

**CITY OF SHORELINE
COUNCIL OF NEIGHBORHOODS MINUTES**

April 4, 2018
6:30 pm

Shoreline City Hall

COUNCIL OF NEIGHBORHOODS REPRESENTATIVES PRESENT

Briarcrest – Bill Dwyer
Echo Lake –Gidget Terpstra, Marla Tullio
Highland Terrace – Maria Ales, Suzan Shayler
Hillwood - Ann Erickson
Innis Arden – Domenick Dellino, Mai Norden
North City – Dan Dale
Richmond Beach – Sheri Ashleman, Chris Beck, Tom Petersen
Richmond Highlands - Pete Gerhard, Kathy Plant
Ridgecrest – Patty Hale

CITY STAFF PRESENT: Rob Beem, Community Services Manager; Constance Perenyi, Neighborhoods Coordinator

GUESTS: Juliet Scarpa, Carlos Guerrero, Sara and Geneva Betnel

I. Call to Order

Chair Pete Gerhard called the meeting to order.

II. Review March 7 minutes and April 4 agenda

With amendment to March minutes (Marla Tullio from Echo Lake asked that wording be changed to reflect that the Densmore Path Cleanup is the first of the year rather than the first ever), both sets of minutes and agenda were approved unanimously.

III. Public Comment

Pete Gerhard reminded CON members that Public Comment is for members of the public, and not the time to share neighborhood information.

- Carlos Guerrero, Teen Director at Dale Turner Family YMCA, introduced himself. He is eager to connect with the Shoreline Community, and wants to know about CON meetings in the future.
- Patty Hale announced that the Saturday, April 7th is the last full day Sears will be open. On Sunday, April 8th, the store is scheduled to open at 10 a.m., and final closing time will be determined that day.
- Juliet Scarpa, from Moms Demand Action, announced that community members in both Shoreline and Lake Forest Park have come together to circulate a letter requesting that elected officials at the state level take specific action to help protect our citizens from gun violence. She shared a letter that is being circulated, and asked CON members to take one and have it signed. It is also available [electronically](#), or by contacting Juliet directly at 206.265.3580, or shorelinewamda@gmail.com. She also encouraged participation in the [BeSMART](#) education

campaign. Moms Demand Action will have an introductory presentation on April 18th at 7 p.m. at the Richmond beach Library. More information about future events can be found [here](#).

- Sara Betnel introduced her daughter Geneva, who wrote a letter to Shoreline City Council asking for a ban on plastic straws. Council chose not to act on Geneva's suggestion at this time, so Geneva chose to issue a challenge to Councilmembers to not use straws for the month of April. She then recorded a video to share her challenge with everyone in the City. To see the video and learn more, visit Geneva's Facebook [page](#). To join the challenge, go [here](#).

IV. Visiting Councilmember Update

Councilmember Susan Chang began her update by letting Geneva Betnel know she has accepted the straw challenge. She recounted a visit that day to Starbucks, and as she was about to take a straw for her drink, she recalled Geneva's presentation and chose to use a spoon instead.

Councilmember Chang reported that the Council had just completed its annual goal-setting workshop, and the basic goals remain the same, with some changes in details. She was particularly interested in an economic development panel. The first day of the workshop was held at the Brightwater facility, which she said was both intriguing and smelly.

Council has approved a proposed biennial budgeting process proposed. Staff will move ahead with implementing this change, to go into effect in 2019 (has to be an odd-year).

Another significant topic in the City has been vehicle residency. By code, it is illegal to live in a vehicle on Shoreline streets. After reviewing a staff report presented on March 26, Council decided to keep illegal. Shoreline Police will continue to make contact with people living in their vehicles and offer supports. Councilmember Chang shared a question she has been considering: Is there a place in Shoreline to set up "safe lots" where people can park overnight?

She also reported that Council is discussing the need for a new aquatics center. Is this a luxury? She shared a memory of going to a community center in Portland that was active and welcoming. How can a new facility be funded in Shoreline? Should there be a capital campaign for that? Who could take that on?

Councilmember Chang talked about the empty lot owned by the City on 198th and Aurora. The City is working with King County to develop low-income housing, and an RFQ will solicit proposals for development. She said that there is priority for housing options for people who are newly released from incarceration.

Q: Patty Hale (Ridgecrest) asked who made the decision about that housing priority.

A: That priority came from King County.

Q: Mai Norden (Innis Arden) asked if this would be housing for people across King County, or just from Shoreline.

A: This would be a County-wide resource, so not just Shoreline.

Comment: Dom Dellino (Innis Arden) noted that many people will automatically oppose this proposal. He encouraged CON members to look for more information and reserve judgement.

Q: Dan Dale (North City) referred to the aquatics center and asked if the Shoreline School District has a plan for the Shoreline Center property. He said that if the City wants to build a new center, it should consider some kind of a public-private partnership, and create something like the Dale Turner Family Y. He added that there must be a way to cost it.

Q. Dom asked about the pool at Fircrest, and if there is anything that can be done there.

A. Councilmember Chang replied that the Fircrest pool is in complete disrepair, and it might cost more to try to rehabilitate it than it would to start a new facility from scratch. She reminded CON members that the State still owns Fircrest. Frank Chopp (Washington House of Representatives, 43rd District) has expressed interest in building affordable housing on the property when it becomes available for development.

Comment: Patty Hale said that there has been a long standing conversation with the State about Fircrest, with both the Y and City involved. She believes there is still potential on that site.

V. Sidewalk Prioritization Project

Senior Transportation Planner Nora Daley-Peng presented the challenges of creating sidewalks in Shoreline. She shared a [video](#) made by the Sidewalk Advisory Committee highlighting how difficult it is to navigate some of the sidewalks in the City. For her complete presentation, please see below.

Q: Pete Gerhard (Richmond Highlands) asked about funding, and if the \$377 million Nora cited was for the whole City.

A: That amount is just for the 2018 prioritization plan, not for city-wide sidewalks. Dom noted that he has heard estimates of \$500 – 1000 per linear foot.

Q: What about Sound Transit?

A: ST will allocate \$2 million per station that must be spent on multi-modal safety projects.

VI. Traffic Updates

City Traffic Engineer Kendra Dedinsky began her presentation with an overview of traffic services. She then talked about the Street Light Master Plan, which seeks to address street lighting where it is insufficient throughout the City. Kendra will present the annual traffic report at the June 25th City Council meeting, and gave an update on collision trends from 2010 through 2017. For the complete presentation, see below.

Q: Patty Hale asked if the new biennial budget will have any negative impact on the Street Light Master Plan.

A: Kendra replied that there should not be a problem.

Q: Dan Dale asked if Sound Transit will put in more street lights. Is there any possible grant funding for lighting?

A: ST will install lights around the stations. Grant funding is a yes and no option. While the City might be able to use funding to put in more lights, it doesn't cover the ongoing – and increasing – costs of paying for electricity to run the lights.

Q: Sheri Ashleman (Richmond Beach) asked if solar lights are available and practical. Dom Dellino then

asked about LEDs.

A. The City will continue to explore this option for the future. For now, material costs are high. The transition to LEDs is also expensive, although they can result in up to 60% less usage. The marketplace will adjust costs over time. Parts for specially designed lights are very high. For example, it can cost \$1000 to replace one luminere light.

Q. Patty Hale asked if the former Adopt-a-Light program could be revived.

A. Kendra explained that a lawsuit eliminated the program because it wasn't equitable.

Q. Marla Tullio brought up the difficult of having safely lit blocks as opposed to over-lit areas. Kendra agreed this is a challenge, and said that neighborhoods are always notified before lights are installed and residents can comment on whether or not they want them.

The conversation turned to concerns about traffic as new housing comes in. Kendra noted that the City is learning as projects evolve. Code is not very prescriptive with some details, and the City is beginning to answer questions that have never been asked before. As far as access, there is a legal requirement to have access from an arterial road. However, if there is an option, drivers would be required to use a side street. When asked about the initial plans to require alleys in large development areas, Kendra responded that some of the pre-applications already received have alleys in their plans.

VII. Nominating Committee

Pete announced that with the CON Board election coming up in May, it is now time to assemble a nominating committee. He asked that anyone who is interested in participating contact him after the meeting. He also referred to a handout explaining the responsibilities of Board members. That handout is included below.

VIII. Neighborhood Announcements

- Ridgecrest reminded everyone about the Million Step Challenge at Paramount School Park in May. She enthusiastically challenged all neighborhoods to compete against each other for the most steps.
- Highland Terrace will be having their annual plant exchange and sale on May 5th from 10:30 am to 2 pm at Highland Terrace Elementary School.
- Echo Lake is getting ready for their spring clean-up of the Densmore Pathway on Saturday, April 14 from 10 am to 1 pm. The Pathway is on 185th between Ashworth and Densmore.
- Briarcrest is hosting 1001 Nights – Tales of the Middle East, an epic storytelling event on May 4-5 at the Shoreline Universal Unitarian Church. For details, go to the Briarcrest Facebook page.
- Richmond Beach will host its annual Strawberry Festival on May 12th. The popular car show is also that day, and the Mothers' Day Plant Sale runs all weekend at Kruckeberg Botanic Garden. On May 19th, check out the annual garage sale throughout Richmond Beach.

XI. Neighborhoods Coordinator Report

Summer is coming up fast, and Constance brought up the annual book sale at Swingin' Summer Eve on July 18th. She will be checking in with past participants to see if they are still in. She will also follow up soon with an email to all CON members asking: 1) is there interest in and commitment to a CON-sponsored project at Celebrate Shoreline in August; and 2) do CON members want to have a summer picnic again? Attendance has been sparse at the last two, and people are really busy. Is this a tradition to continue?

The meeting adjourned at 9:02 p.m.

PLANNING FOR SIDEWALKS

Council of Neighborhoods
April 4, 2018



How Did We Get Here?



Our History



1960's
Forward
Thrust



1995
Shoreline
becomes a
City



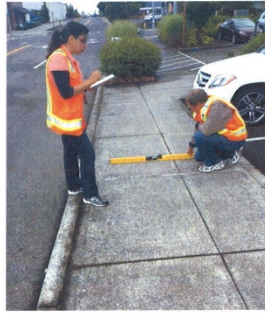
2007 Aurora
Improvements
begin



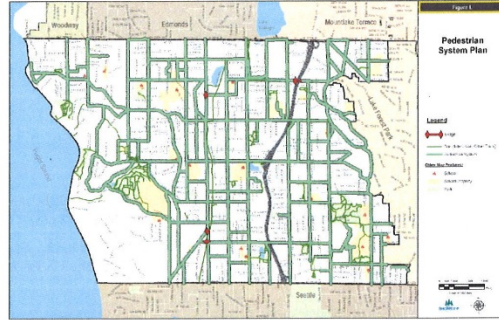
2011
Transportation
Master Plan



Two Concurrent Projects

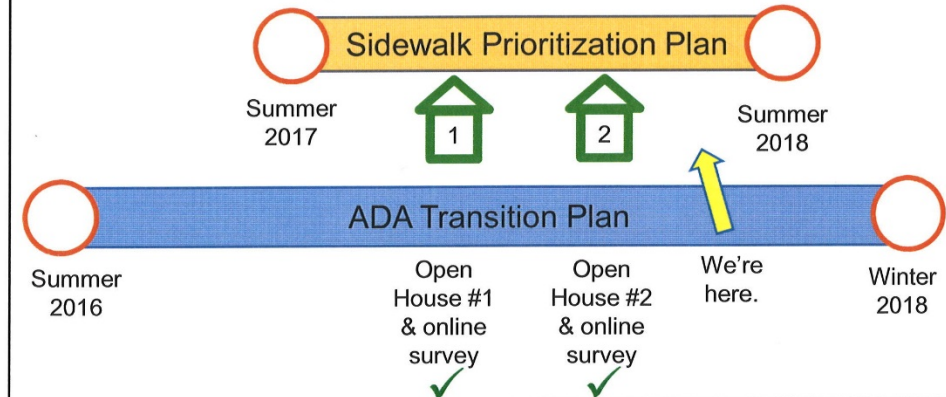


ADA Transition Plan



Sidewalk Prioritization Plan

Concurrent Project Schedules



Meet the Sidewalk Advisory Committee

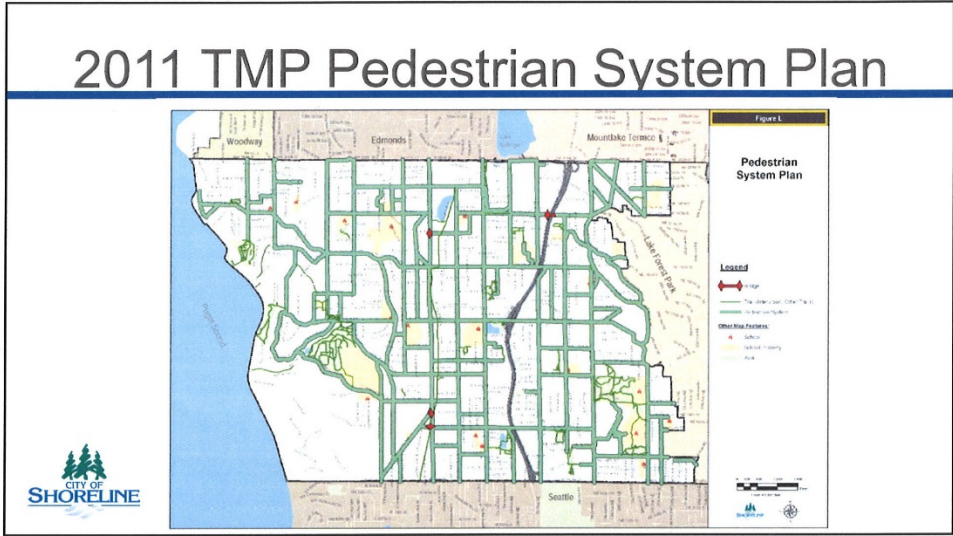
- 15 Members appointed by City Manager
- Represent Shoreline's diverse neighborhoods, backgrounds, and interests
- 10 Meetings
- 4 Subcommittees
- 2 Open Houses
- 2 Council dinner meetings
- Video about Shoreline sidewalks
- Main focus is analyzing how to prioritize and fund both repair of existing sidewalks and expansion of the City's sidewalk system.



Access and Mobility for Everyone



2011 TMP Pedestrian System Plan



Data-Driven Prioritization Process

2011 Criteria

The City's 2011 Transportation Master Plan (TMP) includes a Pedestrian System Plan. It identifies key roadways needing sidewalks to create a city-wide pedestrian network and ranks them using the following criteria:

- Proximity to a school or park
- Located on an arterial
- Connects to an existing walkway or sidewalk
- Connects to transit routes
- Located in an activity center, such as Town Center, North City or Ballinger, or connects to Aurora Avenue N
- Links major destinations
- Can be combined with other capital projects or leverage other funding

2018 Criteria

To create a Sidewalk Prioritization Plan that reflects City Council Goals—specifically addressing safety and equity concerns and the community's values—the City is developing a data-driven process that uses updated criteria to identify needs and prioritize improvements. With the help of the SAC, the 2011 Transportation Master Plan criteria has been regrouped into categories to more precisely state the intended objective. From there, the SAC helped develop measurable metrics to support each criterion.



Safety—Identifies locations in need of increased safety measures based on collisions, traffic speed and volume, as well as opportunities for trails or paths



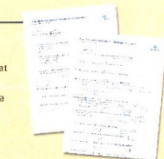
Equity—provides support to populations who have the greatest need e.g. children, senior citizens, people with disabilities, lower income communities and underserved communities



Proximity—improves pedestrian connections to schools, parks, transit and activity centers



Connectivity—builds a network of connected pedestrian routes



Address	Priority	Notes
1234 5th Ave N	High	High traffic volume, frequent collisions
5678 10th Ave N	Medium	Proximity to school and park
9012 15th Ave N	Low	Existing sidewalk, low traffic



Data-Driven Prioritization Process



The icons are arranged in a 2x2 grid. Top-left: A blue heart with a white checkmark, labeled 'Safety'. Top-right: Three orange stylized human figures in a circle, labeled 'Equity'. Bottom-left: A red 3x3 grid of squares, labeled 'Connectivity'. Bottom-right: Three green location pins, labeled 'Proximity'.

Safety

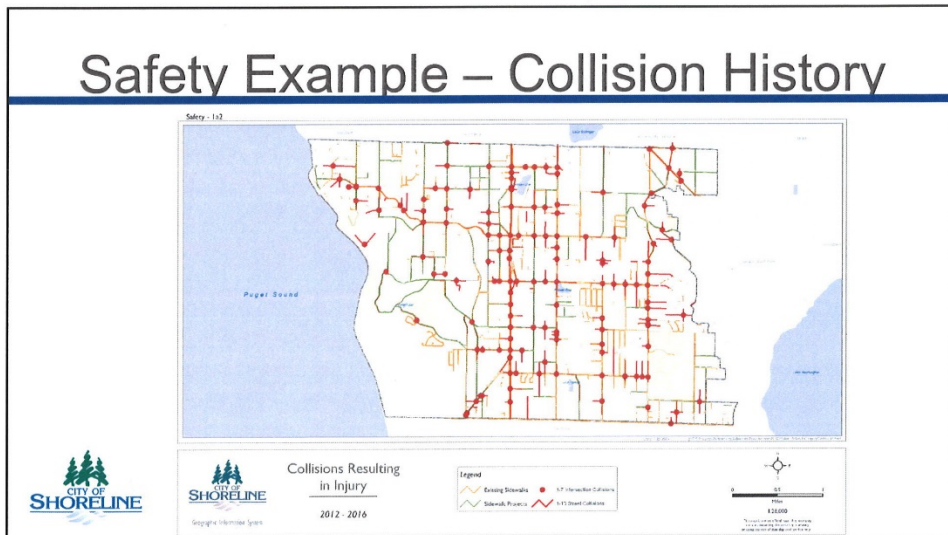
Equity

Connectivity

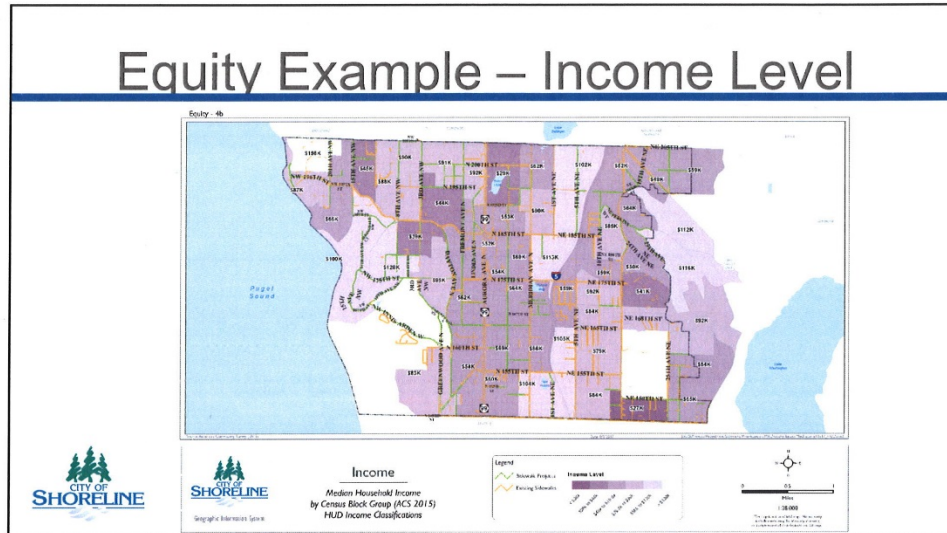
Proximity



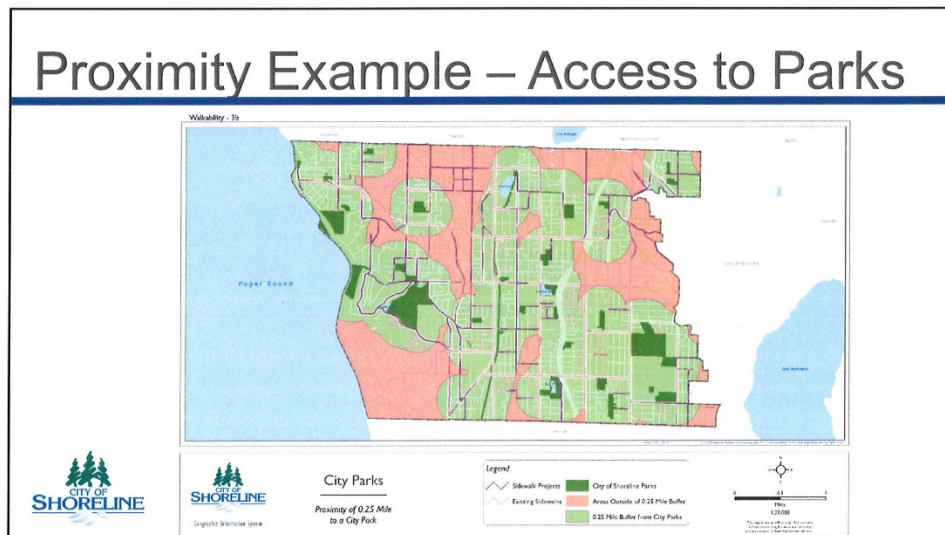
Safety Example – Collision History



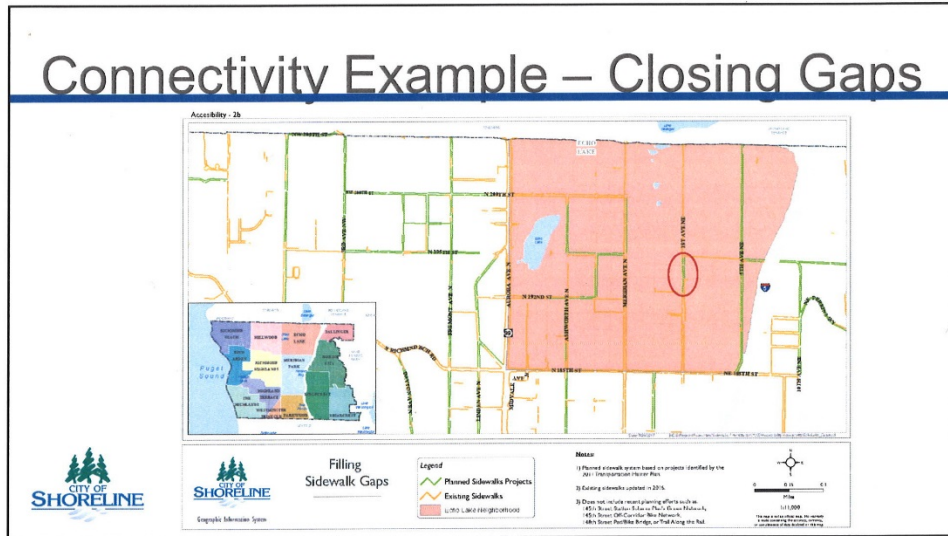
Equity Example – Income Level



Proximity Example – Access to Parks

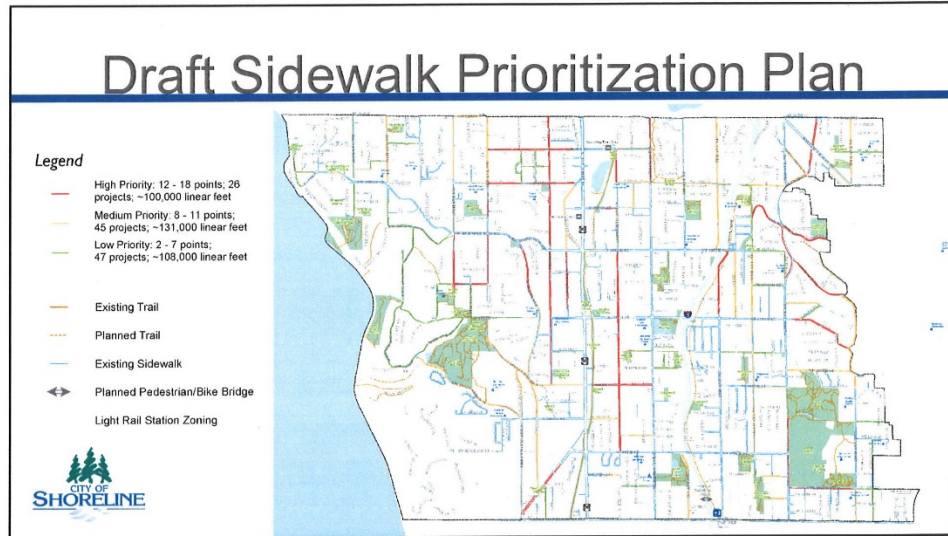


Connectivity Example – Closing Gaps



Sidewalk Prioritization Scorecard

Criterion	Metric	Max.	Actual
Safety	Location has a collision history (auto, bicycle, pedestrian)	5	
	(1) Rank 10 based on edge collision within the last five years	1	
	(2) Rank 10 based on pedestrian/bicycle collisions within the last five years	1	
	(3) Rank 10 based on motor pedestrian/bicycle collisions within the last five years	1	
	Location is along a street with speed limit:		
	(1) Rank 10 - 30 mph	1	
	(2) Rank 10 - 30 mph	1	
	(3) Rank 10 - 30 mph	1	
	Location is along a street with classification of:		
	(1) Rank 10 - Collector Street	1	
(2) Rank 10 - Minor Arterial	1		
(3) Rank 10 - Major Arterial	1		
Requirement provides an alternative to travel along a corridor (1-way)	1		
(3) Rank 10 on path through park or undeveloped right-of-way	1		
Score		6	
Equity	Proximity to within an area of concentrated need based on age:		
	(1) Rank 10 - 65 and older	1	
	(2) Rank 10 - 65 and older	1	
	(3) Rank 10 - 65 and older	1	
	Proximity to within an area of concentrated need based on income:		
	(1) Rank 10 - 20% or more income	1	
Proximity to within an area of concentrated need based on ethnicity:			
(1) Rank 10 - 20% or more population density of people of color	1		
Proximity to within an area of concentrated need based on disability:			
(1) Rank 10 - 20% or more population density of households of people with disability	1		
Proximity to within an area of concentrated need based on language:			
(1) Rank 10 - 20% or more population density of households with a first language spoken	1		
Score		6	
Proximity	(1) Rank 10 - Proximity to a school's suggested routes to school map	1	
	(2) Rank 10 - Proximity to a transit station	1	
	(3) Rank 10 - Proximity to a transit station	1	
	Proximity to within an area of concentrated need based on business use of land:		
	(1) Rank 10 - Proximity to a transit station	1	
	(2) Rank 10 - Proximity to a transit station	1	
Proximity to within an area of concentrated need based on transit stop:			
(1) Rank 10 - Proximity to a transit station	1		
(2) Rank 10 - Proximity to a transit station	1		
(3) Rank 10 - Proximity to a transit station	1		
Score		7	
Connectivity	(1) Rank 10 - Proximity to a transit station	1	
	(2) Rank 10 - Proximity to a transit station	1	
	(3) Rank 10 - Proximity to a transit station	1	
Total Project Score		23	



Exercise 1 Planning for Sidewalks in Shoreline

ADDITIONS TO THE PLAN FOR CONSIDERATION



Fill out this form if you would like the City to consider adding new sidewalks to a street that is not part of the current Pedestrian System Plan (from the 2011 Transportation Master Plan).

WHERE?

Street Name: _____

From: _____ To : _____

Thank you for your input. All suggestions received by April 8, 2018 will be run through the criteria-based prioritization process.



SIDEWALK FUNDING OPTIONS



Draft Sidewalk Prioritization Plan Preliminary Cost Breakdown

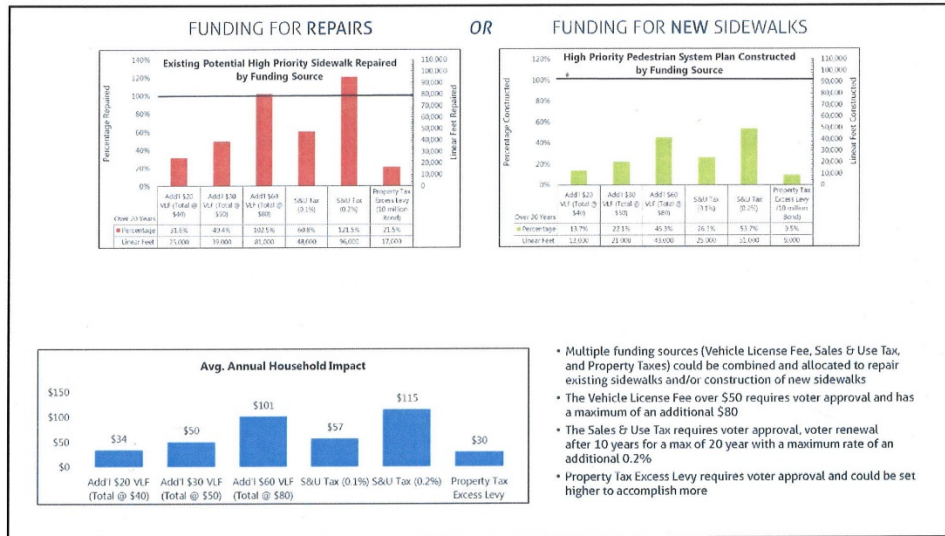
- **High Priority (12 –18 points)**
 - 26 projects, ~19 miles, est. cost \$112M
- **Medium Priority (8 –11 points)**
 - 45 projects, ~25 miles, est. cost \$147M
- **Low Priority (2 – 7 points)**
 - 47 projects, ~20 miles, est. cost \$118M
- **Total: 118 projects, ~64 miles, est. cost \$377M**



Sidewalk Funding New Revenue Options

Vehicle License Fee	Voted Sales Tax	Property Tax Levy
<ul style="list-style-type: none"> • \$20 – provides \$780K/year • Ongoing Funding Stream • Council Authorization • Can support Debt Funding • Can increase to \$30 after 24 months • Option for Higher Voted Level 	<ul style="list-style-type: none"> • Up to 0.02% <ul style="list-style-type: none"> • 0.01% = \$1M/year • 0.02% = \$2M/year • Grows or shrinks with economy • Can support Debt Funding • Voted for 10 years with 10 year renewal option - with a simple majority of votes 	<ul style="list-style-type: none"> • Voted for a specific Amount • Doesn't provide ongoing funding stream • Supports Debt Funding • Requires voter approval- potentially a super-majority

BUILDING BLOCKS of the pedestrian system	POTENTIAL FUNDING SOURCES and their estimated impact																											
<p>Repair of Existing Sidewalks</p> <ul style="list-style-type: none"> • -15 miles (~79,000 linear feet) high priority projects • \$44-50 million estimated 20-year construction costs <p>Construction of New Sidewalks</p> <ul style="list-style-type: none"> • -18 miles (~94,665 linear feet) high priority projects • \$106 million estimated 20-year construction costs 	<p style="font-size: small; margin-bottom: 0;">The City has committed to additional investments for additional improvements. The estimated funding amounts reported on this page are based on the current level of the application.</p> <p>Vehicle License Fee (currently \$20)</p> <table border="1" style="width: 100%; border-collapse: collapse; font-size: small;"> <thead> <tr> <th style="text-align: left;">Additional Fee</th> <th style="text-align: left;">Revenue Generated in 20 years</th> <th style="text-align: left;">Average Annual Cost per household*</th> </tr> </thead> <tbody> <tr> <td>\$20</td> <td>\$14.6 million</td> <td>\$34</td> </tr> <tr> <td>\$30</td> <td>\$22.9 million</td> <td>\$50</td> </tr> <tr> <td>\$60</td> <td>\$47.8 million</td> <td>\$101</td> </tr> </tbody> </table> <p style="font-size: x-small; margin-top: 5px;">*Based on an average of 7.7 vehicles per household</p> <p>Sales & Use Tax</p> <table border="1" style="width: 100%; border-collapse: collapse; font-size: small;"> <thead> <tr> <th style="text-align: left;">Rate</th> <th style="text-align: left;">Revenue Generated in 20 years</th> <th style="text-align: left;">Average Annual Cost per household</th> </tr> </thead> <tbody> <tr> <td>0.1%</td> <td>\$28.4 million</td> <td>\$57</td> </tr> <tr> <td>0.2%</td> <td>\$56.8 million</td> <td>\$115</td> </tr> </tbody> </table> <p>Property Tax Excess Levy</p> <table border="1" style="width: 100%; border-collapse: collapse; font-size: small;"> <thead> <tr> <th style="text-align: left;">Bond Amount</th> <th style="text-align: left;">Revenue Generated in 20 years</th> <th style="text-align: left;">Average Annual Cost per household</th> </tr> </thead> <tbody> <tr> <td>\$10 million</td> <td>\$10 million</td> <td>\$30</td> </tr> </tbody> </table>	Additional Fee	Revenue Generated in 20 years	Average Annual Cost per household*	\$20	\$14.6 million	\$34	\$30	\$22.9 million	\$50	\$60	\$47.8 million	\$101	Rate	Revenue Generated in 20 years	Average Annual Cost per household	0.1%	\$28.4 million	\$57	0.2%	\$56.8 million	\$115	Bond Amount	Revenue Generated in 20 years	Average Annual Cost per household	\$10 million	\$10 million	\$30
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Exercise 2

Planning for Sidewalks in Shoreline

How would YOU pay for new sidewalks?

How would you direct \$100 of spending?

Existing sidewalk repair \$ _____

+

New sidewalks..... \$ _____

=

Total..... \$ 100

How would you fund improvements?

You may check multiple boxes

Existing sidewalk repair

Vehicle License Fee

Sales & Use Tax

Property Tax

Other: _____

Other: _____

None: _____

New sidewalks

Vehicle License Fee

Sales & Use Tax

Property Tax

Other: _____

Other: _____

None: _____

The City will continue to seek grants to supplement funding for sidewalk improvements. The potential funding amount depends on the grant and success of the application.

Next Steps

Provide Input:

- Online survey via project website from March 27 until April 8
<http://www.shorelinewa.gov/government/departments/sidewalks>

Stay Involved:

- April 23 City Council Meeting to discuss Draft Plan and Recs.
- June 4 City Council Meeting to approve Final Plan and Recs.
- Sign up for project updates with Alert Shoreline
<http://cityofshoreline.com/>



Traffic Services

OPERATIONS

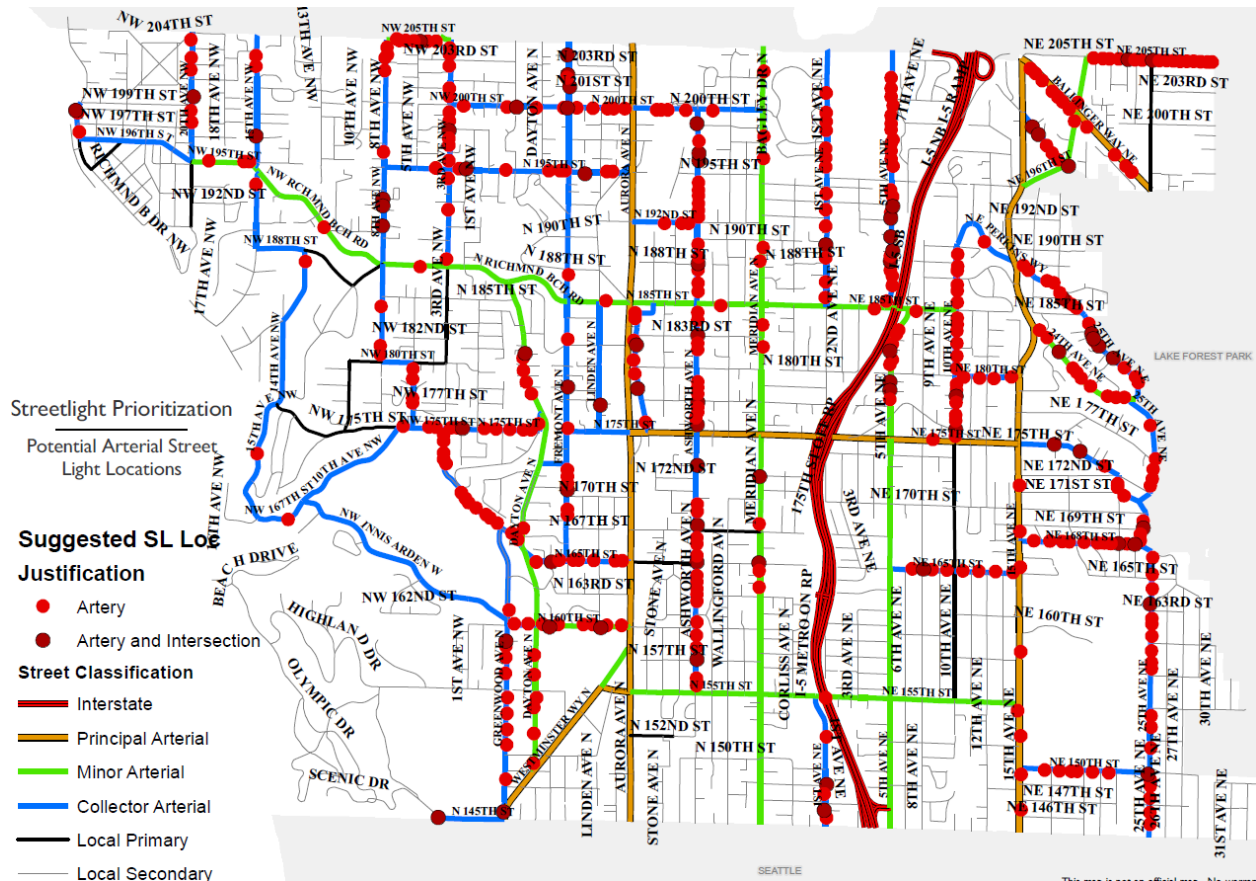
- Manage & operate all traffic assets
 - Signals & Beacons
 - Pavement Markings
 - Signs
 - Street Lights
 - Crosswalk Flags
 - Radar Speed Signs
- Respond to resident concerns
 - Over 400 contacts per year (~2 per working day)
 - Facilitate Neighborhood Traffic Safety Program
- Collect data and report out
 - Annual Traffic Reports
 - Reporting to WSDOT

PLANNING

- Support Trans Div & PCD planning efforts:
 - i.e.
 - 145th Street Corridor Study
 - Transportation Master Plan
 - Sidewalk Prioritization
 - Transportation Improvement Plan
 - Comprehensive Plan
- Lead:
 - Street Light Master Plan
- Grant Writing & Support

ENGINEERING

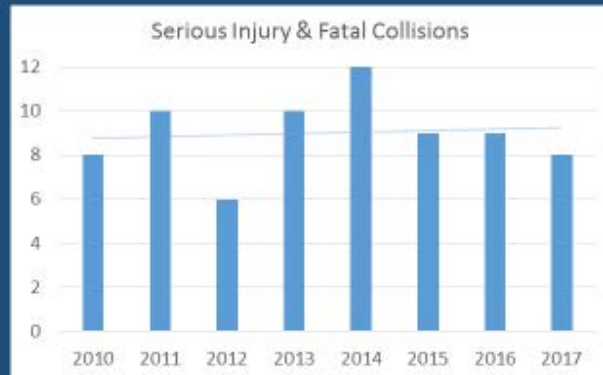
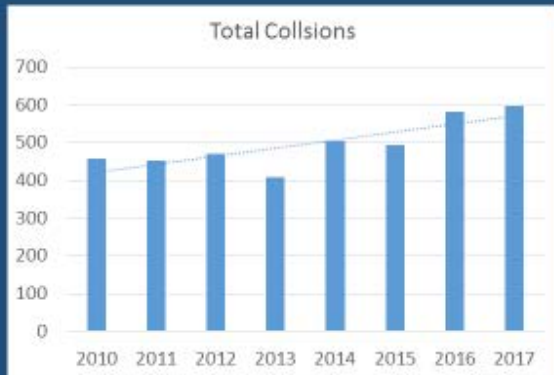
- Review of traffic related plans (developer & internal)
 - i.e.
 - Sound Transit
 - Development frontage & traffic control
 - Richmond Beach Rechannelization
 - Meridian & 155th Signal Improvements
- Traffic Impact Analysis review (related to development & growth)
- Small Traffic CIP
 - Signal rehabilitation
 - Traffic safety



Collision Trends

Annual Traffic Report
June 25th Council Meeting Discussion

	2010	2011	2012	2013	2014	2015	2016	2017
Fatal	2	1	1	1	1	1	0	0
Evident Injury	48	33	44	26	37	28	40	46
Serious Injury	6	9	5	9	11	8	9	8
Possible Injury	105	111	107	106	122	127	143	137
No Injury	285	290	305	263	318	320	376	397
Unknown	11	9	8	4	15	9	13	9
Total	457	453	470	409	504	493	581	597



Council of Neighborhoods Board Description

Election May 2

What is the job of the Board? The Board consists of a Chair, Vice-Chair, Secretary and past Chair (first year only). The Board serves the Council of Neighborhoods, identifying opportunities and ways for the Council to best fulfill its mission. It works with staff to determine the agenda for each meeting and can establish committees or task forces as needed.

Specifically, being on the Board means:

- Taking part in the Board's annual **August retreat** (5 hours) to review the Council's Guiding Principles (Mission and Values) and to set Goals for the next year.
- Contributing to the Board's **monthly planning meeting** (1-1.5 hours). Here the Boards considers the Council's Goals, along with input from Council representatives, and a sense of current issues, to plan meeting structures and content, and other Council activities.
- Attending the **monthly Council of Neighborhoods meetings** (2 hours).
- Participating in and **supporting CON activities** such as an outreach booth at the Farmer's Market and Celebrate Shoreline.

Board Chair: Chairs the monthly CON meeting, provides leadership to the group, reflecting the groups' direction.

Vice-Chair: fills in for the Chair as needed and contributes to the Board's goal setting and planning.

Secretary: contributes to the Board's goal setting and planning. Doesn't normally take notes unless there is an independent Board meeting (without City staff), which hasn't happened the last 3 years.

Generally, we try to get a balance on the Board of experienced and new members, and representatives from the east and west sides of the City.

For additional information, please feel free to call:

Pete Gerhard, CON Chair, at (206) 384-6207

or

Constance Perenyi, Neighborhood Coordinator at

206-801-2253 (office), 206-379-0616 (cell)