



MEMORANDUM

TO: Mayor Roberts and City Councilmembers

FROM: Jessica Simulcik Smith, City Clerk

DATE: April 26, 2016

RE: Documents received at 4/25/16 Council Meeting

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

Attached hereto are documents received from the public at your April 25, 2016 City Council Business Meeting.

- 1) Reference to web address for the Stewards of Twin Ponds Park submitted by Jim Conuel.
- 2) Written comments regarding homelessness submitted by Brad Lancaster.
- 3) Written comments regarding the 145th Street Light Rail Station submitted by Dave Lange.

Twin Ponds Park

Volunteer Hours

Roughly 250 individuals, half of which were children from Evergreen School, have volunteered at the park. The Boy Scouts, Audubon and home-schooled children enthusiastically helped us make the park a better place.

535 trees planted (Arboretum, Trail of Cedars, Open Space, Arboretum Annex, etc.)

500+ shrubs planted

170+ trees over 20' tall

12+ trees over 40' tall

Special thanks to Bill Majorki, District Manager, King County Parks & Kirk Peterson, Park Superintendent, Shoreline Parks Department.

TREECHEERS!

<https://twinpondspark.files.wordpress.com/2013/04/volunteer-hours1.png>

Submitted by Jim Conuel

COUNCIL TALK

4.25.16

My name is Brad Lancaster. I live in Shoreline.

I have suggested a series of changes to Shoreline law and policy that might make Shoreline more hospitable to homeless persons. Tonight, I want to speak about a way to get things done and help homeless people too.

Mayor Richard Berry of Albuquerque, New Mexico had a homelessness problem. Their panhandlers were out of control. So, the city took steps. The city did not drive the panhandlers away. They did not jail them. They did not forbid them to loiter on busy corners. Instead, Albuquerque hired them.

This homeless work program addresses the need of homeless persons for a bit of cash to stay afloat. That is, after all, what panhandlers ~~are~~ seek. So, Albuquerque put up permanent signs at the busy corners preferred by panhandling people. The signs encourage drivers to make a donation to a homeless website, run by United Way, instead of giving directly to panhandlers. The signs also tell the homeless where to go for day work. Donated money goes to wages for homeless persons willing to do day jobs. The city also kicks in funds, and foundations have been making contributions as well. A city van delivers workers to the day's workplace. Workers pull weeds, pick up trash, and do other things the city needs done. Since the inception of Albuquerque's homeless work program, day workers have picked up 50,000 pounds of trash and weeds. When the day of work is complete, the workers are delivered to their pick up point, a church homeless hospitality site. There, volunteers help the homeless link up with social services. And successfully so, it would seem. Eighty-four have found help with substance abuse. Thirty-four got permanent jobs. Eight chronically homeless people have found permanent housing. And 7,200 people have called in on the social services hot line. The first year's budget in Albuquerque was \$50,000. This year's budget is \$181,000. The city has been asked by neighboring communities how their program works, because they want replicate it.

I like this program. It turns an annoyance into useful enterprise. It is your classic lemons to lemonade story.

I like lemonade.

Dave Lange, Shoreline

First I apologize if I offended anyone with my comments over the weekend. I was trying to build the analogy that the historical good times weren't so good. I could have written my normal way saying I carry an OSHA 30 card for safety and the current station design ~~reeks~~ ^{Sustains} of previous accidents with bus and car interactions that Metro and Sound Transit shouldn't be willing to try again, but I was afraid everyone would miss it. Recent station design has really fixed and improved what Sound Transit drafted for us at 145th and dropping commuters across the station road from the terminal isn't the new plan.

I also spent some time looking at the Metro Draft Plan and had a chance to compare 145th with Shoreline and ST and Metro's partnership with Lake City on 130th. Wonder why Lake City was so quiet on the 522 Sound Transit 3 proposal? They talked Metro into a Rapid Ride line in place by 2025 running out to nearly 405.

Shoreline isn't showing a connection from the station west to Aurora and North through 2025. Such an eastbound rider from Aurora trying to get to the Northshore has to stop at the station cross the 145th/5th Ave intersection and enter the station area to catch the eastbound bus. It will take about as much time to transfer with a poor station design as it does for the bus to travel the first leg. It looks like you pick your housing based on your preferred mode of transit and destination for a long time to come.

Thanks for listening