictates increased capacity on these two streets is needed nor wanted, but would provide outside thru traffic a route to avoid Aurora, I-5 and Meridian Ave., all at the expense of the residents on each street. If the level of service needs improving on nearby intersections, then concentrate the engineering on those intersections and bring them up to LOS C/D and not provide other parallel routes thru the community at the expense of the residential community. Delete both paragraphs at the bottom of page 4-6 and the top paragraph on page 4-7.

Page 4-8 & 4-9 Level of Service – Transit

No mention of the service level effect if the bus stops in the lane of traffic or the bus stops in a separate lane of traffic. Route #358 has both the in lane stop and the separate lane stop. However, the following motorist must stop behind the bus for in-lane stops, yet the LOS for #358 is A, the highest. Is not the delay of vehicles for in-lane stops a loss of capacity? Delay?



Page 4-9 The 'orange ring' and the 'tan ring' are both printed gray, thereby taking away analysis of the subject. Could delete color and use two grades of half tone and still print gray.

Page 5-1 No mention of interurban trail which will (and is) the most major 'bike-ped' facility in Shoreline. Also, not included in Appendixes 5-1, 5-2.

Page 5-2 The 'Bond Advisory Committee' as listed was not included in a discussion up to this point in the draft Transportation Master plan. Some listing should show all the projects, were they adopted by the city, and a source for further analysis for those who care to assess the citizen committee results.

Since Shoreline is sandwiched between other cities with North/South pedestrian and bicycle routes, what are these and how does Shoreline interconnect, or do they, since nothing is included to identify in the draft as to pedestrian and bicycle facilities.

Page 6-3 Street Lighting

Add: Use of Illuminating Engineering Society (IES) standards for light intensity and uniformity should be used as a guideline for illuminating all public areas, including parks, trails, roadways and walkways. (Include this in the analysis above the recommendations.)

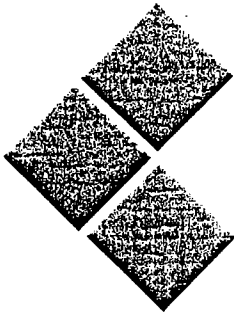
Page 6-4 Add and monitor by-pass traffic from more congested roadway facilities and provide for remedies to reduce neighborhood by-pass traffic from the major roadways. Preserve neighborhoods from intrusion of by-pass traffic. Include ways of discouraging cut-thru traffic.

Page 6-5 Class 3 highways are discussed but Class 4 highways are not discussed. Wording has been deleted or left out that affects SR99 Aurora, a class 4 highway in access management. Also left out is the basic WAC 468-52-040 that addresses all classes of highways in the state including classes 3 and 4 in Shoreline

Page 6-8 Use comments to correct map from 2-18. Add interurban, street names and corrections. Delete Point Wells PAA.

Page 6-10 Add pedestrian actuated signal at N. 170th St. & 15th Ave NE. Two fatalities have occurred at this intersection. This will provide the ideal signal timing and distance for five block (1/4 mile) spacing between signals, provide needed pedestrian crossing protection, and control traffic flow consistent with the neighborhood network.

Delete signal and left turn lanes on N. 175th St. at Ashworth Ave N. in order to keep residential community in tact and prevent by-pass traffic. Does not provide needed service north and south and inhibits capacity and lower LOS on N. 175th St.. Leave center curb on N. 175th St. across Ashworth Ave N.



Page 6-10 (continued) Delete signal and extension of Stone Ave N. Presently Stone Ave N. does not intersect N. 175th St. and it should remain in this status. Therefore, a traffic signal is not needed and if constructed would intrude into the residential neighborhood, provide no useful service other than by-pass traffic, lower the LOS of N. 175th St. and is unwarranted by the standards of the warrants of the Manual on Uniform Traffic Control Devices (MUTCD).

Page 6-11 Map Figure 6-2 (Add street names throughout)
Delete traffic signal and turn lanes at N. 175th St. and Ashworth Ave N.
Delete traffic signal at N. 175th & Stone Ave N. & extension.
Leave as is traffic signal at N. 175th St & Midvale N.
Delete widening of N. 175th St., Meridian Ave N. to Midvale Ave N.
Delete Point Wells PAA

Add turning lane to southbound Aurora Ave N. @ N. 145th St. (will be two turning lanes)
Delete all reference to a new traffic signal at N. 165th St. @ Aurora Ave N., not warranted.

Page 6-12 Figure 6-3 Recommended Roadway Improvements

Revise wording at Dayton Ave N. by deleting right angle and inserting acceptable angles at its intersection with N. 165th St. and Carlyle Hall Rd.

Delete roundabout at N. 160th St. & Greenwood Ave N. – not acceptable in heavy peak demands.

Delete roundabout at N. 175th St. & Dayton Ave N. – not acceptable in heavy peak demands.

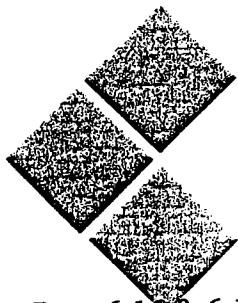
Restricted right of way and light volumes with little or no operational problems.

Add 3rd Ave. NW @ Richmond Beach Rd. – a change in signal phasing to provide westbound thru plus turn arrow, followed by north and south, all in three phases. No change in geometry or right of way.

Page 6-13 Reference is made of a bridge reconstruction over SR104 at Aurora Ave N in the last paragraph. This project has not been previously identified and is not shown on the facing page 6-12 as a recommended roadway improvement. No justification has been provided, nor the LOS level that occurs because the southbound BAT lane does not cross SR104. Reference should be deleted until Aurora Ave widening is completed and only after need is shown and LOS analysis completed.

Page 6-14 Pedestrian crossings and “bulb outs”

The extension of curbs into the driving area or shoulder area allows for shorter pedestrian crossing distance. However, it places the pedestrian within one step of vehicle travel and therefore decreases the safety of the pedestrian in crossing. Although a popular tool among street designers, it is not in the best interest of the public or pedestrian. Additionally, the bulb out is only acceptable in very low volume intersections and where parking is allowed on each side. Should be deleted from this page and other diagrams.



Page 6-16 & 6-17, Table 6-5

Add 'both sides' to 8th NW, Richmond Beach Rd to N. 180th St. (same as connections to NW 180th St. & NW 175th St.)

Add Carlyle Hall Road from 3rd Ave NW to Dayton Ave N. – both sides

Add N. 180th St., 8th Ave NW to 10th Ave NW – both sides

Delete 3rd Ave NW, NW 200th St to NW 205th St. (Hold until steeper than normal grade is solved).

Page 6-18, Figure 6-4

Revise per page 6-16 and 6-17.

Add Interurban Trail

Provide black and white map, legible in size.

What is the star for at I-5 & N. 160th St.?

Page 6-21 Interurban Trail

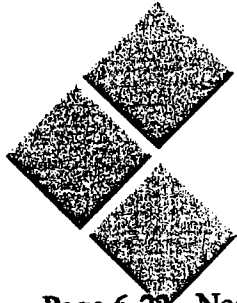
This vital project has two completed sections open to travel by bikes and pedestrians. Additional narration needs to be added as to how this trail will connect and traverse through commercial areas; how this trail will alleviate pedestrian traffic and bicycle traffic from Aurora Ave. N. for the 3.25 miles through Shoreline; how this trail will connect and go through Seattle, Edmonds, Lynnwood & Everett a distance of over thirty-five miles.

Cross town connector -- A bridge over the I-5 freeway @ either N. 167th St. or N. 165th St. has never been publicly presented and should be deleted. With an existing underpass on N. 155th St., no freeway ramps and light volume of traffic, it would be hard to reconcile another crossing of I-5. The wording of 'additional connections are desirable for the residents between N. 175th St and N. 155th St', (a one-mile distance) should be deleted. Bicyclists can use the roadway or the sidewalks of N. 175th St., an existing arterial of adequate design. Discussions of a new auto bridge in an east/west crossing of I-5 appear to be ill founded, if they exist at all in the public eye. The cost to cross I-5 would be beyond the scope of this study, but would be considerable. The routing of a cross town auto/bike route should be on existing streets such as N. 155th St, an already constructed grade separation.

The facing map (page 6-20) should be redone to an I-5 existing grade separation at either N. 145th St, N. 155th St, N. 175th St, N. 185th St, N. 195th St or N. 205th St, six existing grade separations, all in Shoreline, all with geometrics that will provide cross town access, one every half mile. The map should be revised to include the omitted grade separations.

Page 6-22, Table 6-6

The N. 160th St, Dayton to Aurora does presently connect to the Interurban Trail/Design and should be deleted from the draft. N. 155th St, Midvale to Aurora does presently connect to the Interurban Trail/Design and should be deleted from the draft.



Page 6-23 Needs correction according to size, legibility and half-tone. Needs correction to place Carlyle Hall Road as a bicycle facility, which is how it is now used.

Delete Point Wells PAA

Add grade separations of I-5

Add Interurban Trail completed, under construction.

Page 2 in Appendix 1-1 Guiding Principles Interstate 5

Capacity improvements should include, but were omitted, how the N. 175th St. interchange is reaching capacity. Any study of this nature must include the grade separation of N. 185th St and the strong possibility of locating southbound off and northbound on ramps connecting to N. 185th St. This design study would show the improvement to east – west traffic, the lowering of traffic on Meridian Ave N. and a proper connection to Richmond Beach Rd. Nothing was included in the draft report and would be properly a part of this section.

Page 3 of Appendix 1-1 Border Streets SR523 aka N. 145th St and SR104 aka N. 205th St. These two streets, major arterials, are partially owned by City of Shoreline and the narrative should be changed to so indicate. All improvements must be done in conjunction with the adjacent communities and not left to those communities as now written in the draft.

Page 4 of Appendix 1-1 Ashworth Ave N.

Delete reclassify to collector function

Delete signalization & channelization @ N. 175th St.

Delete roundabouts at 8th Ave NW & Richmond Beach Rd (a new one not named before on Fig 6-3)

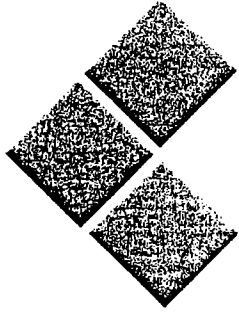
Delete roundabouts at Greenwood Ave NE & Innis Arden Drive & N. 160th St.

Delete roundabouts at Dayton Ave N @ NW 175th St. (which was supposed to be on this page)

Page _____ Appendix 5.1 and 5.2 Revise as per above comments

Page _____ Appendix 5.3 Half-tone used obliterates data

Page _____ Appeddix 6.1 Revise as per above comments



Notes to Land Use PLAN MAP as of June 10, 2004

Page 9

11" x 17" Map Review – Comprehensive Plan – Land Use

6th Ave NW omitted vicinity of NW 180th St.

6th Ave NW labeled as 5th Ave NW

NE Serpentine omitted

Dayton Ave omitted vicinity of N. 179th Pl

15 should by I-5

N 195th St pedestrian crossing of I-5 omitted

N 205th St underpass of I-5 not clear

N. 175th St underpass of I-5 not clear

Full interchanges of I-5 @ N. 205th St & N. 145th St

Point Wells potential annex should be deleted

1st Ave NW from NW 175th to NW 185th not labeled

NW 149th St & N 150th St @ Fremont Ave N not labeled

Aurora Ave N is also US99 throughout.

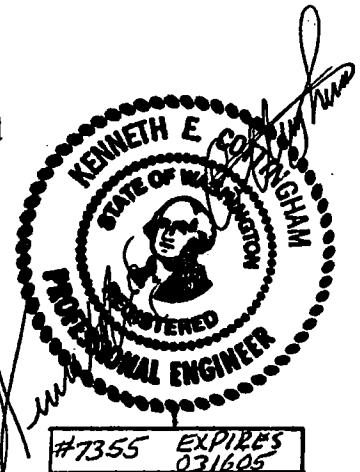
Ballinger Way NE is SR104 throughout

Bothell Way NE is SR522 throughout

N. 205th St is SR104 east of Ashworth Ave N

15th Ave NE not labeled and does not end at N 185th St

Interurban Trail not labeled.



Kenneth E Cottingham, P.E.
Transportation Engineer

Kenneth E. Cottingham
June 10, 2004
PUBLIC COMMENT 134

Subj: **Final Version - Comp Plan Update comment**
Date: 9/28/04 5:04:21 PM Pacific Daylight Time
From: janetway@yahoo.com
To: higharena@aol.com
CC: renbarton@aol.com, flyingbear@attbi.com, kurt@washingtontrout.org, irv@berteig.net,
bettelinn@hotmail.com

Shoreline Environmental Council
and Thornton Creek Legal Defense Fund

940 NE 147th St

Shoreline, WA 98155

September 28, 2004

Comments on Shoreline Comp Plan and
Master Plans Update

To Whom It May concern:

I represent the Shoreline Environmental Council(SEC)
and the Thornton Creek Legal Defense Fund (TCLDF). As
such, I wish to present this comment on the Shoreline
Comprehensive Plan and Master Plans Updates.

I wish to incorporate by reference the following:

comments by Merilee Catero, Thornton Creek Alliance
comments by Ginger Botham
Thornton Creek Watershed Basin Characterization Report
comments by Shoreline Solar Project
report from Eric Pentico of WDFW
letter from Tim Stewart
Video of Shoreline City Council Meeting
Calendar for Washington Recreation and Park
Association
"Tide Pools" article by Ed Hunt

We are concerned that these documents will create a
likelihood of severe adverse impact on our environment
and community. We request that the City order an
Environmental Impact Study on the effects of these
plans on our community for the foreseeable future. We
also request that you keep us posted of any and all
hearings or notices about the public process for these
plans. We request that we be treated as parties of
record with legal standing.

First of all, it must be mentioned that right on the
cover and Introduction pages of the Draft Comp Plan
2004 Update Ronald Bog Park is pictured. Therefore it
is odd indeed and yet so poignantly sad, that Thornton
Creek gets so little respect as a REAL valuable
resource. Throughout this plan the creek is denied
the status and classification it deserves as a Class
II Salmon Stream which can and could support more
anadromous fish including chinook salmon. Apparently,

PUBLIC COMMENT 134

Tuesday, September 28, 2004 America Online: HIGHARENA

Thornton Creek is nothing more than a pretty picture to the City of Shoreline.

While there may be some positive proposals in these documents such as EN66 (Item #161) and the new policy ENi (#162) concerning inter jurisdictional coordination in basins that cross jurisdictional boundaries, There are too many serious concerns about the proposed CIP budget which shows a direction being taken by the City, which shows questionable judgments. Our concerns about the direction taken are visualized in the Surface Water Plan's lack of vision for Wildlife Habitat and preserving our natural areas. The community has repeatedly expressed a desire to preserve these areas for the peoples enjoyment and for the value of preserving wildlife habitat.

- Perhaps the most symbolic and problematic indication of this attitude of the City is the degrading of Thornton Creek as fish habitat.

The city knows well the implications of denying this classification to the largest watershed in the city boundaries. This outright denial of this fact, throws every assertion in these documents into doubt. WA State Fish and Wildlife has documented salmonids in Thornton Creek repeatedly, and yet the City staff goes out of it's way to discredit all evidence and documentation of fish habitat. In the SEPA check list, there are numerous opportunities where salmonid presence is denied. (see pages 8 of Parks Plan, There does seem to be some confusion though in the treatment of this issue in the SEPA checklist. On pg. 11 the Comp Plan SEPA. This is completely unacceptable!

Comp Plan Update

What are our goals?

We recommend that you incorporate the "Restore Our Waterways" strategy being proposed by Seattle City Councilmember Richard Conlin and now adopted by the Mayor. (see enclosed)

Environmental Element

This is inadequate treatment of the environment. Habitat is given little space.

- We agree with element EN3, pg 35, "Conduct all City operations in a manner that minimizes adverse environmental impacts. The City should reduce its consumption and waste of energy and materials, minimize (eliminate) use of toxins(s)..." This is good public policy and we suggest that benchmarks be shown each year in a "Report Card" to show the city's progress on this goal.

- In keeping with the above we suggest that the city work with the Shoreline Solar Project to create projects to further the use of Solar Energy on public

buildings. Funding can be had from Seattle City Light for this objective. Solar Energy Goals should also be part of the City's "Environmental Sustainability." Thus we also agree with element ENb, pg 36 "Encourage 'Green Building' methods and materials".

- On pg. 39, goal EN53 - it states the final hierarchy as "recreate the wetland and habitat at a ratio which will provide for its assured viability and success." Many scientific studies have shown that this is a faulty assumption. That is, "created wetlands" have been shown to function poorly. Most likely this is because a wetland normally takes thousands of years to develop the proper soil structure to function. Unless there was formerly a wetland on the site with underlying peat soils, which is uncapped. The idea of "creating" wetlands has been shown to be a strategy of failure!

We agree with elements EN 54, 54, 56, which will be effective strategies to help protect wetlands.

- Vegetation Protection -We disagree with element EN 25, pg 37 which states "If development is allowed in an environmentally critical area or critical area buffer". This is a very bad policy to be following. It gives the impression that building in critical areas is acceptable or expected. This is VERY BAD PUBLIC POLICY!!!

We recommend this element be changed or removed!

- We disagree with element ENf, pg 42 - "Pursue obtaining legal access rights, such as easements or ownership to lands needed to maintain, repair or improve portions of the public drainage system that are located on private property and for which the city does not currently have legal access." This will infringe on property owners' vested rights. Other means need to be negotiated. Voluntary conservation easements could be offered.

Housing

We need to ensure that low-income housing is preserved, including zoning for mobile home parks.

Paramount Park Neighborhood needs to be protected from encroachment by large developments. It is a sensitive area, the largest existing wetland in the city and also provides affordable existing housing. Twelfth NE should NOT be allowed to become multiple unit housing ANY further. No more density can be absorbed by these residential streets and critical areas.

Surface Water - see below

Parks - see below

Surface Water Master Plan

Staff has recommended levels of service according to three categories - Flooding, Water Quality, and

Habitat.

We have some major concerns about the potential adverse impacts of this plan on salmonids particularly in Thornton Creek.

On pg. 66 of the SWM Plan Staff Report the Priority Levels on Habitat are based on the presence of "anadromous fish" and not salmonids. We believe the Priority Level should be based on "salmonid HABITAT" since that is the indicator of priority for cities to fund programs for improvement, according to State law. Fish habitat is what needs to be protected AND restored. Thornton Creek has abundant opportunity to be restored and is scheduled to have fish passage barriers removed. Therefore City policy and plans should be based on expectation of this habitat being improved and not degraded.

- Thornton Creek, a Class II salmon stream, should be designated as a "Fish and Wildlife Habitat Conservation Area", since it is widely known to be habitat for anadromous salmonids and other fish and many bird species, including priority species. The description of the creek system is inadequate in the SWM Plan book on pg. 11. It does not include details about different reaches or tributaries and does other creek systems. This treatment is INSULTING to residents of this watershed which is the largest in the city and connected to the largest watershed in Seattle!!!!!!

- Priority Habitat and Species; Salmonids - Thornton Creek is not listed here as it should be. It has a long history as a chinook bearing stream and has five species of salmonids. A large Steelhead was sighted in Thornton Creek this winter in Feb. It was videotaped, and confirmed by five fish biologists including a WDFW agent, Eric Pentico and City staff, Andy Loch, and witnessed by a City Councilmember, Maggie Fimia.

- As far as the flooding service level goes, we need to look no further than the case of the residents of North City off of NE 175th and the flooding problems they've experienced. It shows serious miscalculations on the part of the city engineering in implementation of stormwater design. Several of them testified at a City council meeting 9/20, about their heart-breaking situation which has been only exacerbated by the actions of the city. The Serpentine Lane drainage project which has been touted by the staff as "fixing" the problem has done the exact opposite. These citizens' homes have been rendered uninhabitable by the city's actions.

This case casts doubt upon ALL of the City's assertions about their ability to handle stormwater problems.

There are of course flooding issues all over the city which need to be better addressed. Currently the SWM

fee for a single family residence averages \$102. In just 3yrs. the fees will be increasing by over 6%. This is quite a lot of dollars to be charging for a system which arguably is failing on many levels. By your own account the capacity of our creeks and wetlands is already beyond stressed, water quality is low and citizens' properties are being adversely impacted by flooding. Citizens need a better return on their investment than is being offered. More funding needs to be directed towards addressing problems and less spent on "mere beautification" projects.

- Also on pg 68 of the Staff Report in the SWM Capitol Spending Chart shows cost shifting of SWM funding to Parks and Transportation infrastructure. This method of accounting for this spending is confusing and makes the REAL COSTS difficult for citizens to follow. It seems to us that this should be laid out clearly in one topic or the other, not mixed between different funds. It seems like the Parks budget is being used to pay for stormwater infrastructure, and the SWM budget is being used to justify transportation infrastructure, etc. What is the ACTUAL budget for SWM, Parks, and Transportation? How is Habitat affected by this budgeting? How is the public interest served by this method of accounting?

- Incentives - We suggest that the City undertake a positive "incentivization program" based on partnerships with private and public sector. There are numerous possibilities for improving our stormwater management by encouraging developers of new projects and existing property owners to upgrade their impervious surfaces to pervious either by replacing old ones or creating "natural drainage strategies". Some good example of this are being tried out in Seattle and King County.

(see "Restore Our Waters Strategy" enclosed, under "partnerships").

This has the potential to really solve some drainage problems by removing some of the runoff and having more of it "infiltrate" into the ground. It might also save precious dollars otherwise spent on repairs or litigation. Tax incentives could be provided to property owners who go along with this strategy.

Parks, Rec, and Cult. Services Master Plan

We have many questions and concerns about some of the policies proposed in the Parks and Rec Master Plan.

- Some of our concerns are reflected in the apparent plan to utilize parks even more than they're now used for stormwater detention. While we realize that there IS a nexus between parks and stormwater, since many of them have critical areas such as creeks and wetlands on site, neither should the parks be used as "dumping grounds" for our polluted waters coming off our

streets and impervious surfaces. It's widely known that toxics are a major cause of threats to human health and degradation of our wildlife habitat. Therefore adequate stormwater detention and infrastructure must be provided by any NEW development as the city fixes inadequate stormwater facilities and restores our critical area resources.

Parks should either be funded properly to provide this service without negatively impacting their other responsibilities OR SWM must provide it by charging fees for new development, applying for grants or partnering with agencies and the private sector. Rate payers should not be expected to make up the difference and pay for mistakes of past development or oversight from governments.

- We also have serious concerns and questions about the lack of emphasis in the Parks Plan on habitat and enhancing "natural areas". It's a well established fact that a majority of citizens who use parks do so for passive uses OR for individual recreation. According to the Parks Plan, pg 34 the Top 10 Activities chart, individual sport activities were the most popular, including exercise walking, fishing, bicycle riding, and hiking. These are all activities to be pursued in natural area parks. As shown in industry studies passive recreation is BY FAR the most popular use for parks! (see "TOP 15 MOST POPULAR SPORTS AS RANKED BY THE NATIONAL SPORTING GOODS ASSOCIATION Calendar, publ. by Wash Rec & Park Assoc. [enclosed]) Citizens count on "natural areas" to provide enjoyment of nature, quiet reflection and family time. Again, according to the City Parks Plan, in surveys and focus groups as shown on pgs, 42 and 44, citizens crave natural areas, small neighborhood parks and walking and biking trails more than other types of parks. They appreciate the chance to appreciate the natural world in the city. Therefore funding and emphasis for the budget should favor these types of parks and activities most desired by citizens.

- Wildlife corridors have also been shown to be a vital link within the urban areas for wildlife survival. Many bird, fish, amphibian and small mammal species depend on wildlife corridors to survive. The Best Available Science standard requires that our Parks and SWM Plans preserve these wildlife corridors for Priority Habitat. Many of our parks can provide this natural area component and it could be expanded with out great expense. There is a great deal of public support for this policy.

These parks include -
 Paramount Park Natural Area,
 Saltwater Park (natural aspects need to be better emphasized),
 Hamlin Park,
 Cromwell Park,
 Meridian Park,
 Darnell Open Space,
 Twin Ponds Park,

Northcrest Park,
North City Park,
Bruggers Bog,
Boeing Creek Park,
Innis Arden Reserve,
Shoreview Park,
Echo Lake Park, etc.

- Additionally, some other areas could be added as openspace and be further enhanced. These areas could provide more wildlife corridors, better infiltration of stormwater and enhanced passive recreation activities.

These would include:
properties surrounding Paramount Park Open Space,
"Seventeen Acres" (next to Shorecrest HS),
portions of Fircrest Property,
"The Bowl" north of Hamlin Park,
Kruckeberg Botanical Garden,
Beach areas for public access,
"triangle area" next to proposed pedestrian bridge on Aurora, and others.

Additionally, preserving and enhancing wildlife habitat, including improving and restoring buffers for critical areas should be emphasized. Sedimentation in streams caused by runoff should be prevented and siltation should be controlled. Wetland function should also be restored where possible by removing fill. Impervious surfaces should be replaced where possible with natural drainage and vegetation.

- We suggest that wildlife and plant surveys should be done in the park which include accurate mapping of plant and animal communities. This work could be provided by volunteers if well organized. There are many avid "birders" and other amateur experts in Shoreline who'd love the opportunity. Surveys have been done in the past by Shoreline Community College student, and more could be commissioned with the help of consultants. In Seattle, "Nature Mapping" has been undertaken by private organization to accurately map plant communities. (contact:
Seattle Urban Nature Project
5218 University Way NE
Seattle, WA 98105
Phone: (206) 522-0334
E-mail: info@seattleurbannature.org

This excellent organization could be contracted to provide more detailed information than is now available.

Also, the "benthic index" or "bug count" for our streams and wetlands should be taken and analyzed to indicate the real water quality.

- Our Parks should be "Toxic Free Zones". The city should eliminate by phasing out ALL toxics, including pesticides, herbicides, fungicides, non-natural fertilizers and any other toxic uses. All uses of

toxics use in critical area buffers should be stopped immediately. "Integrated-pest-management" which seeks to truly limit and phase out these product uses should be the method employed by the City. Also, uses of toxics should be phased out in areas close to parks as well as other public spaces. The city should also work toward developing sustainable methods and Best Management Practices for maintenance of equipment which uses toxic materials. For instance, leaf blower use should be phased out because of air pollution and noise pollution. Alternatives should be sought to these technologies which are less intrusive and which are not toxic to wildlife of people, especially where children are likely to be present.

- "No Spray Zones" should be extended city-wide. It should not be the default that residents have to be subjected to poison unless they request NOT to be! The pilot program from Richmond Beach should be extended all over town. There's just no justification for spraying pesticides on our streets which then washes directly into our streams and drifts into people's yards where their children and pets play. Manual maintenance can be substituted.

- More emphasis should be given to our trees in general in the report. When we think of parks, naturally we think of trees as a vital part of the landscape. Trees provide numerous benefits of course, to our community; including shade, air pollution control, wildlife habitat, water retention and infiltration from rain, fruits and nuts, and of course aesthetic reasons. Conifers provide enormous benefits for stormwater retention. Up to 50% of the precipitation which falls on coniferous trees never reaches the ground. When trees are cut down for safety reasons "snags" should be created from a "topped" tree for benefit of woodpeckers and other species. Large woody debris created by any needed cutting or pruning should be added to wetland areas and within riparian areas where practical. Large old-growth or second-growth trees should be preserved whenever possible and heritage trees should be identified and cataloged. Rare plants and native plant areas should be inventoried to know what areas are most fragile to intrusion. Vegetation in general is not given much attention in the Parks Plan. Plants are, of course crucial to wildlife habitat. Native plants, once established provide a low maintenance alternative, beauty and provide the right environment for native plants and animals.

There are many CIP and Openspace Acquisition projects proposed in the Staff Report, but many raise more questions than they answer. For instance:

Paramount Park is listed in the staff report for a project for removal of rubble, etc. with a suggested budget of \$250,000! Paramount Park Neighborhood Group suggested this idea originally and proposed to do it with a grant from King County Waterworks, for about \$10,000. What would cost \$250K? We can do these types

of projects with volunteer labor for much less, with "buy-in" from the community.

- Some wildlife habitat has already been lost such as at Peverly Pond where the pond has been allowed to disappear due to development impacts. This was a former privately owned park open to the public, but now a private developer has severely limited any access by the public. Instead the private developer is being permitted by the city to use the public park next door for it's mitigation project instead of doing required mitigation on site. This is in effect a "privatization" of our park resource. It is NOT a good trend for us to be following.

Transportation Master Plan

We have major concerns as to how the transportation plan will effect our stormwater. Many experts in the engineering fields are now looking at ways to promote "zero impact development". This is not only a feasible concept but is becoming the state of the art. We believe the city should employ these techniques in any new road treatments or transportation solutions, as well as work toward his goal in it's planning and development departments. One of the chief proponents of this technology philosophy is the SCA Consulting Group.

(see enclosed article from Tide Pool, 1/99
<http://www.tidepool.org/hp/hpbigidea.cfm>)

Contact

SCA Design|Build and Consulting Group

P.O. Box 3485

Lacey, WA 98509-3485

360-493-6002 Phone

360-493-2476 Fax

sca@scaconsultinggroup.com

- More alternatives to impervious surfaces should be explored for our roads, paths and sidewalks. "SEAstreets" types of sidewalk/natural drainage solutions should be pursued and implemented, especially for creeks which are currently in pipes or roadside ditches. This is a nationally recognized alternative program, originating at Seattle Public Utilities, which enhances pedestrian pathways while providing huge benefits for stormwater infiltration and detention. (See "incentives" above in SWM section)

- Better pedestrian connections must be made throughout our community. Surveys taken by the City show overwhelming desire in the community for better safer streets with pedestrian improvements. These should be concentrated near parks, schools and school crossing areas. Also they can also be done in conjunction with the above SEAstreet treatments. Grant funding can be applied for with the above programs to improve stormwater and solve two problems at once. Also, as above developers can be encouraged with incentives to do this more sustainable

drainage/pedestrian connections.

- Development should be encouraged to provide better "connectivity" by eliminating fencing which cuts off one project from adjacent ones and prevents pedestrian access. An example of one place which could have been designed better is the Top Foods project and its lack of connectivity to the housing next door. Residents of the housing must now walk way out of their way to get to the store for their shopping needs. This is NOT a good way to encourage walking instead of driving.

- Economic impacts to existing businesses should always be taken into account and sensitivity to their needs MUST be considered when proposals are made by the city for "improvements". Aurora Ave. N and North City are of course prime examples. In one case medians are deemed crucial and in the other they are deemed "dangerous". It seems that different standards are being applied to to rationalize one or the other.

- "Cut-thru traffic" is a subject of great concern from citizens and the resulting speeding in residential areas. Policies that result in this impact to neighborhoods should be changed. Traffic lights for pedestrians should be provided where high accidents rates have occurred such as Fifteenth NE at 170th NE next to the 7-11 Store.

Please accept our comments and consider them seriously!

Respectfully Submitted,

Janet Way, President
Thornton Creek Legal Defense Fund
and Representative for Shoreline Environmental Council

Do you Yahoo!?
Declare Yourself - Register online to vote today!
<http://vote.yahoo.com>

A. Reference & Description:

Item T10: (p. 48) Designate Green Streets on select arterials and neighborhood collectors that connect schools, parks, neighborhood centers and other key destinations. Compile design standards for each Green Street type. (see \$50,000 for Green Street initial corridor selection and predesign in the Attachment A. TMP Project Recommendations on p. 63 of Comp Plan Update Staff Report)
Green Streets Program (see Item T10 above and p. 146 of Draft Comp Plan) The concept of a system of green streets first came about during the “visioning process” by the Shoreline City Council shortly after incorporation. Green streets were also mentioned frequently during the public involvement portion of the initial Comprehensive Plan development. The updated Community Design Element of the Comprehensive Plan directs the City to develop a program to implement Green Street improvements that prioritizes connections to schools, parks, neighborhood centers and other key destinations. The transportation design standards overlay existing street design standards for designated “Green Street” arterials and neighborhood collectors. The Green Street standards provide guidelines for an enhanced streetscape, including street trees, landscaping, lighting, pathways, crosswalks, bicycle facilities, decorative paving, signs, season displays, and public art. The TMP also recommends conducting a planning study with the storm and surface water utility to identify an initial Green Street corridor

Public Comment: There is no mention of the Green Streets’ effects on habitat. How would street runoff affect our streams? How are the deciduous leaves from landscaping filtered before they enter the storm water system? How are we, as a city, dealing with pesticides that may be sprayed to maintain the landscaping on our streetscape?

B. Reference & Description:

Transportation Master Plan:

Executive Summary (p. 54: Comp Plan Update Staff Report): The Transportation Master Plan identifies ways to ensure continued mobility through and within the City of Shoreline, while safeguarding its neighborhoods.

These recommendations call for

- Emphasized investment in the city’s pedestrian system, with particular emphasis on school access and arterial safety. (see p. 61: Comp Plan Update Staff Report: Ch 6 Recommended Improvements: 5. Increase Sidewalk Funding. The transportation work group recommends adding a program to the existing Pedestrian program to match local neighborhood LIDs (Local Improvement District) with City funds to pay for local sidewalks. Increase Pedestrian program funding by \$140,000)

Chapter 6. Revised excerpt from Table 6-2 Design Guidelines for Transportation Green Streets Pedestrian Amenities “Maximum Sidewalk width with buffering...” changed to: “Sidewalk with buffering...”; “Sidewalk of moderate width or mixed use path, with buffering...” changed to “Sidewalk or mixed use path, with buffering...”

Public Comment: We commend the transportation work group’s ability to be flexible and not insist on MAXIMUM sidewalk widths. We hope this is translatable into narrower sidewalks along Aurora Avenue, as well.

In order to increase mobility and to add to our City's inventory of sidewalks and walkways in the pedestrian system, Planning Commission needs more tools, such as easier ways to collect impact fees and in lieu of funds from applicants to implement and require new developments to provide for adequate walkways beyond property lines.

For example, at the September 2, 2004 Type C Quasi-Judicial Public Hearing for the Cedar heights Preliminary Formal Subdivision for 32 zero lot line lots located at 19201 - 15th Avenue NE, Planning Commissioners had lengthy discussions about construction of a sidewalk along 15th Ave NE from the proposed development to the intersection at Perkins Way. This meant a 200 feet sidewalk extension was needed from south of the property boundary lines to Perkins Way for school children and others to safely walk to this intersection. However, currently there is no mechanism in place to provide for this extension.

As a buy-back for the increased density and traffic, perhaps impact fees that would be directly translated into amenities such as sidewalks for project's new occupants as well as immediate neighbors would be desirable.

C. Reference & Description:

Transportation Master Plan:

Executive Summary (p. 54: Comp Plan Update Staff Report): The Transportation Master Plan identifies ways to ensure continued mobility through and within the City of Shoreline, while safeguarding its neighborhoods.

These recommendations call for second item:

- Increased funding for safety programs, including a street lighting program

Public Comment: This is a recommendation without funding. Except for a study for street lighting standards and financing plan (which may translate into more LID's) with \$50,000 in the Attachment A. TMP Project Recommendations on p. 62 of Comp Plan Update Staff Report, there does not seem to be any funding recommended, a la the list of projects identified as important to consider for Parks and Recreational Facilities.

Street lighting is a basic amenity the City should provide for the taxes we already pay. They are needed for pedestrian and residents' public safety, especially for children, women, and the elderly, and should take precedence over sports fields' lighting.

D. Reference & Description:

New policy Cfg-2 is to utilize financing options that best facilitate implementation of the CIP, including debt financing. New policy Cfg-3 is to evaluate having the City collect surface water utility fees rather than King County (items 461-464)

Public Comment: Any time taxing structure is changed, the impact on the fee and tax payers must be thought through carefully. If this fee structure, along with debt financing, increases the burden on the local tax payers and makes Shoreline less affordable to live in, voters will remember who increased their taxes and fees.

E. Reference & Description:

Access Control Classification System (p. 147 refers to WSDOT) (p. 148) For Class 3 state facilities with less than 25,000 vehicles,

- No more than one access connection to an individual/contiguous parcels under same ownership...
- The minimum distance to another (public or private) access point is 330 feet on the same side of the highway

The City should encourage the private businesses and developers along Aurora Ave N to develop private access through alleys and rear access roads without placing curb cuts on the state facilities. (This does not take into account the many shallow lots along much of first mile of Aurora and lack of alleys and rear access roads especially since Interurban Trail is being built.)

Public Comment: Whether by design or default, there is no separation other than a line of space between Access Control for Class 3 State facilities and Aurora Avenue.

Is the city staff not clear as to which classification Aurora Avenue falls under? This is a class 4 state highway with much more than 25,000 vehicles per day.

F. Reference & Description:

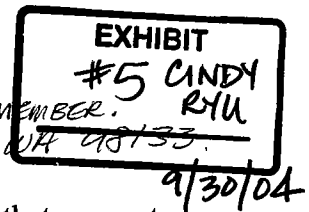
New Policy: Tu: Work with Shoreline Community College and King County Metro to reduce employee and student use of single occupant vehicles and promote transit and carpooling

Public Comment: We are encouraged to see acknowledgement of the need for our City to work with other public entities that have a major presence and impact on the quality of life of our residents and our businesses. However, we are concerned that this be translated into budget or staff allocation to promote transit and carpooling by Shoreline Community College's staff and students. This will ease parking and traffic volume pressures on the immediate Highland Terrace, Shorewood Hills I & II, as well as Greenwood and Innis Arden neighborhoods.

G. Reference & Description:

See Type of Job/Percentage of Total Jobs table which "has been updated to include current data on demographics and population in the City's market area, household income characteristics within the City, employment by sector comparisons, tax base information..."

Public Comment: Is the data complete? Where do jobs created by day cares, nursing homes, adult care homes, private schools, boarding homes, and Fircrest show up? These jobs are vital, and add to the economic vitality of our city.



A. Reference & Description:

Item T10: (p. 48) Designate Green Streets on select arterials and neighborhood collectors that connect schools, parks, neighborhood centers and other key destinations. Compile design standards for each Green Street type. (see \$50,000 for Green Street initial corridor selection and predesign in the Attachment A. TMP Project Recommendations on p. 63 of Comp Plan Update Staff Report) Green Streets Program (see Item T10 above and p. 146 of Draft Comp Plan) The concept of a system of green streets first came about during the "visioning process" by the Shoreline City Council shortly after incorporation. Green streets were also mentioned frequently during the public involvement portion of the initial Comprehensive Plan development. The updated Community Design Element of the Comprehensive Plan directs the City to develop a program to implement Green Street improvements that prioritizes connections to schools, parks, neighborhood centers and other key destinations. The transportation design standards overlay existing street design standards for designated "Green Street" arterials and neighborhood collectors. The Green Street standards provide guidelines for an enhanced streetscape, including street trees, landscaping, lighting, pathways, crosswalks, bicycle facilities, decorative paving, signs, season displays, and public art. The TMP also recommends conducting a planning study with the storm and surface water utility to identify an initial Green Street corridor

Public Comment: There is no mention of the Green Streets' effects on habitat. How would street runoff affect our streams? How are the deciduous leaves from landscaping filtered before they enter the storm water system? How are we, as a city, dealing with pesticides that may be sprayed to maintain the landscaping on our streetscape?

B. Reference & Description:

Transportation Master Plan:

Executive Summary (p. 54: Comp Plan Update Staff Report): The Transportation Master Plan identifies ways to ensure continued mobility through and within the City of Shoreline, while safeguarding its neighborhoods.

These recommendations call for

- Emphasized investment in the city's pedestrian system, with particular emphasis on school access and arterial safety. (see p. 61: Comp Plan Update Staff Report: Ch 6 Recommended Improvements: 5. Increase Sidewalk Funding. The transportation work group recommends adding a program to the existing Pedestrian program to match local neighborhood LIDs (Local Improvement District) with City funds to pay for local sidewalks. Increase Pedestrian program funding by \$140,000)

Chapter 6. Revised excerpt from Table 6-2 Design Guidelines for Transportation Green Streets Pedestrian Amenities "Maximum Sidewalk width with buffering..." changed to: "Sidewalk with buffering..."; "Sidewalk of moderate width or mixed use path, with buffering..." changed to "Sidewalk or mixed use path, with buffering..."

Public Comment: We commend the transportation work group's ability to be flexible and not insist on MAXIMUM sidewalk widths. We hope this is translatable into narrower sidewalks along Aurora Avenue, as well.

ADA COMPLIANT

In order to increase mobility and to add to our City's inventory of sidewalks and walkways in the pedestrian system, Planning Commission needs more tools, such as easier ways to collect impact fees and in lieu of funds from applicants to implement and require new developments to provide for adequate walkways beyond property lines.

For example, at the September 2, 2004 Type C Quasi-Judicial Public Hearing for the Cedar heights Preliminary Formal Subdivision for 32 zero lot line lots located at 19201 - 15th Avenue NE, Planning Commissioners had lengthy discussions about construction of a sidewalk along 15th Ave NE from the proposed development to the intersection at Perkins Way. This meant a 200 feet sidewalk extension was needed from south of the property boundary lines to Perkins Way for school children and others to safely walk to this intersection. However, currently there is no mechanism in place to provide for this extension.

As a buy-back for the increased density and traffic, perhaps impact fees that would be directly translated into amenities such as sidewalks for project's new occupants as well as immediate neighbors would be desirable.

C. Reference & Description:

Transportation Master Plan:

Executive Summary (p. 54: Comp Plan Update Staff Report): The Transportation Master Plan identifies ways to ensure continued mobility through and within the City of Shoreline, while safeguarding its neighborhoods.

These recommendations call for second item:

- Increased funding for safety programs, including a street lighting program

Public Comment: This is a recommendation without funding. Except for a study for street lighting standards and financing plan (which may translate into more LID's) with \$50,000 in the Attachment A. TMP Project Recommendations on p. 62 of Comp Plan Update Staff Report, there does not seem to be any funding recommended, a la the list of projects identified as important to consider for Parks and Recreational Facilities.

Street lighting is a basic amenity the City should provide for the taxes we already pay. They are needed for pedestrian and residents' public safety, especially for children, women, and the elderly, and should take precedence over sports fields' lighting.

D. Reference & Description:

New policy CFg-2 is to utilize financing options that best facilitate implementation of the CIP, including debt financing. New policy CFg-3 is to evaluate having the City collect surface water utility fees rather than King County (items 461-464)

Public Comment: Any time taxing structure is changed, the impact on the fee and tax payers must be thought through carefully. If this fee structure, along with debt financing, increases the burden on the local tax payers and makes Shoreline less affordable to live in, voters will remember who increased their taxes and fees.

E. Reference & Description:

Access Control Classification System (p. 147 refers to WSDOT) (p. 148) For Class 3 state facilities with less than 25,000 vehicles,

- No more than one access connection to an individual/contiguous parcels under same ownership...
- The minimum distance to another (public or private) access point is 330 feet on the same side of the highway

The City should encourage the private businesses and developers along Aurora Ave N to develop private access through alleys and rear access roads without placing curb cuts on the state facilities. (This does not take into account the many shallow lots along much of first mile of Aurora and lack of alleys and rear access roads especially since Interurban Trail is being built.)

Public Comment: Whether by design or default, there is no separation other than a line of space between Access Control for Class 3 State facilities and Aurora Avenue.

Is the city staff not clear as to which classification Aurora Avenue falls under? This is a class 4 state highway with much more than 25,000 vehicles per day. (~~39,000~~/DAY)

*CITED IN GRANT FUNDING
FOR THE AURORA AVE PROJECT.*

F. Reference & Description:

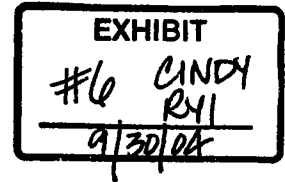
New Policy: Tu: Work with Shoreline Community College and King County Metro to reduce employee and student use of single occupant vehicles and promote transit and carpooling

Public Comment: We are encouraged to see acknowledgement of the need for our City to work with other public entities that have a major presence and impact on the quality of life of our residents and our businesses. However, we are concerned that this be translated into budget or staff allocation to promote transit and carpooling by Shoreline Community College's staff and students. This will ease parking and traffic volume pressures on the immediate Highland Terrace, Shorewood Hills I & II, as well as Greenwood and Innis Arden neighborhoods.

G. Reference & Description:

See Type of Job/Percentage of Total Jobs table which "has been updated to include current data on demographics and population in the City's market area, household income characteristics within the City, employment by sector comparisons, tax base information..."

Public Comment: Is the data complete? Where do jobs created by day cares, nursing homes, adult care homes, private schools, boarding homes, and Fircrest show up? These jobs are vital, and add to the economic vitality of our city.



Shoreline Planning Commission

September 30, 2004

9/30/04.

Written Comment

CINDY RYU 15215 AURORA AVEN SHORELINE WA 98133

TRANSPORTATION POLICIES' SAFE & FRIENDLY STREETS (p48)

INCLUDES POLICY # T9: "CONSIDER REDUCING
FOUR-LANE ARTERIALS TO THREE WHERE LEVEL OF
SERVICE STANDARDS CAN BE MAINTAINED."

I SUGGEST EITHER THIS POLICY BE REMOVED,
AS THE ACTUAL IMPLEMENTATION OF THIS POLICY
ON 15TH AVE NE BETWEEN 155TH & 174TH EQUIVALENT
HAVE RESULTED IN LESS SAFE & LESS FRIENDLY
STREETS DUE TO DIVERSION OF SOME OF THE
TRAFFIC OFF OF THIS MAJOR ARTERIAL INTO NEIGHBORHOOD
STREETS, ESPECIALLY AT PEAK TRAFFIC TIMES.

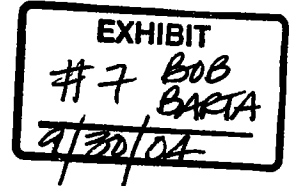
IF THIS POLICY # T9 WERE TO STAY, THEN THE
LEVEL OF SERVICE STANDARDS MUST BE STRENGTHENED
AND SPECIFIED, SO THAT WE DO NOT EXPERIMENT
WITH REAL STREETS & REAL NEIGHBORHOODS
AT GREAT COSTS TO THE TAXPAYERS &
PEOPLE WHO MUST LIVE WITH THE RESULTS.

Please leave this form with the clerk at the end of the meeting

This is a public record



Pg 1-3



Shoreline Planning Commission

September 30, 2004

Written Comment

From Highland Terrace Neighborhood Association

Concerning Traffic at 160th & Greenwood Ave N

Re: How to facilitate a safe flow and efficient flow of traffic through said intersection

Re: It appears ~~that~~ the planned growth for Shoreline Community College will further impact the traffic conundrum at 160th & Greenwood Ave N.

Suggest to expand SCC at another location, perhaps at the current DOT building at 160th & Payton Ave N.

Move D.O.T. to new facilities at the Fir Crest site where buildings have been vacated and will be torn down.

Please leave this form with the clerk at the end of the meeting

This is a public record

Bob Barta
Highland Terrace Neighborhood Association
Representative #1
206 368 3173
bbarta@appleisp.net

Shoreline Planning Commission
Written Comment Form

PUBLIC COMMENT 187

September 30, 2004

Concerning The Intersection of 160th & Greenwood Ave N. from Highland Terrace Neighborhood Association. pg 2-3

Questions that were raised at the last Highland Terrace Neighborhood Association meeting regarding the proposed traffic circle to be installed at 160th and Greenwood Ave. N. by the City of Shoreline.

All participants were greatly concerned about the effect of such a traffic circle on the neighborhood safety. Is it planned as a roundabout or a circle?

The idea of a traffic circle has already been advanced during the meetings concerning the SCC Master Plan. It was one of the traffic solution choices to be selected by the neighborhood. That response is already on record. It was dismissed by the neighborhood as a workable solution.

For that matter HTNA neighborhoods have not been shown how any of the traffic plans would efficiently and safely accommodate the planned enrollment increases indicated in the SCC Master Plan.

Where is the evidence that any of the SCC traffic alternatives are adequate to efficiently handle current traffic through the intersection of 160th and Greenwood Ave. N.?

What is the comparative cost of all the different concepts that have been proposed for this intersection?

Is there anyway to lobby for national or state funding for a stop light at this intersection?

A coordinated traffic signal appears to be the safest and least costly for regulating the flow of traffic to and from SCC. The light could be set on a timer for peak times, morning, noon and afternoon when school lets out, other times it could be a flashing signal.

Are there plans for an alternate entrance to SCC parking via 165th St.?

If this is to be a solution to the increased SCC traffic, then why not open another exit farther north on Greenwood Ave. to move the college traffic on and off campus?

How will the articulated buses, which use this intersection, drive through the circle?

How will it affect the response time of fire department vehicles in an emergency in the neighborhood of Palatine Ave. N., 1st Ave. NW. 2nd Ave. NW? The consensus was that it will definitely slow the response time and thus endanger the safety of the neighborhood. How can a large ladder truck navigate this circle safely?

Will this circle have a single lane or double lanes? What size is it going to be? If there are plantings in the center of the circle who is responsible for the upkeep of it? Will the City of Shoreline maintain this area?

Will this circle be taking land away from private property owners and the school's wooded lot?

What sort of signage is going to be installed to direct traffic into the circle, to control traffic within the circle and clearly show exits to SCC and the three street exits?

Will there be stop signs or stop lights? How will aggressive vs. timid drivers fare? How do you exert control so that it is not a free for all? How do drivers unfamiliar with traffic circles find the right exits?

Will there be sidewalks installed all around or none at all?

What will the impact be on traffic?

If this indeed comes to pass, over the objections of the neighborhood, how will foot traffic be handled safely at the intersection? What accommodations are there for pedestrians, if any?

How will grade school children needing to cross Greenwood and 160th do it safely?

How will college students coming from Sears' parking lot cross safely?

How is traffic controlled within the circle to make pedestrian crossings possible? How is traffic being stopped?

Two different speeds intersect, Greenwood Ave. at 35 mph and 160th at 25 mph, what is the speed limit within the circle?

How much traffic to the elementary school will be sent into the neighborhood streets? Because the circle is too much of a hassle, traffic will choose to access by way of 155th and 1st NW to avoid the circle, thus increasing wear and tear on these streets not meant to be used at this level. It will increase congestion on 1st Ave. NW, and increase the danger to local children walking to and from school.

With all the increased traffic that the circle will be creating by parents and school buses that choose not to use the circle intersection, 155th St. and 1st Ave. NW will continue to break down, as it already is due to excess construction truck traffic and the volume of car traffic that is sustained beyond the regular neighborhood traffic.

Is there a response from Highland Terrace School and its PTSA addressing the safety of the SCC plans as well as the latest traffic circle plan by the City? How will it affect crosswalk changes, guards, and volunteers for the elementary school? What is their response?

Why not hire someone (maybe college students who are always looking for a job) to direct traffic during the peak traffic hours, morning, noon and afternoon when school lets out?

Another idea to help with the SCC traffic congestion:

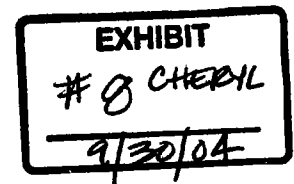
Why not remove the 'island' and straighten out the road running east, that the college students exit out of the college and use to approach Greenwood Ave. N. Make a 'T' intersection that is managed by a flashing red light at Greenwood Ave. N. The bus area would then be parallel to the south side to this street, much like it is now, and there will be more manageable traffic turning south onto Greenwood coming up to the 160th St. intersection. The cars will be making a straight approach versus coming around the short corner as it now exists. Also buses will then be able to make a cleaner approach and easier turn onto 160th. Traffic should be smoother without all the conflict of all of the other concepts that use the school's wooded lot. If flashing lights were too expensive, 3 stop signs would serve the same purpose at the 'T' intersection.

Thank you for considering our neighborhood's questions and concerns.

Sincerely yours,

Bob Santa Rep. #1 206 368 3173

Highland Terrace Neighborhood Association
We meet on the 3rd Tuesday of
the month, 7PM at the
Highland Terrace Elementary School



Shoreline Planning Commission

September 30, 2004

Written Comment

Just to get this on paper to reinforce my verbal comment -

Please address the smaller wetland at northeast end of Ronald Brg as well as the main detention pond in both the surface water & the park plan.

It is a very different wetland being shallower and has different vegetation ^{than main ponds}. It has had water quality problems since it takes all the runoff from NE 175th and was supposed to receive WSDOT mitigation grant funds. It should continue to be monitored. Invasive plant species should be removed & replaced with native vegetation.

It is prime songbird habitat and helps ~~also~~ filter runoff before entering the Thornton Creek system.

It should not be sacrificed for a parking lot as it appears on pg. 146 of the park plan. Please clear up this oversight.

Also hope that forest management plans means more than just planting trees but looks at whole ecosystems and designates where dogs can and cannot be allowed off leash.

Please leave this form with the clerk at the end of the meeting

This is a public record