

**Archived:** Monday, January 3, 2022 10:41:54 AM

**From:** [Debbie Tarry](#)

**Sent:** Monday, January 3, 2022 10:38:23 AM

**To:** [Laura Mork](#)

**Cc:** [Heidi Costello](#); [Pollie McCloskey](#)

**Subject:** FW: Questions for Jan 3 meeting

**Response requested:** No

**Sensitivity:** Normal

---

Laura –

Here are responses to your questions. We will put in the Green Folder for tonight's meeting.

**Debbie Tarry**

City Manager | City of Shoreline

17500 Midvale Avenue N, Shoreline, WA 98133

Pronouns: she/her

☎ (206) 801-2211 | [www.shorelinewa.gov](http://www.shorelinewa.gov)



NOTICE OF PUBLIC DISCLOSURE: This email account is public domain. Any correspondence from or to this email account may be a public record. Accordingly, this email, in whole or in part, may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.

---

**From:** Kendra Dedinsky <kdedinsky@shorelinewa.gov>

**Sent:** Monday, January 3, 2022 10:34 AM

**To:** Debbie Tarry <dtarry@shorelinewa.gov>

**Cc:** Tricia Juhnke <tjuhnke@shorelinewa.gov>

**Subject:** RE: Questions for Jan 3 meeting

My answers are in blue below:

I understand that you might not be able to answer all the questions below because of timing. But I thought I'd ask just in case:

Is there a list of "proven safety countermeasures" supported by WSDOT and FHWA?

Here is the list from FHWA: [Proven Safety Countermeasures | Federal Highway Administration - Safety | Federal Highway Administration \(dot.gov\)](#)

The State Target Zero plan also has many, listed in each end of section table: [targetzero.com/wp-content/uploads/2020/03/TargetZero2019\\_Lo-Res.pdf](http://targetzero.com/wp-content/uploads/2020/03/TargetZero2019_Lo-Res.pdf).

Last, the Crash Modification Factor Clearinghouse is another resource for finding proven safety countermeasures: [Crash Modification Factors Clearinghouse \(cmfclearinghouse.org\)](http://cmfclearinghouse.org)

I'm not clear about the distinction between the TIP and the CIP. Is one used preferentially to identify grant opportunities? Am I correct that in order to be funded it must be on the CIP? Just trying to understand why 2 lists are being kept.

The TIP identifies Shoreline's current needed transportation projects and programs for the next six years and is not constrained by budget, meaning there are many project needs described that are currently unfunded or partially funded. The CIP contains only funded projects/programs.

I got confused in trying to figure out how many accidents occurred between 5th Ave NE and 15th Ave NE on 175th since 2016. One fatality and how many accidents? All at the 10th intersection for people turning left?

From 2018 through 2020, there were a total of 34 collisions between 5<sup>th</sup> Ave NE and 15<sup>th</sup> Ave NE (but not including collisions at the intersections of 5<sup>th</sup> Ave NE/175th and 15<sup>th</sup> Ave NE/175th). Of these, 2 were serious injury and 1 was a fatality. There were turn related collisions at multiple locations between 5<sup>th</sup> Ave NE and 15<sup>th</sup> Ave NE. At 10<sup>th</sup> Ave NE, no all collisions were turn related.

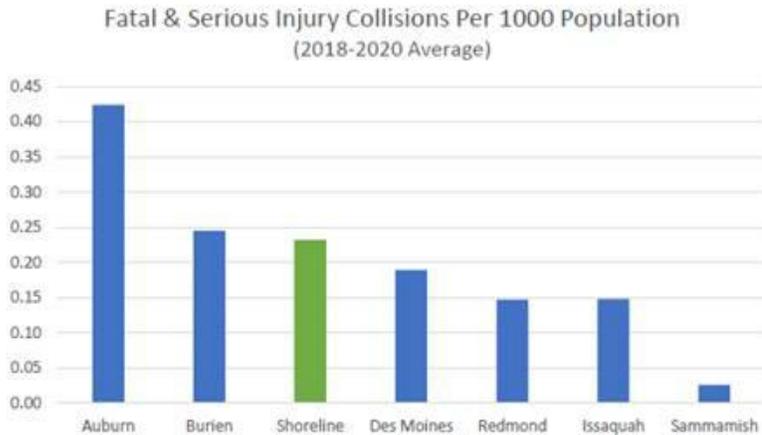
It looked like there were other dots (although no fatalities) in Attachment A. Is the fatality there what is driving the question regarding

attempting to get a grant? Or is it something else?

Yes, the fatality is a major consideration in terms of grant pursuit – the City Safety Grant awards funding largely based on the fatal and serious injury collision experience at a particular location. There were also 2 serious injury collisions between 5<sup>th</sup> and 15<sup>th</sup> Ave NE.

In attachment A what are the other 5 cities used in the regional comparison? Which are the 3 that have lower rates than we do?

The other cities are shown on page 13 of Attachment A – they are Auburn, Burien, Des Moines, Redmond, Issaquah, and Sammamish. These cities are all in King County and have a population within 25k of Shoreline's.



What is meant by “city growth project” (page 25 of attachment a)

Growth projects are projects to address locations for which the 2011 Transportation Master Plan modeling showed future traffic Level of Service failure. The mitigation projects needed to address these anticipated Level of Service failures are the basis for the [Transportation Impact Fee](#) rate. The projects are described here: [636463483145570000 \(shorelinewa.gov\)](#).

Has there been any observable change that has resulted from the street racing ordinance?

I do not have data on this at this time – Shoreline Police may be better able to speak to this.

Thanks,

**Kendra Dedinsky** (she/her) PE, PTOE | City Traffic Engineer

Public Works | City of Shoreline | Office: 206-801-2431 Cell: 206-945-3807

*Supporting a sustainable and vibrant community through stewardship of our public infrastructure and natural environment.*



---

**From:** Laura Mork <[lmork@shorelinewa.gov](mailto:lmork@shorelinewa.gov)>

**Sent:** Friday, December 31, 2021 4:58 PM

**To:** Pollie McCloskey <[pmccloskey@shorelinewa.gov](mailto:pmccloskey@shorelinewa.gov)>

**Cc:** Debbie Tarry <[dtarry@shorelinewa.gov](mailto:dtarry@shorelinewa.gov)>

**Subject:** Questions for Jan 3 meeting

I understand that you might not be able to answer all the questions below because of timing. But I thought I'd ask just in case:

Is there a list of “proven safety countermeasures” supported by WSDOT and FHWA?

I'm not clear about the distinction between the TIP and the CIP. Is one used preferentially to identify grant opportunities? Am I correct that in order to be funded it must be on the CIP? Just trying to understand why 2 lists are being kept.

I got confused in trying to figure out how many accidents occurred between 5th Ave NE and 15th Ave NE on 175th since 2016. One fatality and how many accidents? All at the 10th intersection for people turning left?

It looked like there were other dots (although no fatalities) in Attachment A. Is the fatality there what is driving the question regarding attempting to get a grant? Or is it something else?

In attachment A what are the other 5 cities used in the regional comparison? Which are the 3 that have lower rates than we do?

What is meant by "city growth project" (page 25 of attachment a)

Has there been any observable change that has resulted from the street racing ordinance?

Thank you

Laura

Get [Outlook for iOS](#)