



AGENDA

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SHORELINE CITY COUNCIL BUSINESS MEETING

Monday, March 4, 2013
7:00 p.m.

Council Chamber · Shoreline City Hall
17500 Midvale Avenue North

	<u>Page</u>	<u>Estimated Time</u>
1. CALL TO ORDER		7:00
2. FLAG SALUTE/ROLL CALL		
3. REPORT OF THE CITY MANAGER		
4. COUNCIL REPORTS		
5. PUBLIC COMMENT		
<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 15 people are signed up to speak, each speaker will be allocated 2 minutes. When representing the official position of a State registered non-profit organization or agency or a City-recognized organization, a speaker will be given 5 minutes and it will be recorded as the official position of that organization. Each organization shall have only one, five-minute presentation. Speakers are asked to sign up prior to the start of the Public Comment period. Individuals wishing to speak to agenda items will be called to speak first, generally in the order in which they have signed. If time remains, the Presiding Officer will call individuals wishing to speak to topics not listed on the agenda generally in the order in which they have signed. If time is available, the Presiding Officer may call for additional unsigned speakers.</i>		
6. APPROVAL OF THE AGENDA		7:20
7. CONSENT CALENDAR		
(a) Approval of Contract For Property Tax Exemption for 109 Units in North City Target Area (Arabella II)	<u>1</u>	7:20
(b) Authorizing the City Manager to Execute a Contract with AtWork!for Park Landscape and Maintenance Services in the Amount of \$224,404.30 and with TruGreen Landcare for Right-of-Way Vegetation Maintenance in the amount of \$110,272.50	<u>11</u>	
8. STUDY ITEMS		
(a) Traffic Safety Report	<u>18</u>	7:20

(b) Neighborhood Traffic Safety Program	<u>49</u>	7:50
(c) Eastside Off-Leash Dog Area Recommendation	<u>62</u>	8:20
9. ADJOURNMENT		8:50

The Council meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at 801-2231 in advance for more information. For TTY service, call 546-0457. For up-to-date information on future agendas, call 801-2236 or see the web page at www.shorelinewa.gov. Council meetings are shown on Comcast Cable Services Channel 21 and Verizon Cable 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. Online Council meetings can also be viewed on the City's Web site at <http://shorelinewa.gov>.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

<p>AGENDA TITLE: Authorizing the City Manager to Execute a Property Tax Exemption Contract with Arabella Apartments, LLC (Arabella II)</p> <p>DEPARTMENT: Economic Development</p> <p>PRESENTED BY: Dan Eernisse, Economic Development Manager</p> <p>ACTION: ___ Ordinance ___ Resolution <u> X </u> Motion ___ Discussion</p>

PROBLEM/ISSUE STATEMENT

On January 27 a completed application and payment of fees was received for property tax exemption (PTE) for Arabella Apartments, LLC (Arabella II). The project meets the affordability standards for a 12-year property tax exemption. The applicant states that the proposed 109-unit apartment project will be located at 1227 NE 180th Street, and that expected completion of the project is planned for October of 2015.

On September 22, 2008, Council passed Ordinance No. 520 offering property tax exemptions for new residential projects. The Arabella II project is within the North City area, which is one of two areas designated for both 8-year and 12-year property tax exemption for compliant new residential projects. The 500-unit cap for this area has not been exhausted. In the North City Business District target area, at least 20% of the units must be rented as affordable housing units to households making at or below 70% of the area median family income adjusted for family size for studio and one bedroom units and at or below 80% of the area median family income adjusted for family size for two or more bedroom units. The City created an expanded PTE program with different criteria and procedures for five new areas with Ordinance No. 624 in 2011. Although this new expansion program was codified in Chapter 3.27, it is clear from the staff report for Ordinance No. 624 that the preexisting program created under Ordinance No. 520 was supplemented and not repealed.

Arabella II currently holds a Certificate of PTE, but it will not meet the completion deadline of September of 2013. This deadline was extended for two years in 2011, but Ordinance No. 520 does not allow the applicant to obtain a second extension. Therefore, Arabella Apartments, LLC is seeking a new PTE Certificate to allow it to complete the project within the new three year window. The applicant is pursuing HUD financing for the project, and the PTE Certificate is a condition placed on the project by HUD. The applicant's representative stated that if financing is secured, ground will be broken in late 2013.

On January 14, 2013, the application was found to comply with all of the requirements set forth in Ordinance No. 520 (see Attachment A) to qualify for a Conditional Certificate of Property Exemption with the exception of executing the required contract. The next step is to present a contract signed by the applicant to the City Council with a

recommendation that the City Council authorize the City Manager to sign the contract. The attached signed contract (Attachment B) insures on-going compliance with Ordinance No. 520 and guarantees the appropriate period of property tax exemption for the applicant.

The project achieves Vision 2029 goals such as diverse and affordable housing (FG 12), specific high density areas (FG 14), and a business friendly environment (FG 15). In addition, the project builds on the investment made in the North City neighborhood by past Council action. Therefore, staff recommends that Council authorize the City Manager to execute the contract for the property tax exemption for Arabella II.

RESOURCE/FINANCIAL IMPACT

The project will generate one-time permit fees of over \$50,000. Once occupied, the project's residents will contribute on-going revenue through sales and utility taxes and utility fees. Shoreline's average annual per capita revenues for sales and utility taxes is currently \$110/year and \$120 respectively. Given the affordability requirement of the project, it is likely that its residents will spend less than average.

During the 12-year tax exemption there will be no property tax revenue or property tax levy increases as a result of the value of multifamily improvements. The City will delay collecting property taxes on improvements until the project's tax exemption period ends. The building value is estimated to be approximately \$17 million. Based on the City's current property tax levy of \$1.60 per \$1,000 assessed valuation, the City will waive between \$25,000 and \$30,000 in property taxes annually. The new construction value of the buildings will not be added to the City's tax rolls until the exemption period expires in twelve years and increased property tax will begin at that time. There is no shift of tax burden during the exemption period, only a delay in adding new tax revenue. t The School District will not be affected by the PTE program as its levy amount is fixed.

RECOMMENDATION

Staff recommends that Council authorize the City Manager to execute the property tax exemption contract with Arabella Apartments, LLC (Arabella II), Attachment B.

ATTACHMENTS

Attachment A – Findings of PTE Compliance issued by the Permits Services Manager
Attachment B – Property Tax Exemption Contract


Approved By: City Manager **JU** City Attorney **IS**



Memorandum

DATE: Jan. 14, 2013

TO: Julie Underwood, City Manager

FROM: Jeff Forry, Permit Services Manager 

RE: Arabella Apartments, LLC Tax Exemption Application
1227 NE 180th Street
Tracking Number - 301855

CC: Dan Ernissee, Economic Development Manager
Paul Cohen, Planning, Manager

An application for a tax exemption has been submitted by Arabella Apartments, LLC (Arabella II) for consideration by the City Manager pursuant to Ordinance 520. As required by 84.14 RCW, Ordinance 520 includes criteria that must be met to qualify for the issuance of a Conditional Certificate. The request is identical to a previously approved application that was extended in 2011. The applicant has determined that the project cannot meet the timelines established in the approval and the application has expired. The ordinance does not provide for subsequent extensions. A new application is required. We have reviewed the new application against the criteria and find the procedural requirements have been met and recommend continued processing of the application. The criteria are as follows:

1. Location.

The proposal is located at 1227 NE 180th Street. This site is within the North City Business District (NCBD). The NCBD has been identified as a residential target area as defined in 84.14 RCW.

2. Limits on Tax Exempt Units.

Ordinance 520 establishes a maximum of 500 tax exempt units in the NCBD. The Arabella I Apartments, completed in 2007, qualified 88 units for tax exemption. In 2010 Arabella II requested and received a Conditional Certificate for 109 units (now expired). In 2012 The North City Family Apartments (under construction) requested and received a Conditional Certificate for 165 units. If

granted the tax exemption request will maintain the number of available tax exempt units at 138. The request is for a twelve year exemption.

3. Size.

100% of the proposal units would be permanent residential occupancy.

4. Proposed Completion Date.

The application indicates an expected completion date in October of 2015. The timeframe is within the requisite three year limit.

5. Compliance with Guidelines and Standards.

The proposal generally conforms to the provisions of the NCBD in that the use is permitted under the adopted sub-area plan. A comprehensive review of the proposal has been performed in conjunction with the submittal of a complete application for development as defined in chapter 20 SMC and the permit applications are ready to be issued. To qualify for a twelve year tax exemption the project must rent or sell at least 20% of the residential units as affordable housing units as defined in Ordinance 520. To receive a twelve year exemption the project must demonstrate affordability prior to the issuance of the Final Certificate.

Application Criteria – Ordinance 520

1. Completed application form and payment of fees ✓
2. Brief written description ✓
3. Site plan and floor plan; ✓
4. Owner's statement on potential tax liability; and ✓

Application — Requirements. RCW 84.14.030

An owner of property making application under this chapter must meet the following requirements:

- ✓ (1) The new or rehabilitated multiple-unit housing must be located in a residential targeted area as designated by the city;
- ✓ (2) The multiple-unit housing must meet guidelines as adopted by the governing authority that may include height, density, public benefit features, number and size of proposed development, parking, income limits for occupancy, limits on rents or sale prices, and other adopted requirements indicated necessary by the city. The required amenities should be relative to the size of the project and tax benefit to be obtained;
- ✓ (3) The new, converted, or rehabilitated multiple-unit housing must provide for a minimum of fifty percent of the space for permanent residential occupancy. In the case of existing occupied multifamily development, the multifamily housing must also provide for a minimum of four additional multifamily units. Existing multifamily vacant housing that has been vacant for twelve months or more does not have to provide additional multifamily units;
- ✓ (4) New construction multifamily housing and rehabilitation improvements must be completed within three years from the date of approval of the application;

✓ (5) Property proposed to be rehabilitated must fail to comply with one or more standards of the applicable state or local building or housing codes on or after July 23, 1995. If the property proposed to be rehabilitated is not vacant, an applicant shall provide each existing tenant housing of comparable size, quality, and price and a reasonable opportunity to relocate; and

(6) The applicant must enter into a contract with the city approved by the governing authority, or an administrative official or commission authorized by the governing authority, under which the applicant has agreed to the implementation of the development on terms and conditions satisfactory to the governing authority.

RCW 84.14.060

Approval — Required findings.

(1) The duly authorized administrative official or committee of the city may approve the application if it finds that:

(a) A minimum of four new units are being constructed or in the case of occupied rehabilitation or conversion a minimum of four additional multifamily units are being developed;

(b) If applicable, the proposed multiunit housing project meets the affordable housing requirements as described in RCW 84.14.020;

(c) The proposed project is or will be, at the time of completion, in conformance with all local plans and regulations that apply at the time the application is approved;

(d) The owner has complied with all standards and guidelines adopted by the city under this chapter; and

(e) The site is located in a residential targeted area of an urban center that has been designated by the governing authority in accordance with procedures and guidelines indicated in RCW 84.14.040.

(2) An application may not be approved after July 1, 2007, if any part of the proposed project site is within a campus facilities master plan.

**MULTI-FAMILY HOUSING LIMITED PROPERTY
TAX EXEMPTION AGREEMENT**

THIS AGREEMENT is entered into this _____ day of March, 2013, by and between ARABELLA APARTMENTS, LLC (hereinafter referred to as the “Applicant”), and the CITY OF SHORELINE (hereinafter referred to as the “City”).

WITNESSETH:

WHEREAS the City has an interest in stimulating new construction or rehabilitation of multi-family housing in Residential Target Areas in order to reduce development pressure on single-family residential neighborhoods, increase and improve housing opportunities, provide affordable housing opportunities, and encourage development densities supportive of transit use; and

WHEREAS the City has, pursuant to the authority granted to it by RCW 84.14, designated the North City Business District as a Residential Target Area for the provision of a limited property tax exemption for new multi-family residential housing; and

WHEREAS the City has, through Ordinance Nos. 310, 479, 496, and 520 enacted a program whereby property owners may qualify for a Final Certificate of Tax Exemption which certifies to the King County Assessor that the owner is eligible to receive a limited property tax exemption; and

WHEREAS the Applicant is interested in receiving a limited property tax exemption for constructing 109 units of new multi-family residential housing located at 1227 North 180th Street in the North City Business District, and generally referred to as ARABELLA II APARTMENTS, and

WHEREAS the Applicant submitted to the City a complete application for Property Tax Exemption as provided for under Ordinance No. 520; and

WHEREAS the Project proposes renting at least twenty percent (20%) of the residential units as affordable housing units to households making at or below 70% of the area median family income adjusted for family size for one bedroom units, and at or below 80% of the area median family income adjusted for family size for two and three bedroom units; and

WHEREAS on the 31st day of January, 2012, the City determined that the Applicant met all procedural requirements to qualify for a Conditional Certificate of Property Tax Exemption with the exception of entering into this Agreement; and

WHEREAS the City has determined that the improvements will, if completed as proposed, satisfy the requirements for a Final Certificate of Tax Exemption; and .

NOW, THEREFORE, the City and the Applicant do mutually agree as follows:

ATTACHMENT B

1. The City agrees to issue the Applicant a Conditional Certificate of Acceptance of Tax Exemption once this Agreement is fully executed, which shall exempt the Project from ad valorem property taxation for twelve (12) successive years beginning January 1st of the year immediately following the calendar year of issuance of the Final Certificate of Tax Exemption.
2. The Applicant agrees to construct the Project in compliance with all applicable land use regulations and as approved and permitted by the City. In no event shall such construction provide less than fifty percent (50%) of the space for permanent residential occupancy as required by Ordinance No. 520.
3. In order to qualify for the property tax exemption, the Applicant agrees to complete construction of the agreed upon improvements within three years from the date the City issues the Conditional Certificate of Acceptance of Tax Exemption, or within any extension thereof granted by the City.
4. The Applicant agrees, upon completion of the improvements and upon issuance by the City of a temporary or permanent certificate of occupancy, to file with the City Manager a request for Final Certificate of Tax Exemption with the following information:
 - (a) a statement of expenditures made with respect to each multi-family housing unit and the total expenditures made with respect to the entire property;
 - (b) a description of the completed work and a statement of qualification for the exemption;
 - (c) a statement that the work was completed within the required three-year period or any authorized extension; and
 - (d) a statement that the project meets affordable housing requirements by renting at least twenty percent (20%) of the residential units as affordable housing to households making at or below 70% of the area median family income adjusted for family size for one bedroom units, and at or below 80% of the area median family income adjusted for family size for two and three bedroom units.
5. The City agrees, conditioned on the Applicant's successful completion of the improvements in accordance with the terms of this Agreement and on the Applicant's filing of the materials described in Paragraph 4 above, to file a Final Certificate of Tax Exemption with the King County Assessor within 40 days of application.
6. The Applicant agrees, within 30 days following the first anniversary of the City's filing of the Final Certificate of Tax Exemption and each year thereafter for a period of twelve (12) years, to file a notarized declaration with the City Manager indicating the following:
 - (a) a statement of occupancy and vacancy of the newly constructed property during the twelve months ending with the anniversary date;
 - (b) a certification by the owner that the property has not changed use since the date of the certificate approved by the City and that property is in compliance with affordable housing requirements by renting at least twenty percent (20%) of the residential units as affordable housing to households making at or below 70% of the area median family income adjusted for family size for one bedroom units, and at or below 80% of the area median family income adjusted for family size for two and three bedroom units;

ATTACHMENT B

- (c) a description of any subsequent changes or improvements constructed after issuance of the Final Certificate of Tax Exemption;
 - (d) the monthly rent amount of each unit produced; and
 - (e) the income of each renter household at the time of initial occupancy for each of the units receiving a tax exemption.
7. The Applicant agrees, by December 15 of each year beginning with the first year in which the Final Certificate of Tax Exemption is filed and each year thereafter for a period of twelve (12) years, to provide a written report to the City Manager containing information sufficient to complete the City’s report to the Washington State Department of Community, Trade and Economic Development as described in Section 9.D. of Ordinance No. 479.
 8. If the Applicant converts any of the new multi-family residential housing units constructed under this Agreement into another use, the Applicant shall notify the King County Assessor and the City Manager within 60 days of such change in use.
 9. The Applicant agrees to notify the City promptly of any transfer of the Applicant’s ownership interest in the Project or in the improvements made to the Project under this Agreement.
 10. The City reserves the right to cancel the Final Certificate of Tax Exemption should the Applicant, its successors and assigns, fail to comply with any of the terms and conditions of this Agreement or for any reason that the Project no longer qualifies for the tax exemption.
 11. No modifications of this Agreement shall be made unless mutually agreed upon by the parties in writing.
 12. In the event that any term or clause of this Agreement conflicts with applicable law, such conflict shall not affect other terms of this Agreement which can be given effect without the conflicting term or clause, and to this end, the terms of this Agreement are declared to be severable.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

CITY OF SHORELINE

By _____
City Manager
Julie Underwood

Approved as to form:

Ian Sievers, City Attorney

APPLICANT

By _____
Name: _____

STATE OF WASHINGTON)
) ss.
SPOKANE COUNTY)

On this _____ day of March, 2012, before me, the undersigned Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared _____, to me known to be an authorized representative of North City Family Apartments, LLC, who executed the foregoing instrument and acknowledged to me that the said instrument was signed as his/her free and voluntary act and deed, for the uses and purposes therein mentioned.

WITNESS my hand and official seal this _____ day of March, 2012.

(Print Name) _____
Notary Public, Residing at Spokane, WA
My appointment expires: _____

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Authorizing the City Manager to Execute a Contract with AtWork! for Park Landscape and Maintenance Services in the Amount of \$224,404.30 and with TruGreen Landcare for Right-of-Way Vegetation Maintenance in the amount of \$110,272.50
DEPARTMENTS:	Parks, Recreation, and Cultural Services Public Works
PRESENTED BY:	Kirk Peterson, Parks Superintendent Jesus Sanchez, Public Works Operations Manager
ACTION:	<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:

The City of Shoreline maintains and operates the park system and street right-of-ways using full-time and seasonal staff as well as contracted professional services. Since incorporation, it has been the City's strategy to contract for routine maintenance services if the function can be accomplished at a lower cost than by using City staff.

City employees perform most of the major and minor repairs, while contractors perform the routine grounds maintenance tasks. The contracted work in the park system includes mowing, weeding, line trimming, fertilizing, aerating, and overseeding. In the right-of-way, the contracted tasks are weeding and shrub maintenance. All maintenance functions performed by contractors in parks and right-of-way are pesticide free. This has been clarified in both contracts and was stated clearly in the bid documents and during the pre-bid site visits.

Previous Contracts

The former parks maintenance and landscape services contract began January 1, 2010 and had a one-year term, with an option to renew on an annual basis for up to four years. Vinson Brothers Corporation held the parks landscape and maintenance services contract, and earlier this year gave official notice they did not wish to renew the contract in 2013. Additionally, the Public Works Department received notice from its contractor, Northwest Center, noting that since the City had decided to preclude the use of herbicides as part of vegetation management, they could not afford to continue with the current contract, and gave notice to terminate in March 2013.

The contract bid specs provided the opportunity for contractors to bid for park maintenance and street right-of-way maintenance either as a package or individually. The City received eight bids for the park maintenance contract and three bids for the right-of-way maintenance contract.

RESOURCE/FINANCIAL IMPACT:

The City's 2013 adopted budget includes a total of \$368,599 for landscape services for parks and City right-of-way. The General Fund has \$169,455 allocated for park landscape services and the City Street Fund has \$199,144 in its professional services line item for street right-of-way vegetation management. The total of the two contracts recommended for award total \$334,676.80. This is within the overall 2013 Budget, although a budget amendment will be required to transfer monies between the General Fund and the Street Fund. Given that the contract award for street right-of-way maintenance is less than what was included in the 2013 budget and the parks amount is greater than its budget, staff will prepare a budget amendment to transfer \$54,950 from the Street Fund to the General Fund in order to provide adequate budget for the park maintenance contract. This budget amendment will be included in the carryover and budget amendment action item scheduled for Council action on April 15.

RECOMMENDATION

Staff recommends that Council authorize the City Manager to accomplish the following items :

- Execute a contract with Atwork! for park landscape and maintenance services in the amount of \$224,404.30, with the option to renew for three additional one-year terms;
- Execute a contract with TruGreen Landcare for right-of-way landscaping vegetation management services in the amount of \$110,272.50, with the option to renew for three additional one-year terms
- Prepare a budget amendment for Council adoption to transfer \$54,950 from the City Street Fund right-of-way maintenance budget to the General Fund park landscape budget.
- Set aside an additional \$10,000 as contingency in the City Street Fund right-of-way maintenance budget for any unforeseen items that may require an increased level of vegetation management service.
- Transfer the remaining balance of \$23,922 from the 2013 City Street Fund right-of-way maintenance budget to the City Street Fund contingency account.

Approved By: City Manager **JU** City Attorney **IS**

INTRODUCTION

The purpose of this report is to award the landscape and maintenance services contract for City parks and street right-of-ways.

BACKGROUND

Vinson Brothers Corporation held the previous Parks' landscape and maintenance services contract. In January 2013, they gave notice to the City that they did not wish to renew the contract. Additionally, the Public Works Department received notice from its contractor, Northwest Services, noting that since the City had decided to preclude the use of herbicides as part of vegetation management, they could not afford to continue with the current contract, and gave notice to terminate in March 2013.

Since the City's Public Works and Parks Departments were both in the process of bidding landscape maintenance work at the same time, the two departments decided to bid park maintenance as well as public works street vegetation maintenance together in an attempt to receive the best bids for both services and provide an opportunity for vendors to bid on both services at the vendor's option. The contract bid specs provided the opportunity for contractors to select possible options, such as bidding for only the parks' portion, bidding for the street right-of-ways portion, or bidding on the combined Parks and Public Works vegetation maintenance contract. Although separate bids were received, the Public Works vegetation management bid was lower than in past years (see bid chart later in this report).

DISCUSSION

The Parks Department contracts for many of its landscape maintenance activities including mowing, line trimming and shrub bed maintenance for twenty-seven park locations. This contract will include the newly created Sunset Park.

The park services contract specify mowing to occur once per week, beginning in March through the first week in November. Line trimming is scheduled twice per month, beginning in March through the first week in November, and shrub bed maintenance varies depending on location, although most locations receive bi-monthly shrub bed maintenance.

Past landscape maintenance contracts have included aeration, fertilization and overseeding of specified areas of athletic field turf. This service is needed to keep areas of athletic turf safe for sports-related activities. These areas receive high volumes of use, which cause compaction and very muddy playing conditions. By providing aeration, overseeding and fertilization, along with other best management practices such as irrigation, staff provides safe, useable athletic field turf conditions. Aeration, fertilization and overseeding of athletic turf was done as a bid additive as this is one area where staff anticipated it may be more cost efficient to provide the service in-house. The bid results proved that contracting continued to be a cost effective way to provide the service.

To analyze and capture the cost implications, staff bid the landscaping and maintenance services contract in the following manner.

Landscape and Maintenance Services – Section 1

Twenty-seven park site locations, including mowing, line trimming and landscape shrub bed maintenance.

Additive Bid Item # 1

Aeration, fertilization and overseeding of athletic field turf at nine sites.

Landscape and Maintenance Services – Section 2

Bid Items (Schedule A)

The right-of-way work in the contract includes, but is not limited to mowing, weed removal, litter removal, pruning, trimming, sweeping and blowing of parking strips, tree wells and sidewalks amenity strips, roadway medians on approximately sixty (60) curb miles of arterial (including Aurora Ave N) and bi-monthly weed and litter removal. The vegetation along sidewalks and arterials will be trimmed back to the sidewalk and maintain a minimum height of eight feet above the walkway to prevent visual barriers.

Additive Bid Items – Schedule B

Schedule B included median maintenance for the newly completed section of Aurora N. from 185th through 193rd at the YMCA driveway. This includes the education center at the corner of 192nd.

Bid Timeline & Results

The bid process was initiated on January 18. On January 29, Parks' staff conducted a pre-bid conference which detailed the maintenance activities in the park landscape and maintenance schedule.

Following the pre-bid conference, an all-day tour was conducted where each of the twenty-seven park sites was visited. Areas of maintenance and maintenance requirements were explained to potential bidders during the site tours. Nine companies attended the park site tour and pre-bid conference.

Public Works held a pre-bid conference, conducting a three-hour guided driving tour of the sixty miles of right-of-way maintenance locations throughout the City, including several sample traffic circles. Six companies attended the Public Works' site tour and pre-bid conference.

The bid submittal deadline was February 14, 2013 at 11:00 AM. Eight companies submitted bids for the Parks portion of the landscape contract; three companies provided bids for the Public Works portion of the landscape contract. The results are as follows:

Bid #7082
Landscaping and Maintenance Services
February 14, 2013

Company Name	Parks Section 1	
	Base Bid Amount	Additive #1 Bid Amount
AtWork!	\$210,081.70	\$14,322.60
Total Landscape Corp.	\$226,023.00	\$44,366.12
Earthworks Landscape Services, Inc.	\$237,663.18	\$72,037.86
Evergreen Landscape Maintenance	\$243,668.16	\$11,278.50
Plantscapes	\$247,635.35	\$117,485.84
TruGreen Landcare	\$269,189.81	\$21,600.15
SMS	\$402,124.19	\$3,175.50
Westgro Corporation	\$489,087.23	\$29,418.27

Company Name	Right-of-Way Section 2	
	Schedule A Bid Amount	Schedule B Bid Amount
TruGreen Landcare	\$100,672.50	\$9,600.00
SMS	\$136,139.00	\$741.00
Total Landscape Corp.	\$228,739.30	\$14,327.05

After reviewing the bids, checking references and conducting a qualifications review, the staff is recommending that Atwork! be awarded the park maintenance portion of the Landscape and Maintenance Services bid and that TruGreen Landcare be awarded the right-of-way maintenance section of the Landscape and Maintenance Services bid. This recommendation is based upon bid amount, reference checks, site inspections of their work and their ability to provide the services specified in the bid documents.

The Landscape and Maintenance Services Contract has provisions that allow additional services to be added for maintenance once construction of capital projects is completed.

STAKEHOLDER OUTREACH

The City's stakeholders and Council have provided staff with valuable input regarding their concern with the use of pesticides on public lands. The landscape and maintenance services contract presented to Council tonight specifically forbid contractors from using any chemical in the maintenance activities specified in this contract. Contractors are required to use best management practices - in particular, manual and cultural means for weed control.

Manual means include hoeing or hand removal of weeds. Cultural means include the mulching of shrub beds to suppress weeds as well as the planting of native plant materials which grow vigorously and shade out weed plants.

RESOURCE/FINANCIAL IMPACT

The City's 2013 adopted budget includes a total of \$368,599 for landscape services for parks and City right-of-way.

The former parks landscape and maintenance services contract with Vincent Brothers Corporation that expired on January 31, 2013, was for \$165,000 annually. This line item was budgeted at \$169,455. The low bidder for the park maintenance work is AtWork!, who submitted a base annual bid of \$210,081.70 and an additive bid #1 for fertilizing, overseeding, and aerating for an additional \$14,322.60. Staff recommends awarding both the base bid and additive bid #1 to AtWork! for a total bid award of \$224,404.30.

The Public Works Vegetation Management contract will expire on March 1, 2013. The previous contract for Public Works Vegetation Management in the Streets Right-of-way budget was \$134,000. This line item was budgeted at \$199,144, given the addition of the Aurora N medians from 165th to 192nd. The low bidder for the right-of-way vegetation management contract was TruGreen Landcare, with a base bid of \$100,672.50 and Additive Bid Schedule B for additional landscape areas for \$9,600 for a total bid award of \$110,272.50.

Combined, these contracts will cost \$334,676.80, an increase of \$35,677 over the previous contracts for park and right-of-way maintenance, but \$33,922 less than the adopted 2013 budget for landscape services. Given that the contract award for street right-of-way maintenance is less than what was included in the 2013 budget and the parks amount is greater than its budget, staff will prepare a budget amendment to transfer \$54,950 from the Street Fund to the General Fund in order to provide adequate budget for the park maintenance contract. This budget amendment will be included in the carryover and budget amendment action item scheduled for Council action on April 15.

RECOMMENDATION

Staff recommends that Council authorize the City Manager to accomplish the following items :

- Execute a contract with Atwork! for park landscape and maintenance services in the amount of \$224,404.30, with the option to renew for three additional one-year terms;
- Execute a contract with TruGreen Landcare for right-of-way landscaping vegetation management services in the amount of \$110,272.50, with the option to renew for three additional one-year terms
- Prepare a budget amendment for Council adoption to transfer \$54,950 from the City Street Fund right-of-way maintenance budget to the General Fund park landscape budget.

- Set aside an additional \$10,000 as contingency in the City Street Fund right-of-way maintenance budget for any unforeseen items that may require an increased level of vegetation management service.
- Transfer the remaining balance of \$23,922 from the 2013 City Street Fund right-of-way maintenance budget to the City Street Fund contingency account.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	2012 Annual Traffic Report		
DEPARTMENT:	Public Works		
PRESENTED BY:	Mark Relph, Public Works Director Rich Meredith, City Traffic Engineer		
ACTION:	<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 the 2012 Annual Traffic Report (Attachment A). The purpose of this report and presentation is threefold:

1. To share with Council the data and methodology that the Public Works and Police Departments use to identify and develop action plans to address the higher accident locations within the City. The methodology is based on the "Three E's" - Enforcement, Engineering improvements and Education of the public.
2. To update the Council on the effectiveness of past improvements and efforts to lower the accident rates of key intersections and corridors.
3. To identify potential future capital projects to address high collision intersections or road segments. The Council is asked to consider these projects for further consideration as part of the annual Capital Improvement Program (CIP) process, including consideration as part of the Transportation Improvement Plan (TIP). Inclusion of the projects within the TIP would establish priorities for the pursuit of grant funding in future years.

RESOURCE/FINANCIAL IMPACT:

There are no additional financial or resource impacts at this time. The Public Works and Police Departments will continue to use existing staff for engineering and enforcement needs. Based on the data in the report, projects identified as a priority would be considered as part of the 2014-2019 CIP process, and would be presented to the Council on an individual basis. Enforcement emphasis and small works projects would be handled using existing resources. The 2013 budget includes \$110,000 for these types of projects.

RECOMMENDATION

The Council is not required to take any action tonight. This item is intended to be an informational briefing.

Approved By: City Manager **JU** City Attorney **IS**

INTRODUCTION

One of the City's key missions is to provide for the safe and efficient movement of people, goods, and services. Factors affecting users of the public roadways are constantly changing as Shoreline and the surrounding region grows and develops.

Factors affecting the City's mission are also constantly changing. These factors include such things as roadway traffic volumes, speeding, pavement conditions, new development or redevelopment, roadway construction, and vegetation.

Attachment A is a copy of the 2012 Annual Traffic Report. This report summarizes some of the traffic data collected by staff on a regular basis. This data is used for many purposes, including selecting and prioritizing large and small improvement projects, managing police resources, transportation planning, managing construction activities, grant funding opportunities, and addressing safety issues throughout the City.

Public Works traffic engineers and the Police traffic division staff meet quarterly to review recent accident trends and work together to identify appropriate strategies to address and mitigate safety issues. Strategies can involve increased enforcement, an engineering solution, or education and encouragement. The City also coordinates regularly with the Shoreline School District to update safe walking route maps to and from schools, targeted traffic enforcement of school zones, and grant funding for safety improvements.

DISCUSSION

Part I – Annual Traffic Report

There are three collision reduction tools used to improve safety, commonly known as the three E's. These factors are engineering, enforcement, and education:

1. *Engineering* solutions include installing traffic control devices (signs, striping, curbing and median islands, etc), roadway maintenance (paving, vegetation trimming, etc), and CIP projects (roadway widening, traffic signals, etc).
2. *Enforcement* includes special emphasis patrols targeting specific violations, such as speeding, failure to yield to pedestrians, and disobeying traffic control devices.
3. *Education* efforts include Neighborhood Service Centers the Neighborhood Traffic Action Planning (NTAP) program, the Neighborhood Traffic Safety Program (NTSP), radar speed displays, and the traffic services page on the City's website: www.shorelinewa.gov/traffic.

The City of Shoreline has a database of police reported collisions occurring in the City. The database is made up of information from the Shoreline Police and Washington State Department of Transportation (WSDOT). Due to delays in data entry by WSDOT, only about five months of data in 2012 is available. Therefore, only the three year period of 2009, 2010, and 2011 was used for most of the statistical analysis in the report.

The City of Shoreline collision database classifies crashes as either an intersection or a mid-block segment accident. Intersection crashes are those that actually happen within the intersection, including the crosswalks whether they are marked or not. All other accidents on city streets are assigned to mid-block segments. Some agencies, such as WSDOT classify intersection accidents as those that occur within a one-block radius around the intersection. While their method results in additional crashes in the intersection report, this is mostly useful only when analyzing a corridor such a state route. This method is limited when applied to an urban area such as Shoreline.

In urban areas with intersections every block, there is a need to track collisions on all public roadways in the street grid network. Rear-end collisions related to an intersection are now assigned to adjacent segments. However, Public Works assigns special coding in the database to these reports so they can be included with intersection accidents if needed for a special study or grant application.

Corridor reports include intersections and mid-block collisions on the route only. The corridor segments can be grouped in many different ways, and some judgment is required in determining the limits of the corridor report. Staff selected some significant routes for the purposes of this report to illustrate how choosing different intersections as corridor study limits influences the data results. This is helpful in determining a specific subsection of a corridor that may need additional attention due to collision rates or occurrences.

Public Works regularly conducts a minimum of 250 traffic studies annually. These studies help identify pavement design and signal timing needs. A traffic study includes collecting vehicle volumes, speeds, and vehicle classification information. Using vehicle volume and speed data, staff was able to develop maps showing the current 85th percentile speeds and traffic volumes on Shoreline roadways. The 85th percentile speed is a measure commonly used in engineering studies, where 85% of the vehicles measured are traveling at this speed or slower. Matching the speed information with the posted speed limits, staff created another map showing the difference between the actual speeds and posted speeds. This is another tool the Police Department uses to target resources to address traffic issues within the City. These traffic maps are included as Attachment B.

High Collision Analysis Methodology

Staff utilizes two key reports: 1) high collision intersections, and 2) high collision mid-block segments. These reports list the locations within the City with the highest number of reported accidents in descending order. The list does not consider the volume of traffic. By adding traffic volume data to these reports, staff is able to calculate collision rates which can then be utilized to identify locations with the highest collision rates. Injury rates are calculated by adding up the total number of reported injuries, and combining them with the traffic volume data.

There is no industry standard as to what collision rate measure is considered “high.” Nationally, locations with five (5) or more correctable accidents in a 12 month period may be considered for some additional traffic control devices, such as Stop signs and

traffic signals. Staff calculates collision rates at intersections and along corridors as a way to help prioritize and target workload and funds.

Police and Public Works staff worked together to review at least the top ten locations on these four reports. The intent of focusing on the top ten locations is to maximize the City's limited resources and ultimately address the most problematic locations, and thereby lowering the overall accident rate within the City. Locations are evaluated for correctable accident patterns. Using the three E's, recommendations were developed to try to address any identified collision patterns. Staff also considered some near term and longer-term strategies to address the identified issues.

Lastly, staff combined the intersection and mid-block data and created a report of significant corridors within the City. By including volume data, and using some judgment in determining specific corridor limits, staff developed a report listing corridors by collision rate. These high collision lists with evaluations are shown in Attachment A.

We tend to monitor intersections where there may have been some collisions, but do not have any pattern that would suggest a solution. Also, other locations may have some accidents one year, and none the next. In the absence of a discernible pattern, sometimes we have to take a longer look at the intersection to determine if there is anything we can do to improve the situation.

As for the roadway segments with "monitor situation", the collisions in these segments are primarily rear-end accidents due to vehicles stopped for a traffic signal. There isn't much that can be done to correct this type of pattern, so we tend to monitor to roadway to make sure there are no other contributing circumstances.

Highlights of the Traffic Report

The "Top Ten" **intersection** accident locations by rate¹ and a recommendation to address the issues are (from Attachment A):

	Location	Crash Rate	Injury Rate	Recommendation
1	Linden Ave N & N 182nd St	1.66	0.47	Review visibility for obstructions and increase enforcement of obeying traffic control devices
2	Linden Ave N & N 165th St	1.22	0.98	Review visibility for obstructions, increase enforcement of traffic control devices, and continue to monitor situation.
3	Ashworth Ave N & N 192nd St	1.16	0.00	Review visibility for obstructions, increase enforcement of obeying traffic control devices, and continue to monitor situation.
4	25th Ave NE & NE 150th St	0.99	0.17	Review visibility for obstructions and continue to monitor situation.

¹ Reported collisions from 1/1/2009 to 12/31/2011, with crash and injury rates per million vehicle miles per year.

	Location	Crash Rate	Injury Rate	Recommendation
5	3rd Ave NW & NW Richmond Bch Rd	0.78	0.29	Possible retiming of the traffic signal in near term. Pursue grant funding in long term for a widening project
6	Linden Ave N & N 175th St	0.69	0.30	Monitor Situation. Roadway restriped to three lanes in 2011 to improve safety
7	Dayton Ave N & N 160th St	0.55	0.00	Review traffic signal operation for possible signal timing improvements
8	5th Ave NE & NE 155th St	0.42	0.12	Review traffic signal operation for possible signal timing improvements
9	5th Ave NE & NE 175th St	0.36	0.20	Review traffic signal operation for signal timing improvements
10	Meridian Ave N & N 155th St	0.34	0.24	Restripe Meridian Ave N to provide left turn pockets. Review traffic signal operation for signal timing improvements.

The "Top Ten" **mid-block** accident locations by rate² and a recommendation to address the issues are (from Attachment A):

	Location	Crash Rate	Injury Rate	Recommendation
1	N 175th St from Linden Ave N to Aurora Ave N	21.35	3.05	Monitor situation
2	NW Innis Arden Way from 6th Ave NW to 9th Ave NW	13.00	4.87	Increase enforcement of speed limit and monitor situation
3	N 205th St from Whitman Ave N to Aurora Ave N	12.63	4.59	Monitor situation
4	N 155th St from Aurora Ave N to Midvale Ave N	10.95	2.19	Review for possible placement of curbing to restrict left-turns
5	Greenwood Ave N from N 145th St to Westminster Way N	9.01	1.50	Monitor situation
6	Aurora Ave N from N 199th St to N 200th St	7.99	4.23	Monitor situation
7	Aurora Ave N from N 184th St to N 185th St	7.43	0.62	Monitor situation
8	N 160th St from Linden Ave N to Aurora Ave N	7.05	1.76	Monitor situation
9	N 185th St from Burke Ave N to Meridian Ave N	6.86	2.29	Monitor situation
10	15th Ave NE from NE 172nd St to NE 175th St	6.76	1.93	Review for possible placement of curbing to restrict left-turns

² Reported collisions from 1/1/2009 to 12/31/2011, with crash and injury rates per million vehicle miles per year.

Other observations from the report:

- Rear-end and right-angle types of crashes make up approximately 58% of all reported collisions over the past three years.
- The top two contributing circumstances are “exceeding a reasonably safe speed” and “did not grant right-of-way.”
- Approximately two-thirds of reported crashes occur during daylight on dry pavement.
- Three intersections were identified as needing further review along with some preliminary recommendations.
 - 3rd Avenue NW and NW Richmond Beach Road. A possible near-term engineering solution is to change the operation of the traffic signal to provide some protected left turns. However, this will create more overall vehicle delay and congestion, so a longer-term improvement would involve widening NW Richmond Beach Road to provide room for left turn lanes between 2nd Avenue NW and 8th Avenue NW.
 - 5th Avenue NE and NE 175th Street. The near-term recommendation is more enforcement emphasis on obeying traffic control devices and speed limits. A possible engineering solution is to review the traffic signal operation for possible protected left-turn phases.
 - Meridian Avenue N and N 155th Street. A possible engineering solution is to stripe new left pockets at the existing traffic signal.
 -
- The prevalent collision pattern on mid-block segments is rear-end accidents, which are difficult to correct. However, there were a couple of areas identified with collision types other than rear-end crashes that were reviewed for improvements.
- N 155th Street between Aurora Avenue N and Midvale Avenue N. There are a number of crashes related to the driveway on the south side of N 155th Street. A possible engineering treatment would be to eliminate left turns through use of curbing in the centerline of N 155th Street.

Part II - Effectiveness of Past Improvements

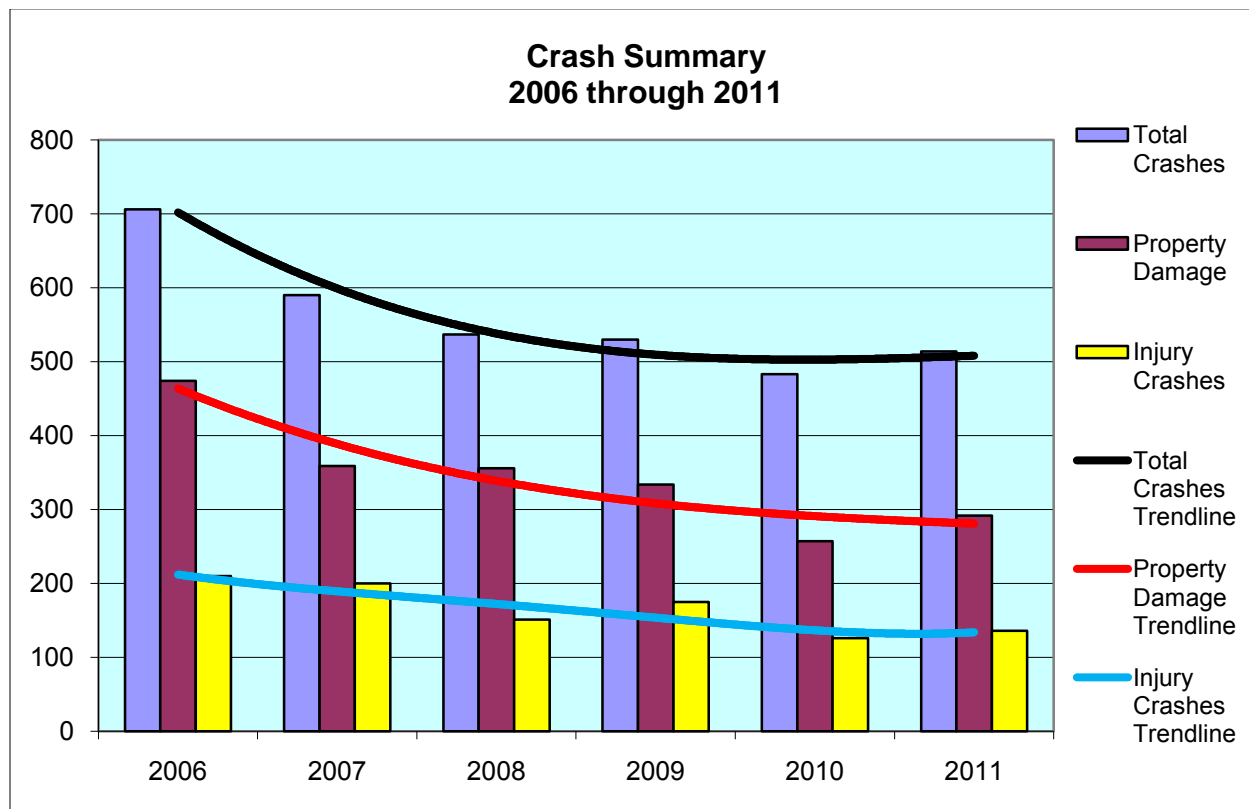
One example of the potential effectiveness of CIP improvements is the reconstruction project of Aurora Avenue N between N 145th Street and N 165th Street. One of the key objectives of this project was to improve safety. Construction of the first phase began in August 2005. Since its completion in early 2007, the number of reported collisions between N 145th Street and N 165th Street has dropped by over 50%, and the number of injuries dropped by 43%. Reviewing the mid-block section of Aurora Ave N between N 152nd Street and N 155th Street, the number of crashes and the number of injuries both decreased by almost 75%. Staff is anticipating having similar results with the completion of phases 2 and 3A of Aurora Ave N from N 165th Street to N 192nd Street, which were completed by summer of 2012.

Another engineering solution to a safety problem was the restriping of 15th Avenue NE between NE 150th Street and NE 175th Street, which was completed in December, 2003. While the total number of accidents remained constant, the number of injuries dropped by over 30%, demonstrating that the severity of the collisions in the corridor has been reduced.

The Annual Traffic Report (Attachment A) presents a historical summary of accident trends from 2006 through 2011. The general trend indicates the City has had a significant impact on reducing the number and severity of accidents:

Accident Summary

<u>Year</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>
Total Crashes	706	590	537	530	483	514
Property Damage	474	359	356	334	257	292
Injury Crashes	210	200	151	175	126	136
Number of Injuries	272	275	197	213	146	163
Fatal Crashes	2	0	0	1	2	1



Part III - Future Projects for CIP and TIP Consideration

- 3rd Avenue NW and NW Richmond Beach Road – This intersection continues as a high accident rate intersection, due primarily to the lack of left-turn pockets and

signalization on NW Richmond Beach Rd. Widening to include left-turn pockets and left-turn signalization is the minimal future project. Consideration should be given to expanding the project to the west, creating a full five-lane section (with median and focused turn pockets) between 8th Avenue NW and 3rd Avenue NW which is the commercial area in Richmond Beach. Scoping for the project should also consider the operations and safety at the 5-legged Richmond Beach/8th/Innis Arden intersection. If the Point Wells development project moves forward, this section of NW Richmond Beach Rd should be included in the corridor study with potential developer mitigation. This project is already in the Transportation Improvement Plan (TIP).

- N 175th Street between Aurora Avenue N and 15th Avenue NE – This corridor includes several high accident intersections (Ronald Pl N, Midvale Ave N, Meridian Ave N, I-5 Ramps, 10th Ave NE, 15th Ave NE). The Transportation Master Plan reviewed this corridor and identified the need for future capacity and safety projects. The corridor also has an incomplete sidewalk system, and has been identified by bicycle users as a potential bicycle route. The collision issues at Midvale Ave N and Ronald Place N intersections should show significant improvement with the completion of the Aurora project. Several projects on this route are already included the TIP.
- Aurora Avenue N between N 192nd Street and N 205th Street –This project should address a significant majority of the safety issues. This project will begin construction in 2013.

RECOMMENDATION

The Council is not required to take any action tonight. This item is intended to be an informational briefing.

ATTACHMENTS

Attachment A – 2012 Annual Traffic Report
Attachment B – Traffic Maps



City of Shoreline
Annual Traffic Report
2012

City of Shoreline Traffic Report - 2012

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City of Shoreline Traffic Report - 2012

Introduction

The City of Shoreline Traffic Services section collects crash data for use in analyzing and evaluating traffic operations in our city. Such data is useful in many ways, including helping the Shoreline Police Department target areas for enforcement, to prioritize City resources, and to apply for grants to help finance capital improvement projects. This report contains some of that data, as well as general trend information about collisions and traffic volumes in Shoreline.

For additional information specific to locations within Shoreline, please contact our traffic services section or visit the Traffic Services web page at www.cityofshoreline.com

When reviewing crash statistics, the numbers by themselves mean very little. But when they lead to decisive action, they can help beat the odds of injury, death, and property damage. Take, for example, the Aurora Ave N project. The ability to document the safety potential of the proposal allowed the City to obtain grants to help fund the project, and City leadership supported directing resources for implementation. One measure of success can be seen in that the number of reported crashes has dropped over 75% since the roadway changes between N 145th St and N 165th St were put into effect,

Improvements to roadway safety do not fall entirely on local agencies. Individuals can also contribute to highway safety efforts. Nowhere is that more apparent than in the decision to wear safety belts. A properly worn safety belt can make the difference between brain damage and sore ribs. More and more people are wearing safety belts, but it is critical that the belts be worn properly if they are to be effective in reducing the severity of injuries in a crash, even in a vehicle equipped with air bags.

Data Sources

This report primarily summarizes data collected by the City of Shoreline Traffic Services for the years 2009-2011. The information collected for this report includes only the collisions reported on city streets that are investigated by police officers. Excluded from the report are crashes on private property, on N/NE 145th St, phone reports, non-police investigated incidents, collisions under the threshold of \$700, and other non-crash vehicle incident reports.

Collision statistics analyzed in this report only include police traffic collision reports from the Shoreline police department merged with data from the Washington State DOT data office, which includes crashes investigated by other agencies. No citizen reports are included as WSDOT no longer provides this data to local jurisdictions.

The data contained in this report are based on reportable crashes only, as defined below.

Definitions of various crash categories are also provided.

Definitions

- Reportable Collision A crash which involves death, injury, or property damage in excess of \$700.00 to the property of any one person.
- All Collisions The total number of reportable motor vehicle crashes including fatal, injury or property damage.

City of Shoreline Traffic Report - 2012

Fatal Collision	Motor vehicle crash that results in fatal injuries to one or more persons.
Injury Collision	Motor vehicle crash that results in injuries, other than fatal, to one or more persons.
Property Damage Only Collision (PDO)	Motor vehicle crash 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.

As of January 1, 2000, the accident-reporting threshold for property damage accidents shall be seven hundred dollars (WAC 446-85-010)

Part I – Overview

Collision Summary

The City of Shoreline Traffic Services recorded 514 crashes reported within the city of Shoreline for the year 2011.

<u>Year</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>
Total Crashes	706	590	537	530	483	514
Property Damage	474	359	356	334	257	292
Injury Crashes	210	200	151	175	126	136
Number of Injuries	272	275	197	213	146	163
Fatal Crashes	2	0	0	1	2	1

Societal Costs/Economic Impacts

Traffic crashes have considerable impact not only on the people directly involved in the crash but also on the community as a whole. Below are the National Safety Council's most recent (year 2010) analysis of motor vehicle crash costs in the United States. The information provided includes estimates for the average economic cost per death (not each fatal crash), per injury (not each injury crash), and property damage crash. The economic cost estimates are a measure of the productivity lost and expenses incurred because of the crashes; they do not reflect what society is willing to pay to prevent a statistical fatality or injury.

Motor vehicle crashes per each death, injury and property damage:

<input type="checkbox"/> Death	\$1,410,000
<input type="checkbox"/> Disabling Injury	\$70,200
<input type="checkbox"/> Incapacitating Injury	\$69,200
<input type="checkbox"/> Non-Incapacitating evident Injury	\$22,300
<input type="checkbox"/> Possible Injury.	\$12,600
<input type="checkbox"/> Property Damage Crash (including non-disabling injuries)	\$8,900

The following comprehensive cost estimates include not only the economic cost components, but also a measure of the value of lost quality of life associated with the deaths and injuries; that is, what society is willing to pay to prevent them. The values of lost quality of life were obtained through empirical studies of what people actually pay to reduce their safety and health risks, such as through the purchase of air bags. These costs are on a per injured person basis.

<input type="checkbox"/> Death.	\$4,360,000
<input type="checkbox"/> Incapacitating injury.	\$220,300
<input type="checkbox"/> Non-incapacitating evident injury	\$56,200
<input type="checkbox"/> Possible injury	\$26,700
<input type="checkbox"/> No injury	\$2,400

Source: National Safety Council® Research & Statistics <http://www.nsc.org>
update December, 2010

City of Shoreline Traffic Report - 2012

Year	2009	2010	2011
Total Societal Costs	\$13,664,022	\$11,469,214	\$11,111,484
Property Damage Only	\$2,972,600	\$2,287,300	\$2,598,800
Injuries	\$9,281,422	\$6,361,914	\$7,102,684
Fatalities	\$1,410,000	\$2,820,000	\$1,410,000

High Collision Locations

For the City of Shoreline, intersections with 5 or more crashes in a year, or a 3 year collision rate higher than 4 are reviewed for changes that may reduce the collision rate. These are sometimes referred to as “High Frequency Crash Locations” or “High Collision Locations”. When an intersection or section of roadway appears on the HCL list, it may be selected for corrective measures based on the crash rate and type of crash. Analysis of the crash rate at an intersection or on a section of road is one of the techniques used for identifying and prioritizing locations that may need improvement.

Collision Rates

Intersection crash rates are calculated by dividing the number of crashes at an intersection by the volume of vehicles entering the intersection. The annual number of vehicles entering an intersection is calculated by multiplying the average daily approach count (number of vehicles through the intersection) by 365 days.

Collision Reduction Factors – The 3 E’s

Education:

Alerts people to ways they can help ease traffic problems, for example: Reducing their speed or using travel alternatives such as bicycles. The City of Shoreline reaches out to help inform residents about traffic issues through a number of programs such as the NTAP and NSTP, newsletters, neighborhood meetings, and information on our website.

Enforcement:

Utilizes the SPD Traffic Division to focus enforcement efforts on problem areas to increase community awareness and compliance.

Engineering:

Monitors and evaluates traffic and travel patterns within our travel network. Designs, operates and manages facilities for all modes of transportation in order to provide for the safe and efficient movement of people, goods, and services.

Of the three categories above, Education may be the most effective in reducing crashes. When we become aware of how and why crashes happen, we can then take the necessary steps towards making a change for the better.

Although not always our most favorite experience, Enforcement is very effective and very necessary. Without enforcement, we would all be tempted to push the limit of the law, which would put all of us at higher risk of getting into a crash.

City of Shoreline Traffic Report - 2012

Engineering envelopes all the physical elements that make traveling possible; streets, sidewalks, signs, signals, bridges and more. Engineering has made travel safer, more comfortable, rapid, and convenient.

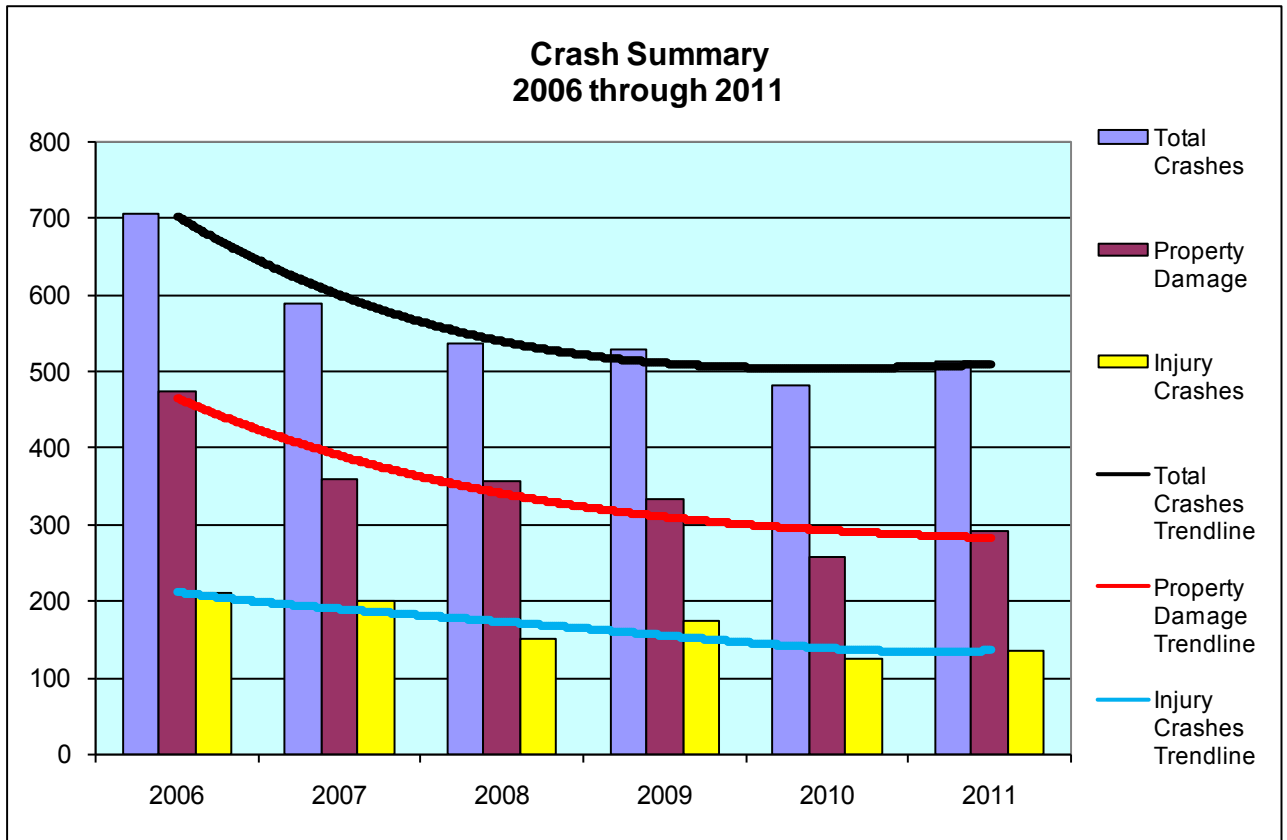
Like a three-legged stool would collapse without one of the legs, so is it with the 3 E's. All three are equally needed to support our transportation system. Ultimately, we as drivers and street users are responsible for the safety of ourselves and others.

- Educate yourself on the rules of the road. If you do not understand what a sign or road marking means, find out.
- Obey the law. The rules & the Patrol Officers are there to protect all of us.
- Always watch for pedestrians & bicyclists. Be exceptionally alert in school zones and near parks and recreational areas where children frequent!
- Be alert. Try not to drive when you are angry, tired or upset. Give yourself enough time to get where you are going without speeding. Just 5 mph. can be the difference between an injury or a fatality. Your time and your car are expendable but a life is not.
- Never drive while under the influence of alcohol and/or drugs! The consequences can be devastating.
- Be a courteous & patient driver, it will be returned to you.

Part II – 2009 - 2010 - 2011 Data

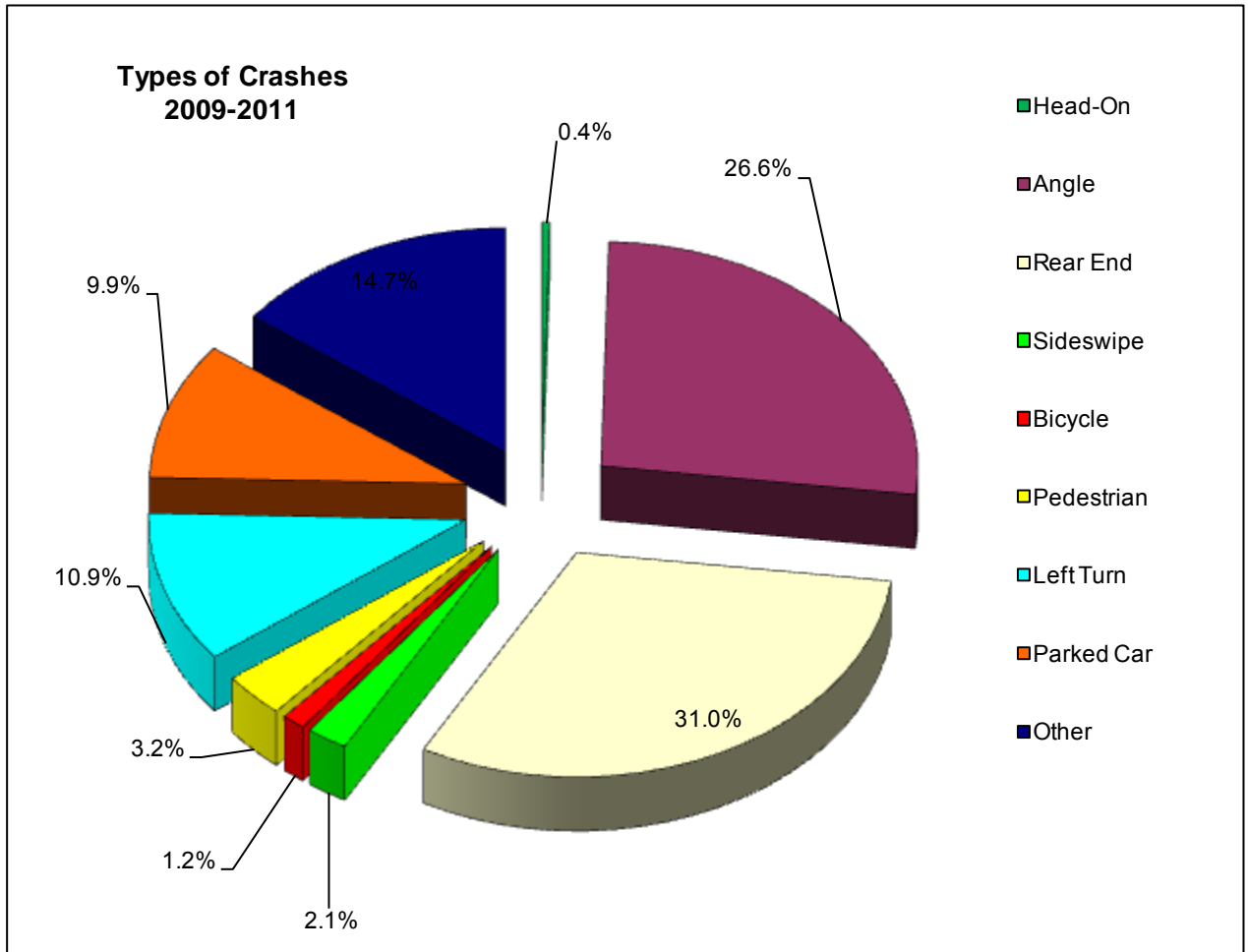
Crash Summary

Year	2006	2007	2008	2009	2010	2011
Total Crashes	706	590	537	530	483	514
Property Damage	474	359	356	334	257	292
Injury Crashes	210	200	151	175	126	136
Number of Injuries	272	275	197	213	146	163
Fatal Crashes	2	0	0	1	2	1



The trend lines highlight that the total crashes and injuries have been decreasing over the last four years.

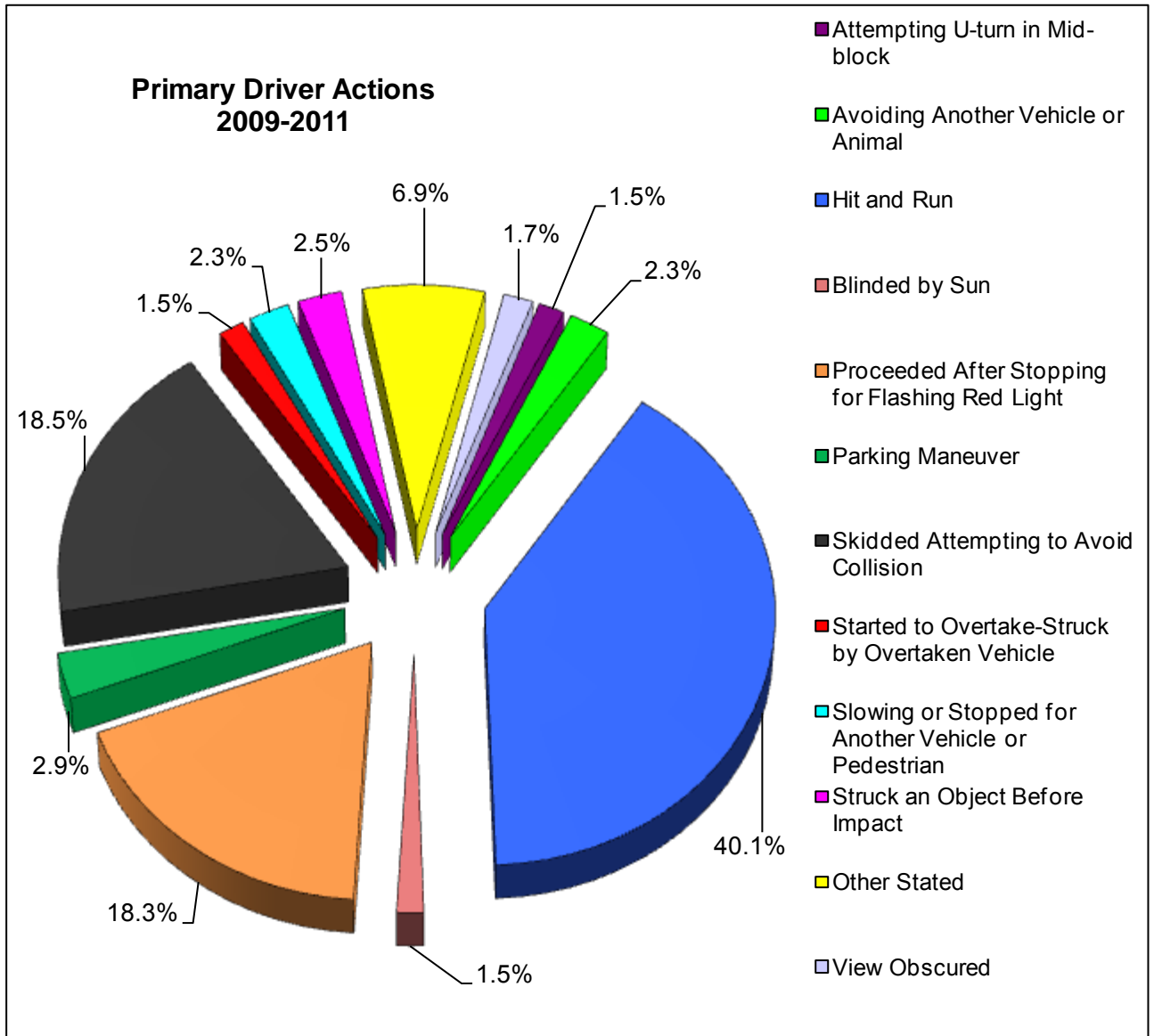
Types of Crashes



Rear-end and right-angle crashes make up around 60% of all reported collisions types on city streets. Crashes involving pedestrian or bicycles make up about 4% of all reported collision types.

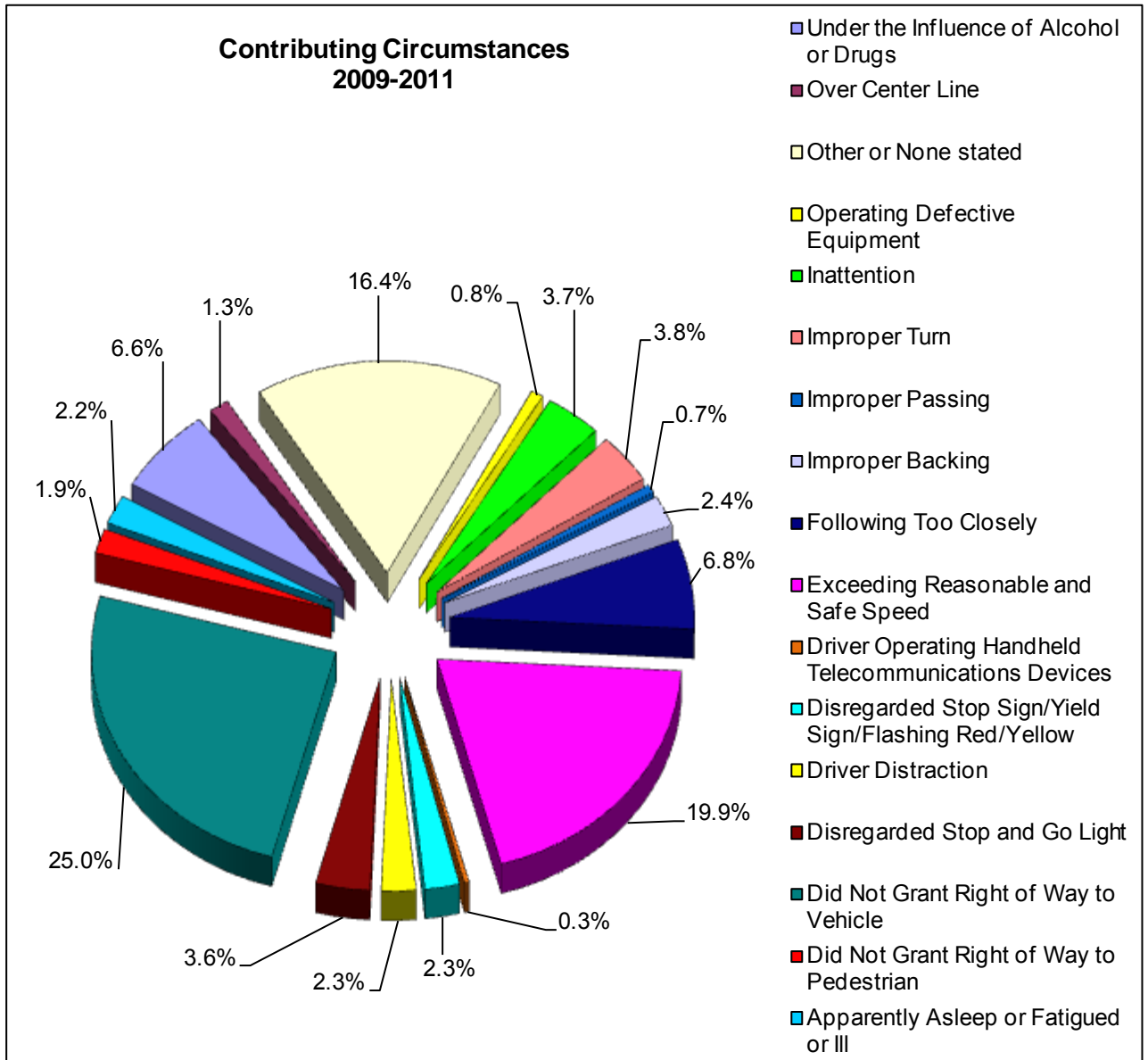
City of Shoreline Traffic Report - 2012

First Harmful Event (Driver Actions)



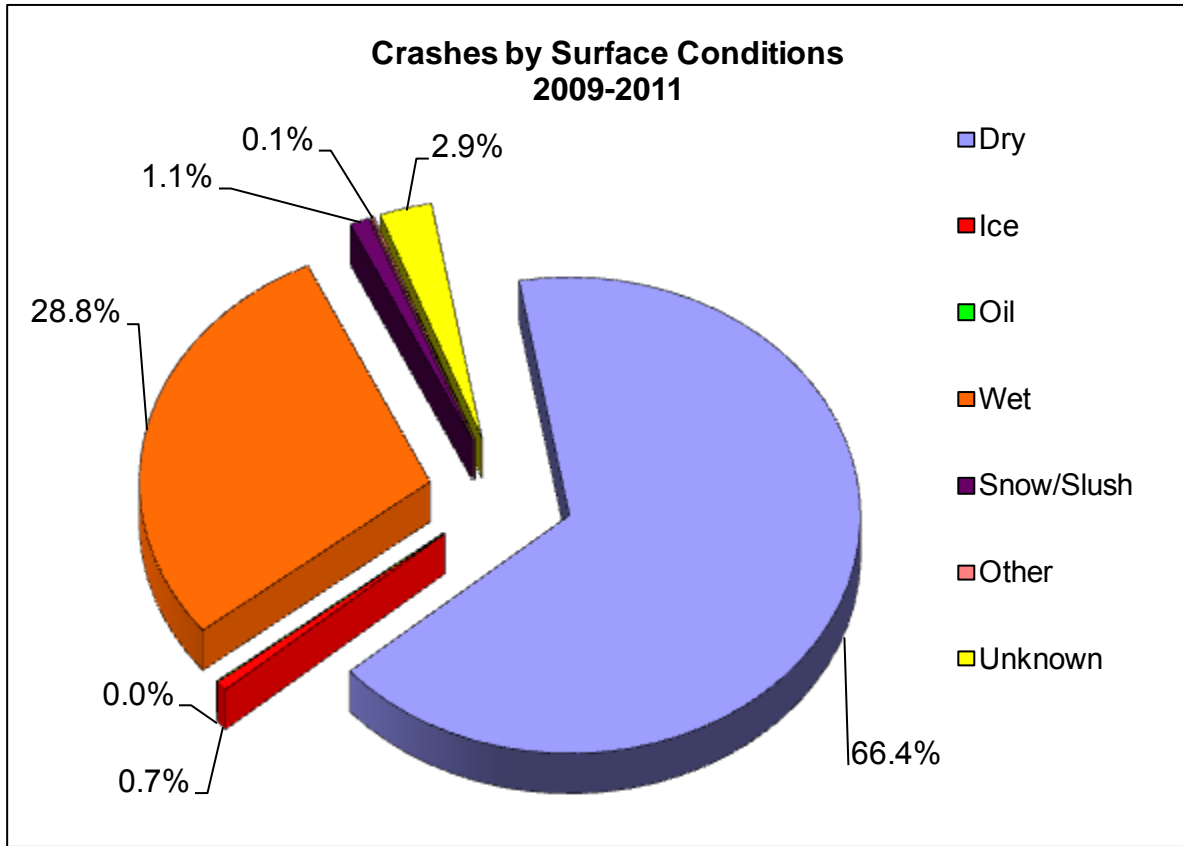
Hit and Run crashes make up over 40% of all reported collisions.

Contributing Circumstances

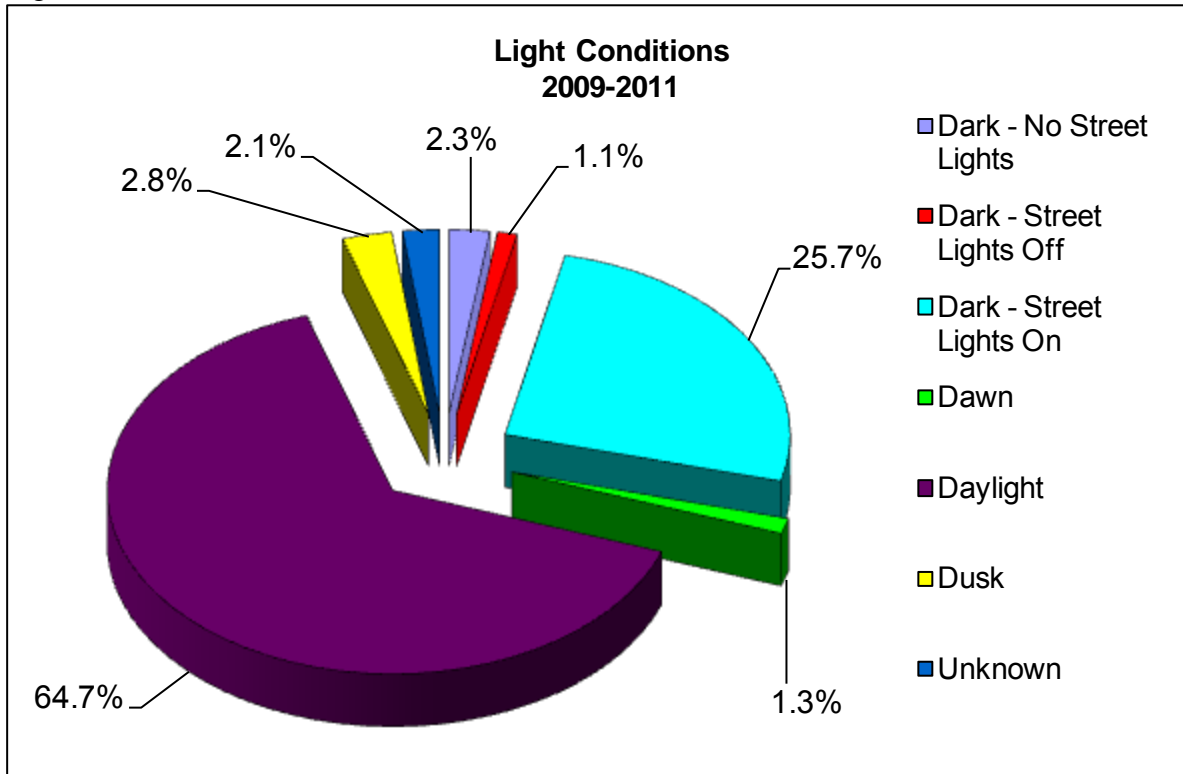


The top two contributing circumstances for crashes in Shoreline are “did not grant right-of-way”, and “exceeding reasonably safe speed”. Combined, they make up almost half of all reported crashes.

Surface Conditions



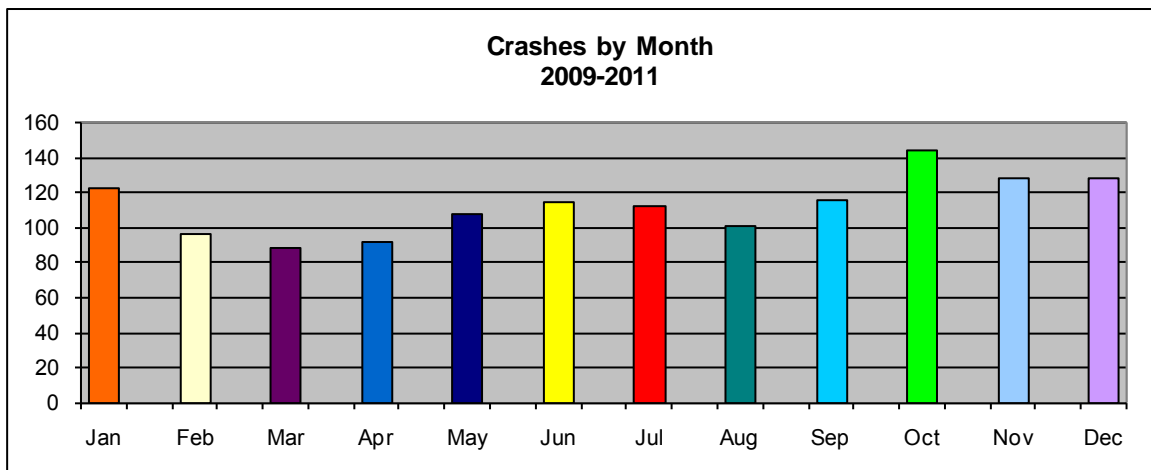
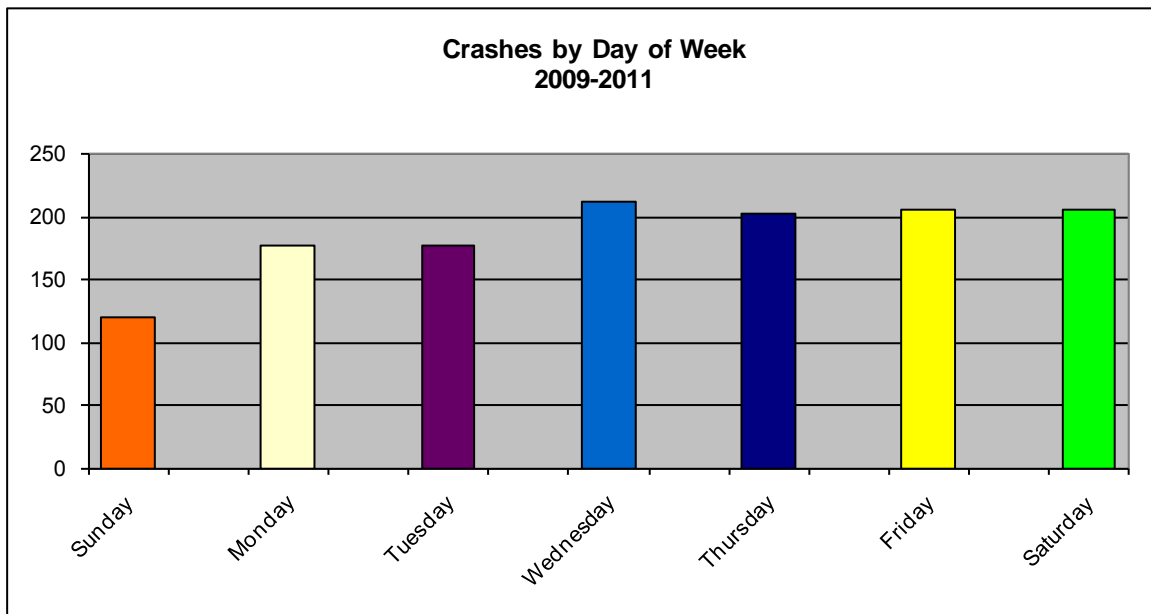
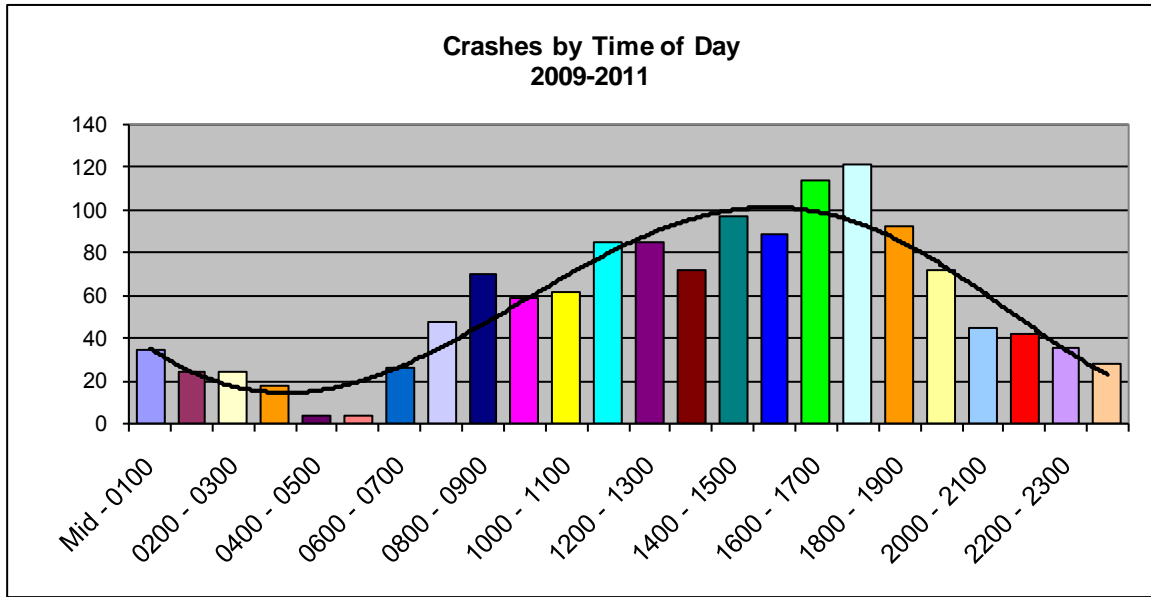
Light Conditions



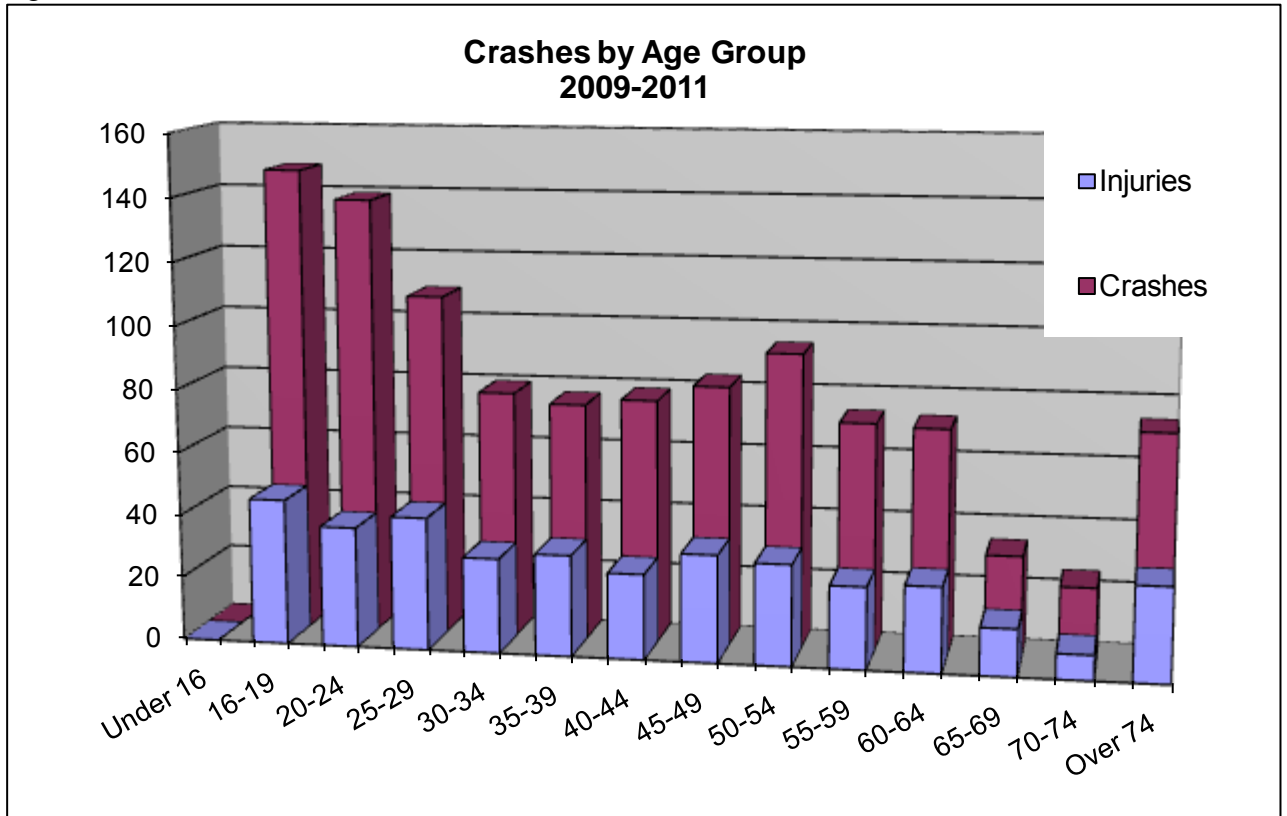
Approximately two-thirds of reported crashes occur in the daylight on dry pavement.

City of Shoreline Traffic Report - 2012

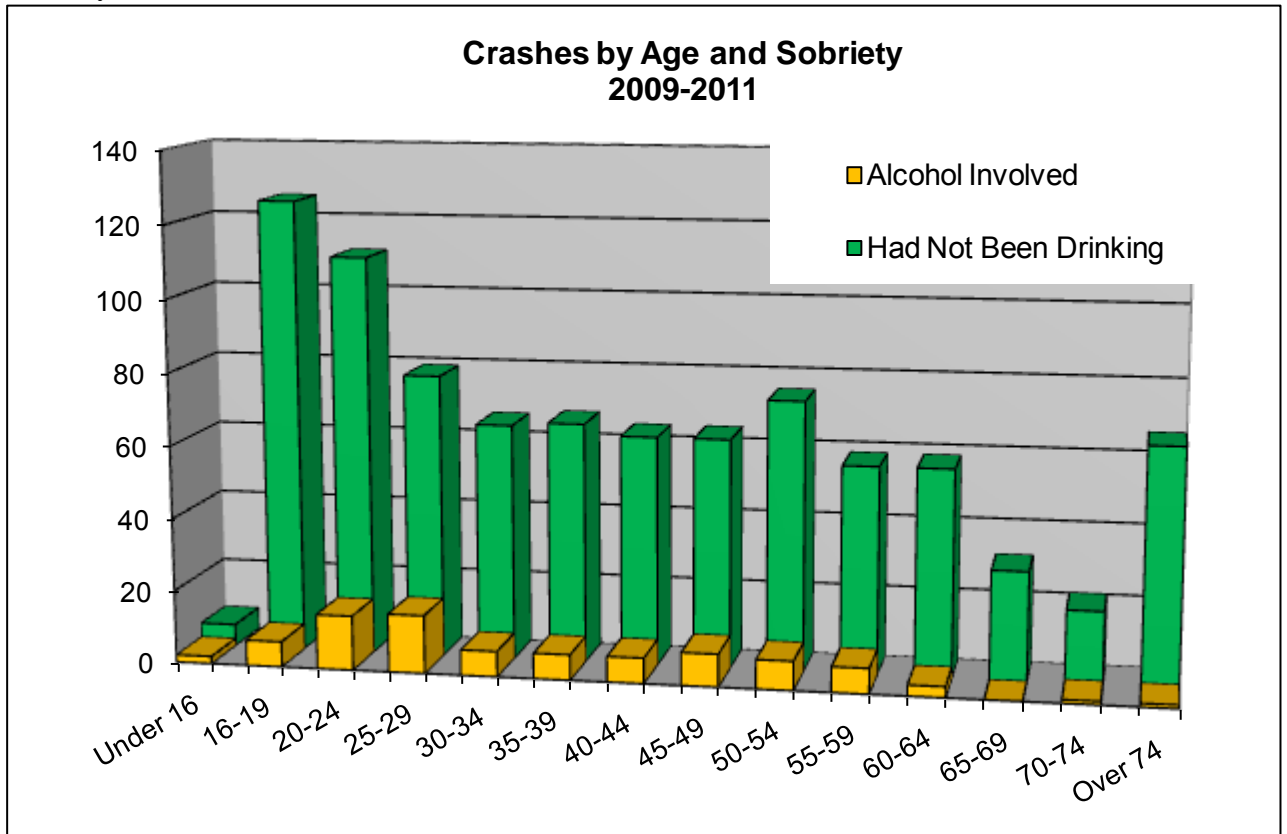
Time Periods



Age



Sobriety



City of Shoreline Traffic Report - 2012

High Accident Locations

Data from 2009 through 2011, Crash rate per million entering vehicles per year

	Location - Sorted by Rate	signal	# of Crashes	# of Injuries	# of Fatal	Crash Rate	Injury Rate
1	Linden Ave N & N 182nd St		7	2	0	1.66	0.47
2	Linden Ave N & N 165th St		5	4	0	1.22	0.98
3	Ashworth Ave N & N 192nd St		5	0	0	1.16	0.00
4	25th Ave NE & NE 150th St		6	1	0	0.99	0.17
5	3rd Ave NW & NW Richmond Bch Rd	y	16	6	0	0.78	0.29
6	Linden Ave N & N 175th St		7	3	0	0.69	0.30
7	Dayton Ave N & N 160th St	y	7	0	0	0.55	0.00
8	5th Ave NE & NE 155th St	y	7	2	0	0.42	0.12
9	5th Ave NE & NE 175th St	y	9	5	0	0.36	0.20
10	Meridian Ave N & N 155th St	y	7	5	0	0.34	0.24
11	8th Ave NE & NE 175th St		6	2	0	0.34	0.11
12	Midvale Ave N & N 185th St	y	5	1	0	0.34	0.07
13	Westminster Way N & N 155th St	y	9	3	0	0.32	0.11
14	15th Ave NE & NE 168th St		5	3	0	0.28	0.17
15	Aurora Ave N & N 192nd St	y	9	5	0	0.24	0.14
16	Aurora Ave N & N 155th St	y	12	6	0	0.23	0.11
17	Aurora Village Mall N & N 205th St	y	5	1	0	0.21	0.04
18	Meridian Ave N & N 175th St	y	9	2	0	0.21	0.05
19	19th Ave NE & Ballinger Way NE	y	6	5	1	0.21	0.17
20	8th Ave NW & NW Richmond Bch Rd	y	5	3	0	0.21	0.12
21	Midvale Ave N & N 175th St	y	5	2	0	0.19	0.08
22	Aurora Ave N & N 182nd St		8	1	0	0.19	0.02
23	Aurora Ave N & N 200th St	y	7	3	0	0.17	0.07
24	Aurora Ave N & N 175th St	y	9	3	0	0.16	0.05
25	Aurora Ave N & N 185th St	y	7	3	0	0.14	0.06
	Location - Sorted by Number of Crashes	signal	# of Crashes	# of Injuries	# of Fatal	Crash Rate	Injury Rate
1	3rd Ave NW & NW Richmond Bch Rd	y	16	6	0	0.78	0.29
2	Aurora Ave N & N 155th St	y	12	6	0	0.23	0.11
3	5th Ave NE & NE 175th St	y	9	5	0	0.36	0.20
4	Westminster Way N & N 155th St	y	9	3	0	0.32	0.11
5	Aurora Ave N & N 192nd St	y	9	5	0	0.24	0.14
6	Meridian Ave N & N 175th St	y	9	2	0	0.21	0.05
7	Aurora Ave N & N 175th St	y	9	3	0	0.16	0.05
8	Aurora Ave N & N 182nd St		8	1	0	0.19	0.02
9	Linden Ave N & N 182nd St		7	2	0	1.66	0.47
10	Linden Ave N & N 175th St		7	3	0	0.69	0.30
11	Dayton Ave N & N 160th St	y	7	0	0	0.55	0.00
12	5th Ave NE & NE 155th St	y	7	2	0	0.42	0.12
13	Meridian Ave N & N 155th St	y	7	5	0	0.34	0.24
14	Aurora Ave N & N 200th St	y	7	3	0	0.17	0.07
15	Aurora Ave N & N 185th St	y	7	3	0	0.14	0.06
16	25th Ave NE & NE 150th St		6	1	0	0.99	0.17
17	8th Ave NE & NE 175th St		6	2	0	0.34	0.11
18	19th Ave NE & Ballinger Way NE	y	6	5	1	0.21	0.17
19	Linden Ave N & N 165th St		5	4	0	1.22	0.98
20	Ashworth Ave N & N 192nd St		5	0	0	1.16	0.00
21	Midvale Ave N & N 185th St	y	5	1	0	0.34	0.07
22	15th Ave NE & NE 168th St		5	3	0	0.28	0.17
23	Aurora Village Mall N & N 205th St	y	5	1	0	0.21	0.04
24	8th Ave NW & NW Richmond Bch Rd	y	5	3	0	0.21	0.12
25	Midvale Ave N & N 175th St	y	5	2	0	0.19	0.08

City of Shoreline Traffic Report - 2012

High Accident Roadway Segments

Data from 2009 through 2011, Crash rate per million vehicle-miles per year

	<u>Location</u>	<u># of Crashes</u>	<u># of Injuries</u>	<u># of Fatal</u>	<u>Crash Rate</u>	<u>Injury Rate</u>	<u>volume</u>	<u>length</u>
1	N 175th St from Linden Ave N to Aurora Ave N	7	1	0	21.35	3.05	7,943	199
2	NW Innis Arden Way from 6th Ave NW to 9th Ave NW	8	3	0	13.00	4.87	2,000	1484
3	N 205th St from Whitman Ave N to Aurora Ave N	11	4	0	12.63	4.59	12,000	350
4	N 155th St from Aurora Ave N to Midvale Ave N	10	2	0	10.95	2.19	12,953	340
5	Greenwood Ave N from N 145th St to Westminster Way N	6	1	0	9.01	1.50	20,319	158
6	Aurora Ave N from N 199th St to N 200th St	17	9	0	7.99	4.23	30,793	333
7	Aurora Ave N from N 184th St to N 185th St	12	1	1	7.43	0.62	36,076	216
8	N 160th St from Linden Ave N to Aurora Ave N	8	2	0	7.05	1.76	8,475	646
9	N 185th St from Burke Ave N to Meridian Ave N	6	2	0	6.86	2.29	12,371	341
10	15th Ave NE from NE 172nd St to NE 175th St	14	4	0	6.76	1.93	15,016	665
11	15th Ave NE from NE Perkins Wy to NE 190th St	5	3	0	6.62	3.97	12,391	294
12	15th Ave NE from NE 145th St to NE 146th St	7	1	0	6.48	0.93	15,689	332
13	Aurora Ave N from N 185th St to N 192nd St	27	8	0	5.98	1.77	30,793	707
14	N 175th St from Aurora Ave N to Midvale Ave N	10	3	0	5.70	1.71	22,612	374
15	NW Richmond Beach Rd from 2nd Ave NW to 3rd Ave NW	7	3	0	5.63	2.41	17,438	344
16	15th Ave NE from Forest Park Dr NE to NE 205th St	16	7	0	4.85	2.12	13,175	1208
17	15th Ave NE from NE 170th St to NE 171st St	5	1	0	4.78	0.96	15,016	336
18	Aurora Ave N from N 160th St to N 163rd St	23	10	0	4.66	2.03	36,076	660
19	Aurora Ave N from N 195th St to Firlands Way N	7	3	0	4.61	1.97	30,793	238
20	Aurora Ave N from Ronald PI N to N 175th St	15	2	0	4.58	0.61	36,076	438
21	N 155th St from Linden Ave N to Aurora Ave N	5	5	0	4.54	4.54	13,990	380
22	Aurora Ave N from Firlands Way N to N 198th St	12	6	0	4.34	2.17	30,793	433
23	N 185th St from Linden Ave N to Aurora Ave N	8	3	0	4.25	1.59	13,639	665
24	19th Ave NE from Ballinger Way NE to NE 205th St	7	1	0	4.13	0.59	7,072	1156
25	Aurora Ave N from N 198th St to N 199th St	8	1	0	3.83	0.48	30,793	327

City of Shoreline Traffic Report - 2012

High Accident Roadway Segments

*Data from 2007 through 2009, sorted by number of reported crashes
Crash rate per million vehicle-miles per year*

	<u>Location</u>	<u># of Crashes</u>	<u># of Injuries</u>	<u># of Fatal</u>	<u>Crash Rate</u>	<u>Injury Rate</u>	<u>volume</u>	<u>length</u>
1	Aurora Ave N from N 185th St to N 192nd St	27	8	0	5.98	1.77	30,793	707
2	Aurora Ave N from N 160th St to N 163rd St	23	10	0	4.66	2.03	36,076	660
3	Aurora Ave N from N 152nd St to N 155th St	23	8	0	3.50	1.22	35,273	898
4	Aurora Ave N from N 200th St to N 205th St	23	6	0	2.76	0.72	30,392	1320
5	Aurora Ave N from N 175th St to Ronald PI N	20	11	0	2.31	1.27	36,076	1156
6	Aurora Ave N from N 167th St to N 170th St	19	8	0	3.82	1.61	36,076	665
7	N 175th St from Meridian Ave N to Corliss Ave N	19	9	0	3.41	1.62	30,255	888
8	Aurora Ave N from N 199th St to N 200th St	17	9	0	7.99	4.23	30,793	333
9	Ballinger Way NE from 19th Ave NE to NE 205th St	17	11	0	2.44	1.58	20,577	1630
10	15th Ave NE from Forest Park Dr NE to NE 205th St	16	7	0	4.85	2.12	13,175	1208
11	Aurora Ave N from N 155th St to Westminster Way N	16	10	0	2.30	1.44	33,455	1003
12	Aurora Ave N from Ronald PI N to N 175th St	15	2	0	4.58	0.61	36,076	438
13	Aurora Ave N from N 192nd St to N 195th St	15	11	0	2.38	1.75	30,793	987
14	15th Ave NE from NE 172nd St to NE 175th St	14	4	0	6.76	1.93	15,016	665
15	N 175th St from Midvale Ave N to Ashworth Ave N	14	9	0	3.05	1.96	22,612	979
16	Aurora Ave N from N 149th St to N 152nd St	13	6	0	2.28	1.05	35,273	779
17	Aurora Ave N from N 184th St to N 185th St	12	1	1	7.43	0.62	36,076	216
18	Aurora Ave N from Firlands Way N to N 198th St	12	6	0	4.34	2.17	30,793	433
19	Aurora Ave N from N 170th St to Ronald PI N	12	5	0	1.90	0.79	36,076	845
20	Aurora Ave N from N 145th St to N 149th St	12	1	0	1.67	0.14	35,273	982
21	N 205th St from Whitman Ave N to Aurora Ave N	11	4	0	12.63	4.59	12,000	350
22	Aurora Ave N from N 163rd St to N 165th St	11	0	0	2.23	0.00	36,076	660
23	N 155th St from Aurora Ave N to Midvale Ave N	10	2	0	10.95	2.19	12,953	340
24	N 175th St from Aurora Ave N to Midvale Ave N	10	3	0	5.70	1.71	22,612	374
25	NW Richmond Beach Rd from 3rd Ave NW to 8th Ave NW	9	5	0	1.88	1.04	17,438	1327

Corridor Crash Statistics

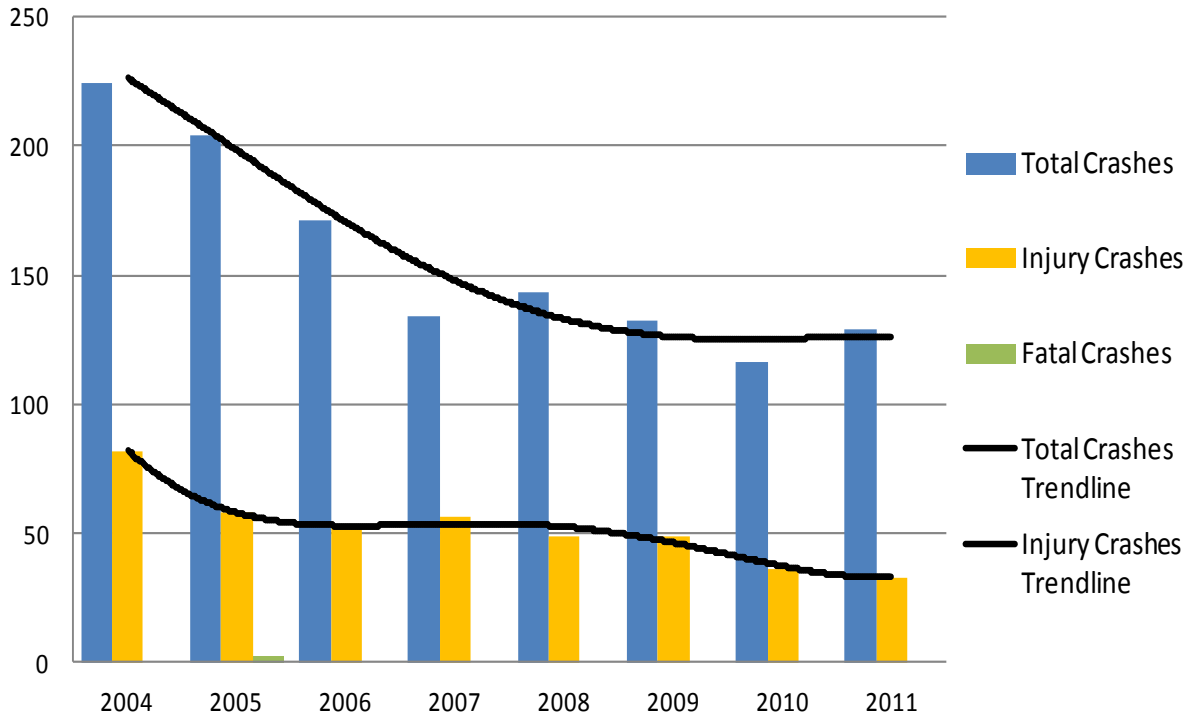
3-Year Crash Rate for Selected Corridors
Reported collisions from 1/1/2009 to 12/31/2011

Route	# of Crashes	Crash Rate	Length
15th Ave NE n/o NE 175th St	64	2.89	8,095
15th Ave NE s/o NE 175th St	83	3.36	7,950
Aurora Ave N between N 145th St and N 165th St	133	3.37	5,307
Aurora Ave N between N 165th St and N 185th St	121	3.06	5,308
Aurora Ave N between N 185th St and N 205th St	128	3.52	5,313
Richmond Beach Rd w/o 8th Ave NW (to 24th Ave NW)	20	1.39	6,305
Richmond Beach Rd e/o 8th Ave NW (to Aurora Ave N)	76	3.94	5,328

Aurora Ave N Crash Trends

□

Aurora Ave N Collisions



Aurora Ave N modification work began in 2004. Overall, the corridor has seen a 42% reduction in the total number of collisions, and a 60% decrease in the number of injury collisions since the improvements were started.

City of Shoreline Traffic Report - 2012

Safety Tips

Tips for proper safety restraint use:

- *Wear lap belts low – over the hips, not the stomach*
- *Adjust the head rest to the center of the passenger's ears*
- *If a shoulder belt crosses the face of a child, put it behind him or her*
- *Make sure the child safety seat is buckled into the vehicle correctly and that the child is likewise buckled properly in the seat.*

Tips for the motorist to reduce pedestrian collisions:

- *Stop for pedestrians in unmarked or marked crosswalks – it's the law! Crosswalks exist at all intersections. White lines are not needed to define a legal crosswalk*
- *Stop 20 to 50 feet before you reach the unmarked or marked crosswalk occupied by a pedestrian. This will allow other drivers to see past your vehicle.*
- *When a vehicle ahead of you or in an adjacent lane stops at an intersection, you should expect to stop for a pedestrian.*
- *When backing out of driveways and parking lots, look for pedestrians (especially children) behind you.*
- *Give older adults or disabled pedestrians extra time to get across the street*
- *Use extra caution when driving in neighborhoods where children might be playing, near schools, and near playgrounds.*
- *Obey 20 MPH school area speed limits*
- *Stop whenever you come to a stopped school bus whether its lights are flashing or not.*



Tips for pedestrians to safely cross a street:

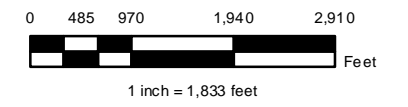
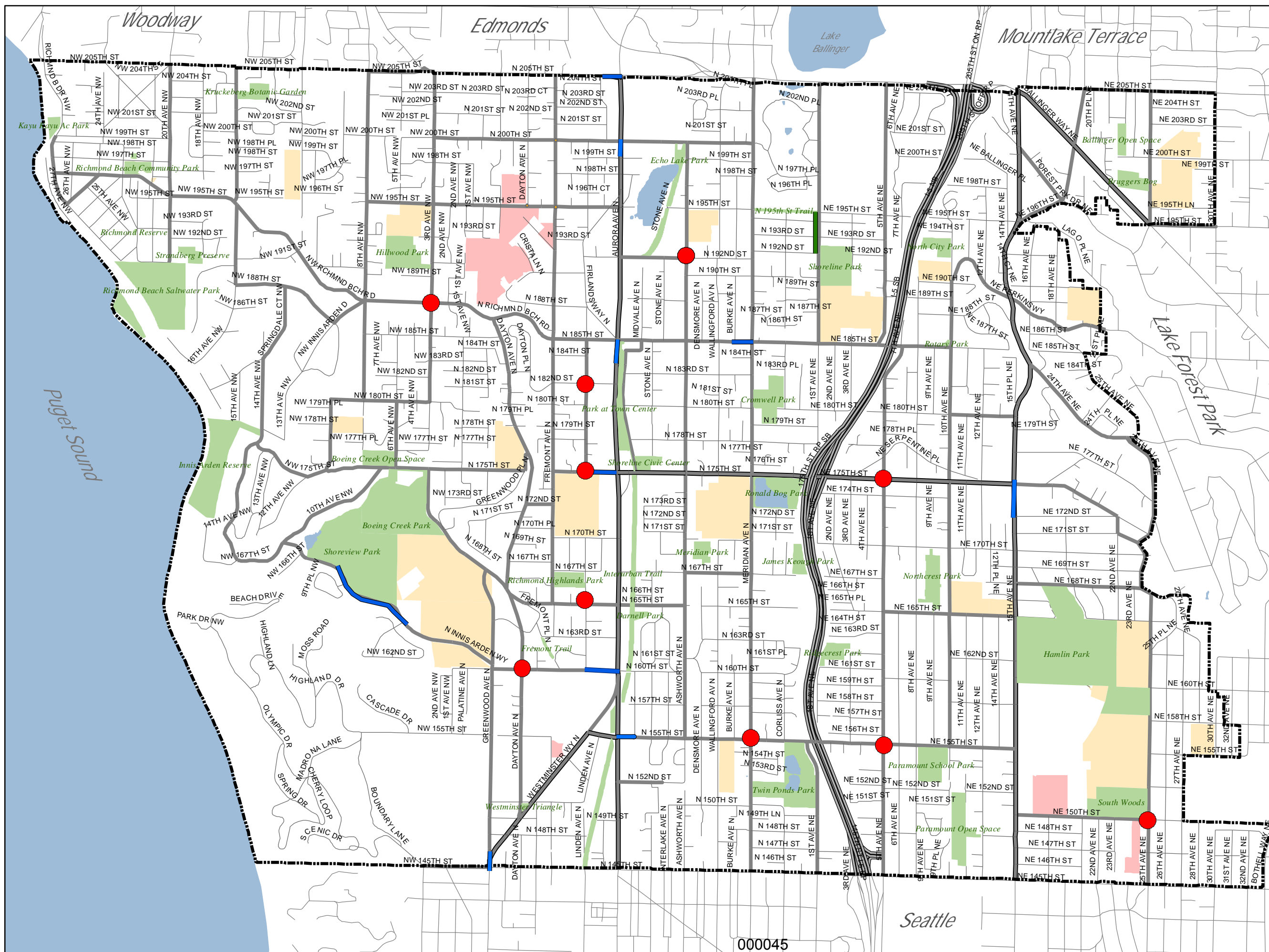
- *Always stop at the edge of the roadway before crossing. Look left, right, then left again before entering the street.*
- *Make eye contact with drivers before crossing the street.*
- *Continue to look both left and right while crossing.*
- *On multi-lane roadways, always verify that the adjacent travel lane is clear or stopped before stepping into the next lane.*
- *Cross at corners, not mid-block. That's where drivers expect to find pedestrians and that is where legal crosswalks exist if white lines are not marked on the street.*
- *Obey the "Walk" and "Don't Walk" symbols at traffic signals, but do not assume that drivers are always going to respect your right to cross the street.*
- *Wear reflective or light colored clothing at night. Or even better, carry a flashlight.*
- *Alcohol not only alters your driving ability, but also your walking ability. Your overall judgment is hindered, such as accurately determining the distance and speed of approaching traffic*

Attachment B

Intersections and Roadway Segments with Highest Average 3-year Accident Rate

2009 through 2011 data

-  Intersections
-  Segments



City of Shoreline
 Mark J. Relph, Public Works Director
 Rich Meredith, City Traffic Engineer
 17500 Midvale Ave N
 Shoreline, WA 98133
 (206) 801-2700
 www.shorelinewa.gov

Map Date: 2013
 No warranties of any sort, including accuracy, fitness, or merchantability, accompany this product.

SHORELINE

Geographic Information System

Attachment B

Speed Differential Map 2011

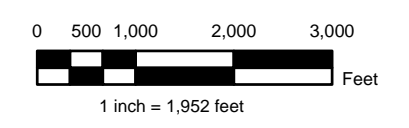
Difference Between
85th Percentile Speeds* and
Posted Speed Limit**

Legend

- 12 MPH and over
- 10 - 11 MPH over
- 8 - 9 MPH over
- 6 - 7 MPH over
- 4 - 5 MPH over

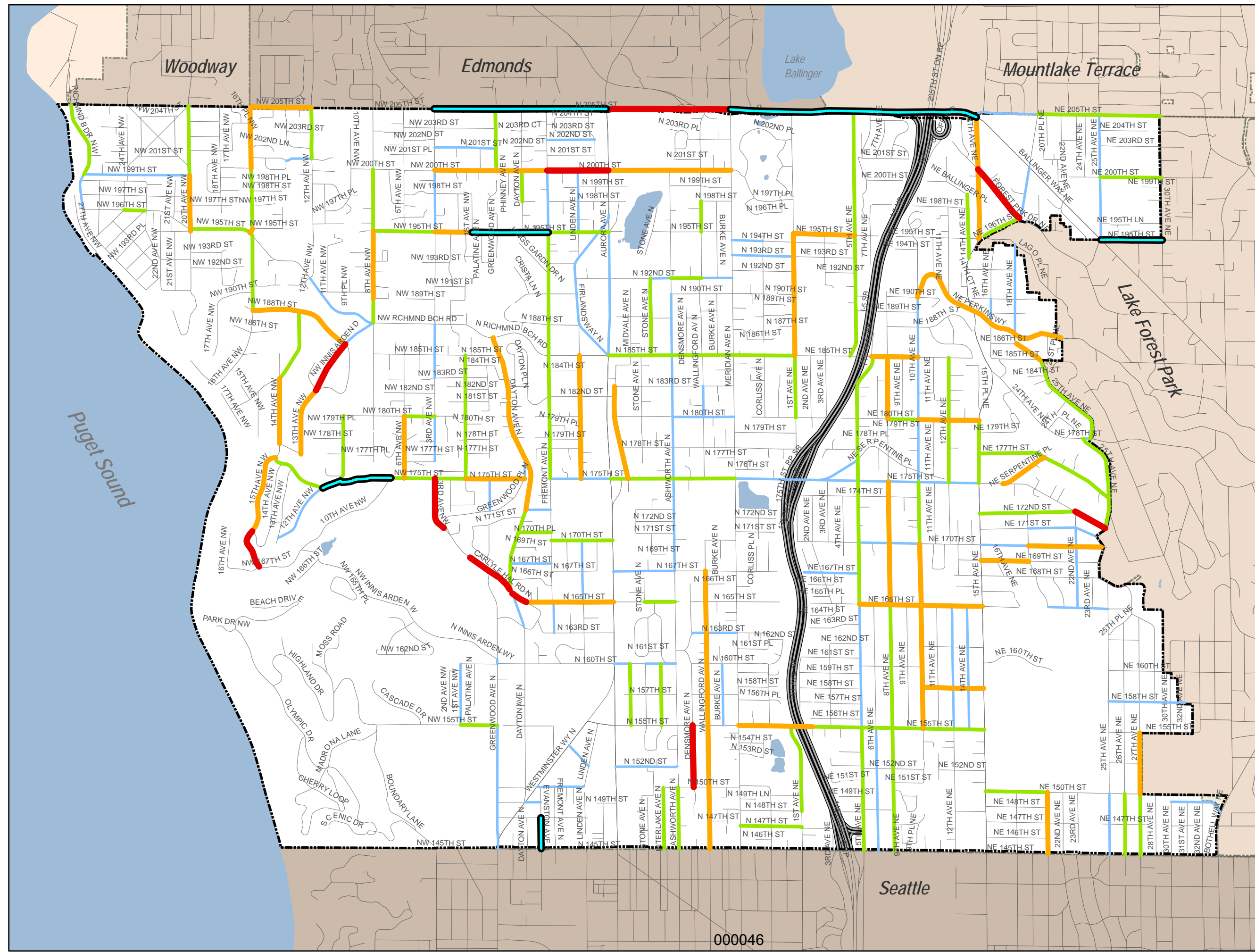
* 24-Hour Average Weekday Traffic
(Combined Two-Directional Totals)

** Current approved speed limits:
Shoreline Municipal Code
10.20.010 Speed Limits; WAC 308-330-423



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Geographic Information System

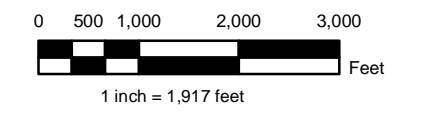
City of Shoreline Traffic Speed Map 2011

24-Hour Average Weekday Traffic
(Combined Two-Directional Totals)

Legend

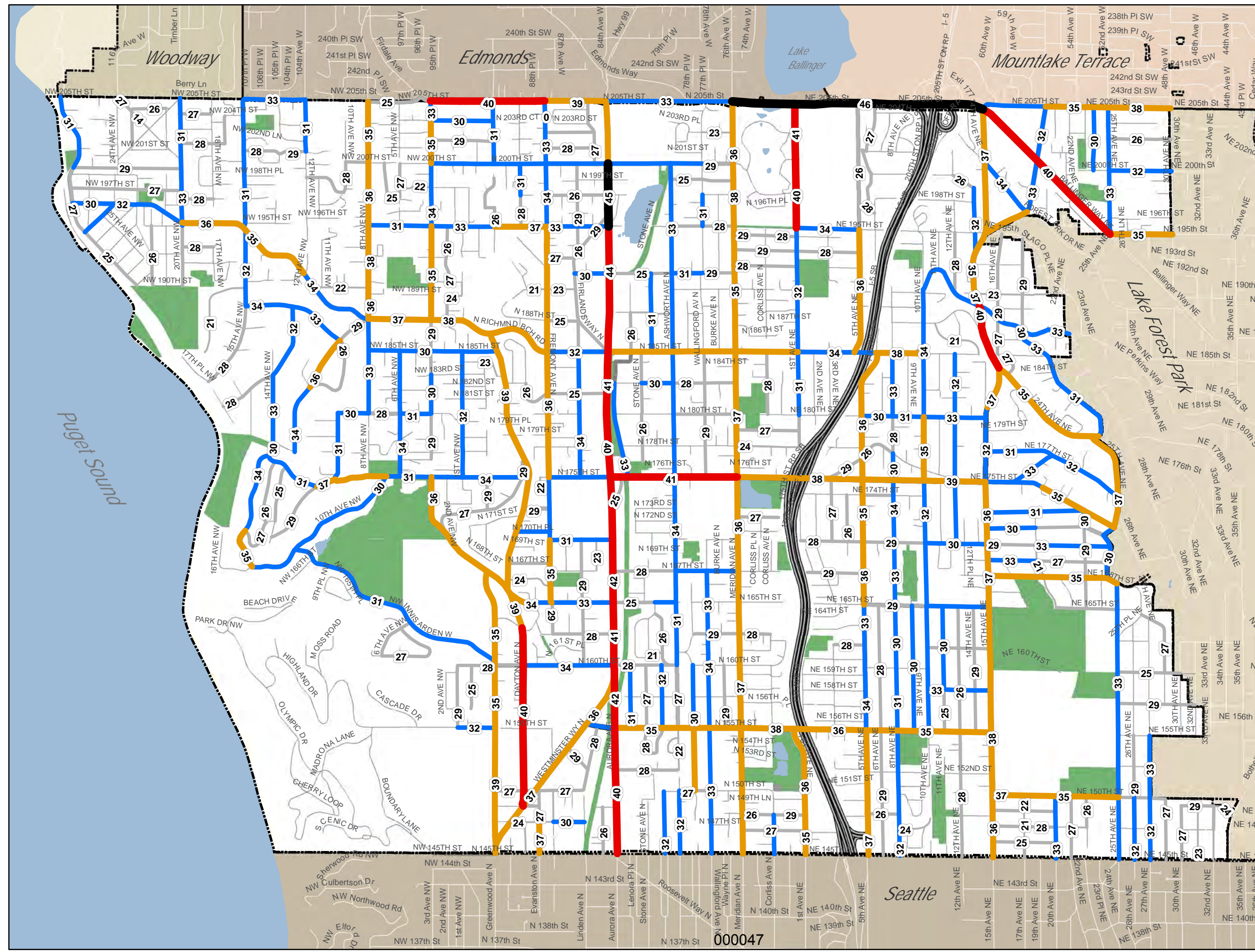
Traffic Speeds

- 45
- 40
- 35
- 30
- 25
- <25



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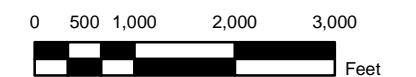
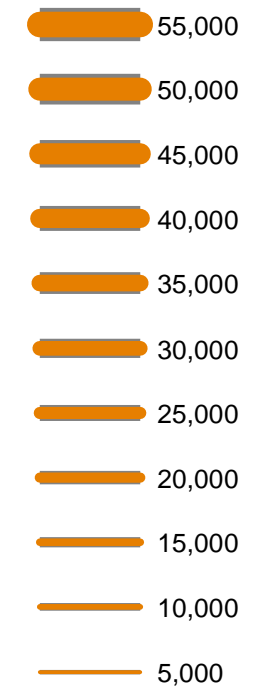
Geographic Information System

City of Shoreline Traffic Flow Map 2011

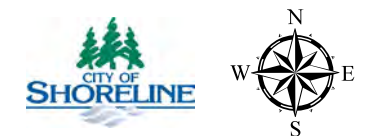
24-Hour Average Weekday Traffic
(Combined Two-Directional Totals)

Legend

Avg Weekday Traffic Vol:



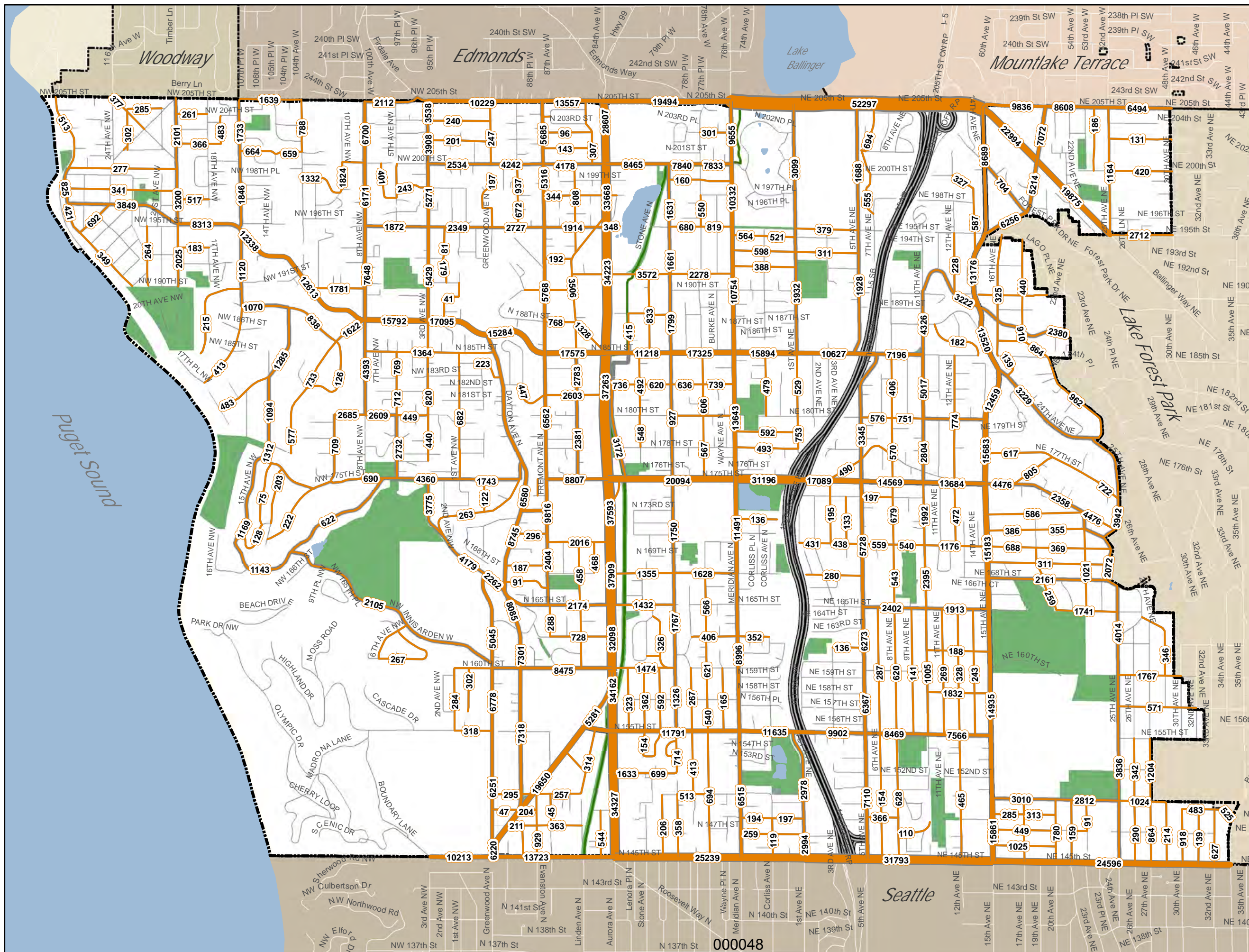
1 inch = 1,917 feet



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CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Neighborhood Traffic Safety Program		
DEPARTMENT:	Public Works – Traffic Services		
PRESENTED BY:	John Marek, Engineer II: Traffic		
ACTION:	<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:

Enhancing traffic and pedestrian safety are common goals for many residents and communities in Shoreline. In the recent 2012 Citizen Satisfaction Survey, residents indicated that traffic was one area that should receive more emphasis over the next two years¹.

Currently, the City has two primary programs to work with neighborhoods to address neighborhood traffic and pedestrian safety concerns; specifically, the Neighborhood Traffic Safety Program (NTSP) and the Neighborhood Traffic Action Plan (NTAP) effort.

The NTSP is an on-going City program that works closely with residents to develop traffic management solutions that address the particular needs of their neighborhood street. Through this program, residents work closely with City staff to identify traffic safety enhancement measures to address issues specific to the needs of their street.

To get a better understanding of traffic and pedestrian issues on a broader neighborhood perspective, the City recently completed the NTAP effort. Through this planning effort, staff worked with neighborhoods to develop a list of prioritized recommendations aimed at addressing important traffic and pedestrian safety issues specific to their neighborhood. These plans can now be used to help guide future improvements that are consistent with the neighborhood's vision.

This staff report provides a summary and status of these two programs.

RESOURCE/FINANCIAL IMPACT:

There is no resource or financial impacts associated with this discussion.

Administrative and implementation costs associated with the NTSP are currently funded through a combination of operating and capital budgets. The annual Traffic Safety Improvement Program with an annual budget of \$250,000 is utilized for implementing

¹ ETC Institute for City of Shoreline. (2012). *2012 Direction Finder Survey*. Executive Summary, p. 2. Retrieved from http://cosweb.ci.shoreline.wa.us/uploads/attachments/cmo/Citizen_Survey_Report_2012.pdf

any engineering solutions. Projects associated with this program are developed and prioritized annually, in response to community issues as they arise.

NTAP will be implemented by taking advantage of funding opportunities through existing annual programs (Traffic Safety Improvements), grants, planned capital improvement projects and mitigation for future development.

RECOMMENDATION

There is no action required by Council tonight. This is an informational briefing of the Neighborhood Traffic Safety Program and Neighborhood Traffic Action Plans.

Approved By: City Manager ***JU*** City Attorney ***IS***

BACKGROUND

Neighborhood Traffic Safety Program (NTSP):

Developed in 2001, the Neighborhood Traffic Safety Program (NTSP) was designed to work cooperatively with residents to address concerns such as speeding, cut through traffic and pedestrian safety on non-arterial streets. The NTSP is a two phase program and utilizes a variety of tools and techniques to improve safety. Phase one of the program emphasizes education and enforcement efforts, which may include:

- Signing
- Pavement markings
- Trimming vegetation
- Radar speed display
- Educational flyers
- Additional enforcement

Residents participate in selecting which efforts will be pursued based on their concerns, and help to implement some of them. Phase 1 efforts are implemented over an eight-month to one- year period.

In Phase 2, engineering solutions such as speed humps, chicanes and traffic circles are considered and may be implemented if conditions warrant them and if there is adequate community support. Staff works closely with the community to explain the benefits and limitations of potential options allowing residents to select the preferred solutions. In some cases residents may ask for solutions that are not feasible or which the City would not support, such as installing an all-way stop. At times residents may request stop signs or all-way stops in an effort to reduce traffic speeds; however, the City of Shoreline follows nationally set guidelines to determine when stop signs should be installed. These guidelines, as well as supporting studies, show that stop signs should not be installed as speed reducers, and that installing stop signs at unwarranted locations may actually reduce safety. As a result staff works with residents to look at alternative solutions such as traffic circles which have been shown to reduce speeds and collisions at intersections.

Both phases 1 and 2 rely on active community involvement. The petition process is an important element in the success of Phase 2. Before Phase 2 engineering solutions can be implemented, the community must circulate a petition to show that a minimum of 60% of the households within the affected area support installation of physical devices. In addition, those residents most directly impacted by the physical devices must support the project.

Neighborhood Traffic Action Plan (NTAP):

In 2005, the City Council directed the Public Works Department to work with each of the City's neighborhoods to develop individual plans to address neighborhood transportation issues specific to each community. The goal of these Neighborhood Traffic Action Plans (NTAP's) is to improve safety, mobility and livability of the city's neighborhoods by working closely with residents to identify key concerns, evaluate possible solutions and develop a prioritized list of recommendations and projects to address these concerns.

To develop the plans, the City hosted community meetings in each neighborhood giving residents an opportunity to identify concerns they would like to see evaluated in the plan. A Neighborhood Advisory Committee was then created, comprised of volunteer residents from the neighborhood, as well as representatives from the Shoreline Police and Fire Department. City staff worked closely with the advisory committee to evaluate the concerns and develop a list of prioritized recommendations for future projects and improvement efforts. These recommendations were then presented to the broader neighborhood at a community Open House, for residents to review and to indicate their level of support.

DISCUSSION

Neighborhood Traffic Safety Program (NTSP):

Since the start of the program, nearly 70 locations have actively participated in the NTSP. Of these, 27 have continued on to have Phase 2 type devices installed. Some examples of projects that have been implemented through this program include:

- Speed humps on N 165th Street from Aurora to Ashworth
- Chicanes on Evanston Ave N from N 145th Street to N 148th Street
- Traffic circle at 8th Ave NE and NE 160th Street
- Speed humps on 6th Ave NW between NW 180th and NW 183rd Street

Currently, there are 25 active locations in the NTSP. Of these, nine are in Phase 1 of the program and one is nearing completion of Phase 2. The remaining 15 locations have participated in one or both phases but continue to be monitored by staff and may occasionally receive Phase 1 treatments or efforts such as use of the radar speed display trailer, to help address traffic or pedestrian safety concerns.

Future efforts of the program will focus on how to address perceived issues on those streets that complete Phase 1 efforts but do not meet the criteria for Phase 2 devices. Approximately 10 locations currently in the program fit this category. While the severity of traffic speeds and/or volume may not warrant the use of physical devices, residents often continue to perceive a safety concern. Identifying additional tools that may help to reach a comparably low volume of higher speed traffic without adversely impacting emergency response or the livability of the neighborhood will be important. In addition, efforts to help residents have a greater understanding of the limitations of traffic calming devices and the potential impacts caused by inappropriate use of devices will be fundamental.

Neighborhood Traffic Action Plan (NTAP):

In 2012, the City completed the planning effort to develop NTAPs for each of the City's 14 neighborhoods, with the exception of the Highlands. Planning efforts were staggered between the neighborhoods, enabling staff to work with them more effectively so as to shorten the process for each neighborhood. As a result, completion of the plans occurred at different times.

- 2006 – North City, Ridgecrest, Briarcrest
- 2007 – Echo Lake, Westminster Triangle
- 2008 – Ballinger, Meridian Park, Parkwood
- 2009 – Highland Terrace, Hillwood
- 2010 - Richmond Highlands
- 2011 – Richmond Beach
- 2012 – Innis Arden

The recommendations identified in the various plans vary in size and scope, ranging from simple improvements such as: trimming vegetation to improve visibility, posting signs to restrict parking, and working with the Police Department to provide additional enforcement at specific locations; to larger, more complex recommendations, such as installing walkways or revising intersections to improve safety. For all neighborhoods, reducing speeds and cut-through traffic, as well as improving pedestrian access, were key priorities.

The construction of pedestrian walkways was the most common recommendation. Each plan identified multiple routes which were considered important to the community for improved pedestrian access and safety. Attachments A through C show lists of the prioritized projects identifying both traffic and pedestrian safety improvements, and a map indicating the proposed recommendations for the Echo Lake neighborhood as an example of one neighborhood. Similar maps for each neighborhood can be found on the City's website at <http://www.shorelinewa.gov/index.aspx?page=203>. Many of the larger high priority traffic safety improvements projects identified by neighbors are included in the Transportation Master Plan, such as:

- 3rd Ave NW & NW Richmond Beach Rd: Improve safety for left turns
- Dayton Ave N / Carlyle Hall / N 165th St: Improve visibility and safety
- N 160th St / Greenwood Ave N / NW Innis Arden Way: Improve traffic operations and pedestrian safety.

The TMP also includes the high priority walkway projects identified by each neighborhood.

With the completion of the plan, future work will be identifying funding opportunities for implementing elements of the plans. Recommendations in several of the plans have already been implemented. Attachment D is an updated map of the Echo Lake Neighborhood Plan recommendations, which identify those recommendations that have already been implemented. Examples of other completed projects from various neighborhood plans include:

- Installation of "25 MPH" pavement markings at various locations
- Installation of parking restrictions at various locations
- Radar Speed Display sign at NW Richmond Beach Rd and 12th Ave NW
- N 150th Street and Westminster Way N Traffic Control Island
- Four traffic circles in both the Briarcrest and Ridgecrest neighborhoods
- 25th Ave NE walkway between NE 150th Street and NE 165th Street
- NE 165th Street sidewalk between 10th and 8th Ave NE

These projects were funded through a variety of projects or programs, including grants; however, the funding historically has been through the annual capital improvement budget for traffic safety improvements. In 2006 25 traffic circles were installed using funding designated by the City Council specifically for the installation of traffic calming devices. Some of these circles like the Briarcrest and Ridgecrest traffic circles were identified in Neighborhood Traffic Action Plans, while others were installed in response to an active NTSP effort. Since that time three other traffic circles have been installed; one in 2008 as part of an NTSP effort and two others in 2011 as part of the 17th Ave NE Green Street project.

RESOURCE/FINANCIAL IMPACT

Neighborhood Traffic Safety Program (NTSP):

Prior to 2012, the NTSP was budgeted as a separate program, with funding levels gradually reduced from \$260,000 in 2008 to \$150,000 in 2011 due to budget constraints. In 2012 NTSP was combined with the Traffic Small Works Program under the 2012 Traffic Safety capital program. With a combined budget of \$250,000, this funding is used to implement the NTSP and construct traffic safety improvements on both local and arterial streets.

Neighborhood Traffic Action Plan (NTAP):

While there is no single source to fund the Neighborhood Traffic Plans in their entirety, elements of the plan can be implemented over time as funding sources are identified. Some potential funding sources may include:

- Neighborhood Traffic Safety Program
- Capital Improvement Process
- Grants
- Mitigation associated with larger development projects

Attachment E shows a breakdown of total costs to implement the recommendations for each neighborhood. Total cost to fully implement all NTAP recommendation is \$74.3 million, with pedestrian improvements accounting for approximately \$62.7 million, or 84% of the total.

Although the total costs are high, communities understand that there are limited resources and competing interests for those funds. One approach for considering future funding needs would be to focus on recommendations ranked as a high priority by the neighborhood. The estimated cost for implementing only high priority improvements would be \$37.6 million. Attachments E and F show the cost breakout for these improvements by neighborhood.

RECOMMENDATION

There is no action required by Council tonight. This is an informational briefing of the Neighborhood Traffic Safety Program and Neighborhood Traffic Action Plans.

ATTACHMENTS

- Attachment A – Echo Lake Recommended Traffic Improvement Projects
- Attachment B – Echo Lake Recommended Pedestrian Improvement Projects
- Attachment C – Echo Lake Neighborhood Plan Recommendation Map
- Attachment D – Echo Lake Neighborhood Plan Recommendation Updated Map
- Attachment E – Total Neighborhood Plan Implementation Costs
- Attachment F – Total High Priority Neighborhood Plan Implementation Costs

Attachment A

Echo Lake Recommended Improvement Projects		
<i>Traffic Projects - no identified funding</i>		
Location	Project	Priority
N 185 th St and Midvale Ave N	Traffic Signal	High
Midvale Ave N from N 188 th St to N 192 nd St	Complete Street Connection	High
1 st Ave NE and NE 192 nd St	Relocate Shoreline Pool sign further from roadway and adjust lighting	High
Wallingford Ave N and N 200 th St	Install advance warning signs and/or install flashing beacons for the east and west approach	High
Ashworth Ave N	Re-stripe centerline with single yellow skip line	Medium
N 193 rd St and 3 rd Ave NE	Traffic circle	Low
N 203 rd St and Burke Ave N	Traffic circle	Low

Attachment B

Echo Lake Recommended Improvement Projects		
<i>Pedestrian Projects – no identified funding</i>		
Location	Project	Priority
Ashworth Ave N from N 185 th St to N 192 nd St	Walkway on east side	High
Ashworth Ave N from N 195 th St to N 200 th St	Walkway on west side	High
Wallingford Ave N between N 192 nd St and 195 th St	Walkway on west side	High
Meridian Ave N at N 192 nd St	Enhance existing crosswalk	High
N 192 nd St from Aurora Ave N to Ashworth Ave N	Walkway on north side	High
N 192 nd St from Ashworth Ave N to Wallingford Ave N	Walkway on north side	High
195 th St from Wallingford Ave N to Meridian Ave N	Walkway on one side	High
Costco parking lot, SB and EB motorists	Install “Stop for Pedestrians when turning”	High
SW corner of N 200 th St & Wallingford Ave N	Trim vegetation to improve stop sign visibility	High
N 200 th St at Wallingford Ave N	Remark crosswalks	High
Ashworth from N 185 th to N 195 th St	Walkway on west side	Medium
1 st between NE 192 nd and 195 th St.	Walkway on west side	Medium
5 th Ave NE from NE 185 th St to 195 th St	Walkway on east side	Medium
N 188 th St between Ashworth Ave N & Densmore Ave N	Improve existing footpath	Medium
NE 195 th St ROW between Meridian Ave N and 5 th Ave NE	Install bike/ pedestrian path along	Medium
N 192 nd St from Meridian to 1 st Ave NE	Walkway on one side	Medium
Ashworth Ave N from N 195 th St to N 200 th St	walkway on east side	Low
5 th Ave NE from NE 195 th St to 205 th St	Walkway on east side	Low
5 th Ave NE at NE 195 th St.	Enhance crosswalk	Low
6 th Ave NE between NE 201 st St and NE 197 th St	walkway on the west side	Low
N 188 th St from Midvale to Ashworth Ave N	Install walkway	Low

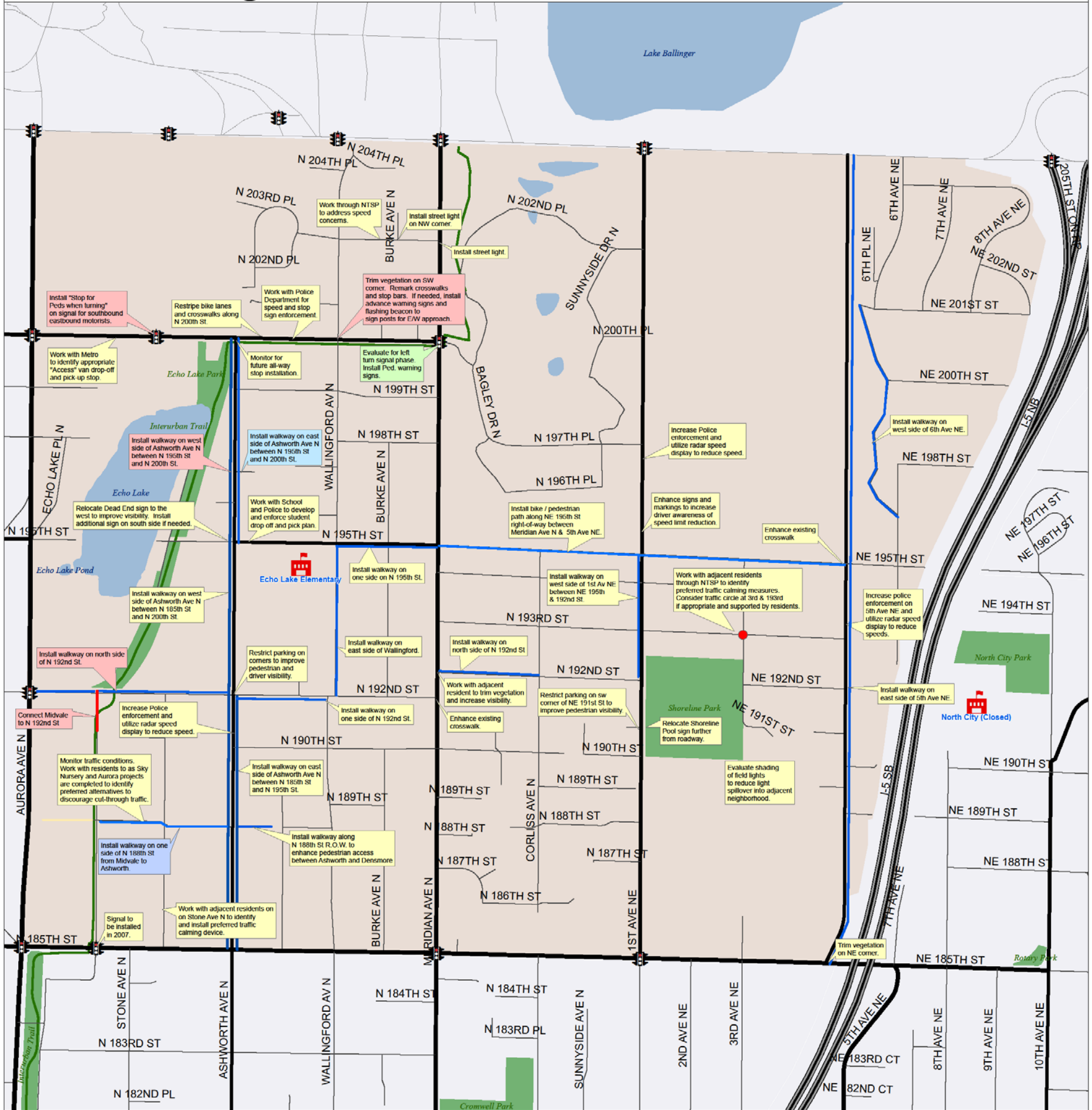
SHORELINE

DRAFT

Geographic Information System

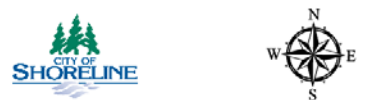
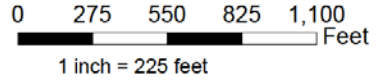
ECHO LAKE

Neighborhood Plan Recommendations



Legend

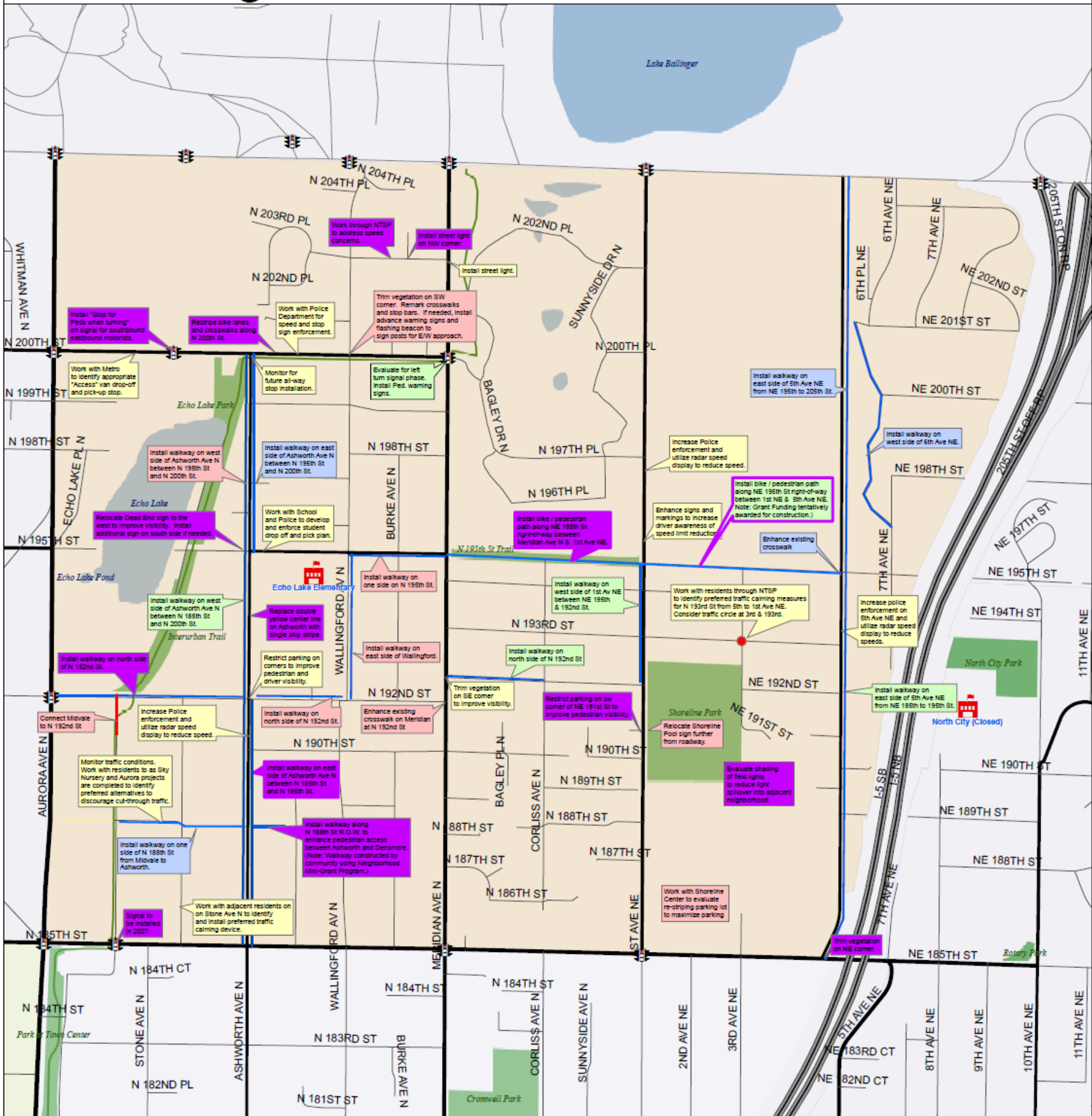
- Improvement High Priority Recommendation
- Improvement Medium Priority Recommendation
- Improvement Low Priority Recommendation
- Improvement Completed Recommendation or to be scheduled into Annual Program work plan.
- Proposed Traffic Circle
- Spot Intersection Improvement
- Proposed Sidewalk Location



No warranties of any sort, including accuracy, fitness, or merchantability, accompany this product.

April 2007

Neighborhood Plan Recommendations



Legend

- Proposed Traffic Circle
- Spot Intersection Improvement
- Proposed Sidewalk Location
- ▬ High Priority Recommendation
- ▬ Medium Priority Recommendation
- ▬ Low Priority Recommendation
- ▬ Schedule into annual program work plan.
- ▬ Completed
- ▬ On-going / pending

0 275 550 825 1,100 Feet
1 inch = 233.3 feet



No warranties of any sort, including accuracy, fitness, or merchantability, accompany this product.

October 2010

Attachment E

Neighborhood	Traffic Improvements	Pedestrian Improvements	Total Cost
Ballinger	\$65,000	\$3,780,000	\$3,845,000
Briarcrest	\$270,700	\$3,956,518	\$4,227,218
Echo Lake	\$3,045,000	\$4,435,002	\$7,480,002
Highland Terrace	\$2,528,500	\$6,917,951	\$9,446,451
Hillwood	\$1,639,250	\$8,845,504	\$10,484,754
Innis Arden	\$106,500	\$3,098,750	\$3,205,250
Meridian Park	\$140,500	\$4,198,000	\$4,338,500
North City	\$293,700	\$10,776,587	\$11,070,287
Parkwood	\$380,700	\$2,862,131	\$3,242,831
Richmond Beach	\$1,239,500	\$3,524,451	\$4,763,951
Richmond Highlands	\$1,719,750	\$5,987,182	\$7,706,932
Ridgecrest	\$90,000	\$2,114,292	\$2,204,292
Westminster Triangle	\$90,500	\$2,226,949	\$2,317,449
Total Cost	\$11,609,600	\$62,723,317	\$74,332,917

Approximate Costs of All Recommendations in
the Neighborhood Traffic Action Plans

Attachment F

Neighborhood	High Priority Traffic Improvements	High Priority Pedestrian Improvements	Total High Priority Cost
Ballinger	\$40,000	\$1,515,000	\$1,555,000
Briarcrest	\$198,700	\$1,525,009	\$1,723,709
Echo Lake	\$3,025,000	\$875,000	\$3,900,000
Highland Terrace	\$2,508,500	\$3,173,681	\$5,682,181
Hillwood	\$1,639,250	\$3,110,695	\$4,749,945
Innis Arden	\$66,500	\$1,567,750	\$1,634,250
Meridian Park	\$10,000	\$1,520,000	\$1,530,000
North City	\$15,000	\$5,442,654	\$5,457,654
Parkwood	\$330,500	\$1,868,281	\$2,198,781
Richmond Beach	\$1,221,500	\$1,407,593	\$2,629,093
Richmond Highlands	\$1,124,250	\$3,417,182	\$4,541,432
Ridgecrest	\$10,000	\$576,000	\$586,000
Westminster Triangle	\$30,000	\$1,431,949	\$1,461,949
Total Cost	\$10,219,200	\$27,430,794	\$37,649,994

Approximate Costs of High Priority Recommendations in the
Neighborhood Traffic Action Plan

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	East Side Off-Leash Dog Area Recommendation		
DEPARTMENT:	Parks, Recreation and Cultural Services		
PRESENTED BY:	Dick Deal, Director Maureen Colaizzi, Project Coordinator		
ACTION:	<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:

This staff report provides the City Council with background and information regarding the East Side Off-Leash Dog Area site selection recommendation by the Parks, Recreation & Cultural Services (PRCS) Board. The recommendation is to allow the City to enter into a five-year property lease agreement with the State of Washington’s Department of Social and Health Services (DSHS) that would allow the City to construct and operate a fully fenced off-leash dog. The area is a two-acre section of the southeast corner of the Fircrest Campus located at 1750 NE 150th Street. If Council authorizes staff to pursue the lease, it would be effective May 2013. A location map of the two-acre area is included as Attachment A. The cost to lease the two-acre area is \$200 per month for the five-year term.

In 2011, during the update to the Parks, Recreation and Open Space (PROS) Plan, the PRCS Board received community feedback to expand the system of off-leash dog areas in Shoreline. The existing off-leash dog area at Shoreview Park and the seasonal off-leash area at Richmond Beach Saltwater Park are on the west side of Shoreline. The majority of interest Staff received was for an off-leash dog area on the east side of Shoreline. To learn if a suitable site existed in east Shoreline, the PRCS Board reinstated the Off-Leash Study Group Subcommittee to help with a search.

RESOURCE/FINANCIAL IMPACT:

The Off-Leash Dog Areas project is included in the adopted 2013-18 Capital Improvement Plan (CIP) with a budget of \$12,242 to construct the project and lease the property in 2013. The annual cost to lease the two-acre area is \$2,400. Beginning in 2014, the PRCS Department will need an additional \$2,400 annually for four years to continue to pay for the lease.

RECOMMENDATION

There is no action required of Council tonight, as this item is scheduled for discussion. If the Council concurs with development of an off-leash dog area at the Fircrest site, staff will bring this item back at a future meeting to request the City Council to authorize the City Manager to enter into a five-year lease agreement with DSHS.

Approved By: City Manager **JU** City Attorney **IS**

INTRODUCTION

This staff report provides the City Council with background and information regarding the East Side Off-Leash Dog Area site selection recommendation by the Parks, Recreation & Cultural Services (PRCS) Board. The recommendation is to allow the City to enter into a five-year property lease agreement with the State of Washington's Department of Social and Health Services (DSHS) that would allow the City to construct and operate a fully fenced off-leash dog. The area is a two-acre section of the southeast corner of the Fircrest Campus located at 1750 NE 150th Street. If Council authorizes staff to pursue the lease, it would be effective May 2013. A location map of the two-acre area is included as Attachment A. The cost to lease the two-acre area is \$200 per month for the five-year term.

BACKGROUND

In 2011, during the update to the Parks, Recreation and Open Space (PROS) Plan, the PRCS Board received community feedback to expand the system of off-leash areas in Shoreline. The existing off-leash dog area at Shoreview Park and the seasonal off-leash area at Richmond Beach Saltwater Park are on the west side of Shoreline. The majority of interest Staff received was for an off-leash dog area on the east side of Shoreline. To learn if a suitable site existed in east Shoreline, the PRCS Board reinstated the Off-Leash Study Group Subcommittee to help with a search.

2011-13 Off-Leash Dog Area Study Group

The PRCS Board directed the Subcommittee to:

- review the work of the 2007 Off-Leash Dog Area Study Group;
- review the site criteria used in 2007;
- evaluate previous recommended east side sites;
- identify a single site;
- host a public open house; and,
- a recommendation to the PRCS Board..

DISCUSSION

Recommendation

From November 2011 through January 2013, the re-instated Off-Leash Dog Area Study Group met nine times to formulate their recommendation to the PRCS Board. After the committee visited, reviewed and evaluated potential sites east of Meridian Avenue N, the southeastern field on the Fircrest Campus located east of 15th Avenue NE off of NE 150th Street rose to the top of the reviewed sites for three main reasons:

- The site is a flat open lawn area with shade trees and will be easy to modify for an off-leash dog area.
- There is enough room for at least twenty on-site parking spaces.
- The site is away from residential housing.

In March 2012, the Study Group discussed potential sites for an east side off-leash area with the PRCS Board. The preferred site was the southeast field at the Fircrest Campus located at 1750 NE 150th Street. The PRCS Board provided support for City Staff to contact DSHS to discuss the project proposal.

State of Washington Use Request and Draft Lease Agreement

After meeting with members of the Fircrest Administration, DSHS and the State Public Health Lab to discuss the potential project, the City submitted an application to DSHS that requested use of this two-acre area for a fully fenced off-leash dog area and up to 20 parking spaces. After submitting an application, a 90-day review of the City's request ensued. The State's review included the Fircrest Administration, the Washington State Developmental Disabilities Council (DDC), the State Department of Health Public Health Laboratory and the Fircrest RHC Administration. In August 2012, City staff received notification from DSHS that they would grant approval for the City's requested use for a fee of \$200 per month for up to five years. Attachment B includes three letters of support for the project from these agencies and ShoreDog. A lease agreement was drafted in the fall of 2012 and has been reviewed by both the City and State legal staff.

Concept Plan

Also during that time, City staff developed a budget for the construction and operation and maintenance of a site. In November 2012 both the Off-Leash Dog Area Study Group and Park's maintenance staff visited the site to assess how the site would be modified for construction. Based on the review of the site, a concept plan was created. A copy of the concept plan is included as Attachment C. This project design and site amenities will be very similar to the Shoreview Off-Leash Dog Area. A project design will include:

- Street signage to the site on NE 150th Street and 15th Avenue NE and 25th Avenue NE;
- On-site identification signage for parking and pedestrian entry;
- 4' perimeter fencing;
- Double gated pedestrian entry;
- Maintenance gate entry;
- Information kiosk with posted rules;
- (1) Portable restroom
- Several trash cans for dog waste removal; and
- Benches and picnic tables.

Public Information and Involvement

A public open house meeting was held on January 24, 2013. Over 20 community members attended this meeting to learn about the east-side site recommendation and the process that the Off-Leash Dog Area Study Group conducted to formulate their recommendation. This meeting was advertised in the winter issue of Currents; posted on the City website and east side neighborhood associations were notified. Since September 2011, City Staff have updated the PRCS Board about the project progress on a regular basis. Public comment received at the meeting and comment forms following the meeting have all suggested positive support for the off-leash dog area recommendation.

Site Stewardship and Maintenance

Upon approval of the lease agreement, staff will begin construction in early June, following some site reconnaissance in May. If approved, City staff will include this site in

the daily maintenance and dog waste removal routine. ShoreDog, the nonprofit off-leash stewardship and advocacy group, is excited for this opportunity and they are currently seeking interested volunteers to assist with site stewardship.

2013 Proposed Project Schedule

If approved, the following is a schedule for implementation:

January

Community Open House
Park Board recommends proposed site

March

City Council reviews proposed site on March 4
City Council approves lease agreement on March 18
Design site improvements
Implement design

May

Prepare site for construction

June-July

Construct site improvements
Ribbon Cutting Celebration (TBD)

2013-2018

Monitor use and maintenance needs
Discuss possible renewal of use agreement with DSHS

RESOURCE/FINANCIAL IMPACT:

The Off-Leash Dog Areas Project is included in the adopted 2013-18 Capital Improvement Plan (CIP) with a budget of \$12,242 to construct the project and lease the property in 2013. The annual cost to lease the two-acre area is \$2,400. Beginning in 2014, the PRCS Department will need an additional \$2,400 annually for four years to continue to pay for the lease.

RECOMMENDATION

There is no action required of Council tonight, as this item is scheduled for discussion. If the Council concurs with development of an off-leash dog area at the Fircrest site, staff will bring this item back at a future meeting to request the City Council to authorize the City Manager to enter into a five-year lease agreement with DSHS.

ATTACHMENTS

Attachment A: Fircrest Off-Leash Dog Area Location Map
Attachment B: Letters of Support
Attachment C: Fircrest Off-Leash Dog Area Concept Plan

**ATTACHMENT A:
Location Map**

**Fircrest School
Campus**

**2-acre
Fenced
Off Leash
Dog Area**

**Shorecrest
High-
School**

**Food
Lifeline**

**South
Woods
Park**

**WA State
Public
Health Lab**

to 15th Av NE 150th Street to 25th Av NE

000066





**ATTACHMENT B:
Letters of Support**

**STATE OF WASHINGTON
DEPARTMENT OF SOCIAL AND HEALTH SERVICES
FIRCREST RHC
B17-31 • 15230 – 15th Ave NE • Shoreline WA 98155-7196**

December 21, 2012

Dick Deal,
Director Parks, Recreation, and Cultural Services
City of Shoreline
17500 Midvale Avenue North,
Shoreline WA 98133.

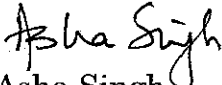
Dear Mr. Deal:

Well maintained and managed dog parks can be an excellent source of social interaction for both people and their pets. The Washington State Division of Developmental Disabilities is pleased to support the creation of a dog park at the Fircrest School campus in Shoreline.

The proposed site for the dog park is within an area designated for lease under the Developmental Disabilities Community Land Trust. Establishing a dog park on these lands benefits the community as a whole as well as addressing the needs of its citizens having developmental disabilities and their families. The rent will be placed in an account that may be used by the State Legislature to provide family support and employment to individuals with developmental disabilities living in the community. Many of these citizens are past residents at Fircrest Residential Habilitation Center.

As you proceed through the public review process, the Division of Developmental Disabilities and the Fircrest School Administration encourages the City of Shoreline to give this proposal serious consideration.

Sincerely yours,


Asha Singh

Superintendent – Fircrest RHC



STATE OF WASHINGTON

Developmental Disabilities Council

2600 Martin Way E Ste F • PO Box 48314 • Olympia, Washington 98504
(360) 586-3560 • 1-800-634-4473 • (TDD & Voice) • FAX (360) 586-2424

November 6, 2012

Dick Deal,
Director Parks, Recreation, and Cultural Services
City of Shoreline
17500 Midvale Avenue North,
Shoreline WA 98133.

Dear Mr. Deal:

Well maintained and managed dog parks can be an excellent source of social interaction for both people and their pets. The Washington State Developmental Disabilities Council (DDC) is pleased to support the creation of a dog park in Shoreline.

The proposed site for the dog park is within an area designated for lease under the Developmental Disabilities Community Land Trust. The rent will be placed in an account that may be used by the State Legislature to provide family support and employment to individuals with developmental disabilities living in the community. Many of these citizens are past residents at Fircrest Residential Habilitation Center.

Consequently, establishing a dog park on these lands benefits the community as a whole as well as addressing the needs of its citizens having developmental disabilities and their families.

As you proceed through the public review process, the DDC encourages the City of Shoreline to give this proposal serious consideration.

Sincerely yours,

Ed Holen

Edward M. Holen
Executive Director



STATE OF WASHINGTON

DEPARTMENT OF HEALTH

101 Israel Rd SE • Tumwater • PO Box 47811 • Olympia, Washington 98504-7811
Tel: (360) 236-4202 • FAX: (360) 236-4245 • TDD Relay Service: 1-800-833-6388

January 7, 2013

Mr. Dick Deal, Director
Parks, Recreation, and Cultural Services
City of Shoreline
17500 Midvale Avenue, North
Shoreline, Washington 98133

Dear Mr. Deal:

Well maintained, managed dog parks can be a source of physical activity for both people and their dogs. Our agency supports physical activity to improve the health of people in Washington. Our Public Health Laboratories are located adjacent to the proposed site for the dog park, which is within an area designated for lease by the Department of Social and Health Services on the Fircrest campus.

As you proceed through the public review process, we encourage the City of Shoreline to give this proposal serious consideration.

Sincerely,

Pamela Lovinger
Chief Administrator
Disease Control and Health Statistics

cc: Romesh Gautom, Director
Terry Williams, Architect



January 15, 2013

Dick Deal
Director Parks, Recreation, and Cultural Services
City of Shoreline
17500 Midvale Avenue North
Shoreline WA 98133

Dear Mr. Deal:

Shoreline Dog Off-leash Group (ShoreDOG) is a non-profit volunteer stewardship group that is dedicated to establishing and supporting neighborhood dog off-leash areas (OLAs) within the City of Shoreline where well behaved canine citizens can exercise, play and socialize with other dogs and their people in a clean, safe environment.

ShoreDOG fully supports the establishment of a new OLA at the proposed Fircrest site, as there has been continuing community interest in an east side OLA. This site will be a welcome addition to the two current west side OLAs. We hope the PRCS Board and City Council adopt the recommendation of the Off Leash Dog Area Study Group.

Sincerely,

Maggie Dean, ShoreDOG Treasurer
On behalf of the Board of Directors of ShoreDOG

Proposed Off-Leash Dog Area Fircrest Field Design

1760 150th Street



- Access Signs
- Access Signs
- Restroom (portable)
- Dog Waste Station

- Fence
- Seating Gate
- Gate

