



Find It, Fix It Community Walks Post-Walk Update Report

First Hill

November 2017



Seattle
Neighborhoods



CITIES OF
SERVICE



On July 11, the Find It, Fix It Community Walk in First Hill brought together over 25 community members and representatives from six City departments to discuss public safety issues and highlight positive aspects of the neighborhood. This report summarizes all of the City's current responses to the First Hill community's concerns and questions brought up during the Find It, Fix It Community Walk process.

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LETTER FROM MAYOR TIM BURGESS



City of Seattle
Mayor Tim Burgess

November 1, 2017

Dear First Hill Neighbors,

I am happy to be able to share with you the report back to the community on what has taken place since the First Hill Find It, Fix It Community Walk in July. My goals for this report are to not only provide information on issues that were brought to the City's attention on the walk, but to also identify successfully completed issues with helpful resources on how to properly address those concerns in ongoing collaboration with the City of Seattle.

This walk was a success due to the consistent support of community members and Find It, Fix It Community Walk Partners who provided input during the planning stages, invited neighbors to the event, joined the walk or contributed in other ways.

I would like to recognize and thank all of the people and organizations who participated in the First Hill Find It, Fix It Community Walk; Community members Jason Robideau, Doug Holtom, Betsy Braun, Alex Hudson, Riisa Conklin and Catherine Crandall for speaking and sharing their experience along the walk; City of Seattle Department Directors and staff who attended the walk and who have worked to answer the community's questions and address the needs brought up at the First Hill Find It, Fix It Community Walk; and the departments of Finance and Administrative Services, Animal Shelter, Mobile Customer Service Center, Department of Transportation, and Seattle Public Utilities for providing information at the event.

Thanks also to our Find It, Fix It Community Walk partners who made the First Hill walk possible: Cities of Service, Skyline Retirement Community and Polyclinic.

I look forward to continuing to build upon the partnerships made and strengthened through the First Hill Find It, Fix It Community Walk as we work together towards solutions.

Sincerely,

A handwritten signature in blue ink that reads "Tim Burgess".

Tim Burgess
Mayor of Seattle

Office of the Mayor | 600 Fourth Avenue, P.O. Box 94749, Seattle, WA 98124 | 206-684-4000 | seattle.gov/mayor

SERVICE REQUEST STATUS

Below are the updates for the Find It, Fix It Mobile Application requests and Customer Service Bureau service requests via phone or web sent in during and following the walk in First Hill. Yellow status updates signify fixes that are still in progress and green status updates mean that the fix is complete.

Request	Location	Dept.	Updates	Status
Concrete planter on I-5 overpass has been knocked off its base and has plants missing	Madison Street I-5 overpass	Seattle Department of Transportation (SDOT)	The planter at this location has been replaced	Complete
Dip in sidewalk; not ADA accessible	North side of Cherry St, between Terry Ave and 9th Ave	SDOT	A work order has been created	In Progress
Sidewalk has cracks, tree roots and uneven surfaces; dangerous when it rains.	North side of Madison St between 6th Ave & 9th Ave	SDOT	SDOT shimmed this location on 9/27/17	Complete
Tripping hazards along steep sidewalk; popular route to main library	Seneca St & 8th Ave, Spring St & 8th Ave	SDOT	SDOT shimmed this location on 8/4/17	Complete
Overgrown brush	Union Steps stairs connecting Terry Ave and Hubble Pl via Union	SDOT	Brush cleared on 8/10	Complete
Remnant of metal sign protruding from a tree well	SE corner of James St and Boren Ave	SDOT	Sign replaced on 8/22	Complete
2 public signs marked with graffiti	1252 8th Ave	SDOT	Sign replaced on 8/25	Complete
Illegible 'no parking' sign	1340 8th Ave	SDOT	Sign replaced on 7/26	Complete
Sign and signal maintenance needed	911 Alder St	SDOT	Curb repainted on 7/13	Complete

Don't have the Find It, Fix It App? Android users can download the app from the Google Play Store: play.google.com/store/apps/details?id=qov.seattle.searequests and iPhone users can download it from the App Store: itunes.apple.com/us/app/find-it-fix-it/id568509551?mt=8.

SERVICE REQUEST STATUS

Request	Location	Dept.	Updates	Status
Sign and signal maintenance needed	735 Alder St	SDOT	Location repainted on 7/19	Complete
Sign and signal maintenance needed	1221 Minor Ave	SDOT	Curb repainted on 7/18	Complete
Sign and signal maintenance needed	200 11th Ave	SDOT	An order for additional signage has been placed	In Progress
Vegetation maintenance needed	10th Ave S	SDOT	Property owner has been notified	Complete
Graffiti	1103 Boylston Ave	SDOT	Removed 7/17	Complete
Graffiti	907 Terry Ave	SDOT	Removed 7/17	Complete
Graffiti	815 E Pike St	SDOT	Removed 7/17	Complete
Common areas near Luma condos and First Baptist Church have overgrown vegetation and trash.	Boylston Ave & Seneca St & Harvard Ave	Seattle Public Utilities (SPU)	Warning notification sent to Property Owner on July 21	Complete
Lack of trash cans	Across neighborhood	SPU	The program manager has been in touch with the requester and is working toward a resolution.	In Progress
Graffiti	1101 Seneca St	SPU	Removed 9/11	Complete
Graffiti	1204 Boren Ave	SPU	Removed 9/20	Complete
Illegal dumping	315 10th Ave	SPU	Sent for inspection 7/11. Nothing found 7/18.	Complete
Illegal dumping	119 8th Ave	SPU	Washington State Dept. of Transportation property. Referred to Mayor's Office 7/13.	Complete
Illegal dumping	700 Seneca St	SPU	Sent for inspection 7/12. Nothing found 7/13.	Complete
Illegal dumping	912 7th Ave	SPU	Referred to Mayor's Office due to encampment 7/20.	Complete
Litter	1201 Summit Ave	SPU	Report Created	In Progress

Request	Location	Dept.	Updates	Status
Feel unsafe walking under freeway - accessibility from downtown	I-5	Seattle City Light (SCL)	Evaluating LED specs and alternatives	In Progress
Lack of lighting, feels unsafe	Boren and University,	SCL		In Progress
Power support pole in bushes	1115 Boylston Ave	SCL	No pole found	Complete
Streetlight report	1100 University St	SCL	Completed 8/22	Complete
Streetlight report	1201 Spring St	SCL	Completed 7/27	Complete
Streetlight report	1305 Seneca	SCL	Work order created	In Progress
Walkway tunnel is unsanitary and deters walking traffic	Freeway Park	Seattle Parks and Recreation (SPR)	For updates, please contact Hailey Oppelt at Hailey.Oppelt@seattle.gov	In Progress
Overhanging trees, poses safety concern for cyclists	811 University St	SPR	For updates, please contact Hailey Oppelt at Hailey.Oppelt@seattle.gov	In Progress

ILLEGAL DUMPING AND GRAFFITI

Across Neighborhood: Abandoned and Dumped Items (wheelchairs stolen from Harborview, stripped bikes locked to bike racks, mattresses)

Terry Ave and Cherry St: Illegal Dumping

Seattle Public Utilities (SPU) needs a specific address, so it is best to report illegal dumping through the 24-hour Hotline for Illegal Dumping, Graffiti, and Surface Water Pollution at 206.684.7587, or through the Find It, Fix It app. The Illegal Dumping Team will address the issue within 10 days.

Minor Ave & Seneca St: Graffiti

Seattle Public Utilities (SPU) needs a specific address, so it is best to report all graffiti through the 24-hour Hotline for Illegal Dumping, Graffiti, and Surface Water Pollution at 206.684.7587, or through the Find It, Fix It app. If the graffiti is on public property, it will be addressed within 10 days. If it is on private property, SPU will contact the property owner and request removal of the graffiti.

TRANSPORTATION

James St & 9th Ave: Crosswalk Timing is Too Quick for the Demographics of First Hill (Commuters, Elderly, Disabled)

Seattle Department of Transportation (SDOT) has reviewed the signal timing for this intersection. The department found that they were able to provide additional time to the Walk movement in order to both give more time to pedestrians crossing, as well as shorten the wait time between Walk signal displays.

If there are additional questions about the operation of this signal, please contact Nuru Tuku at 206.684.5120 or Nuru.Tuku@seattle.gov. If desired, Nuru can meet with you onsite to discuss your concerns in more detail.

Across Neighborhood: Aging Tree Canopy, Overgrown Vegetation and Trees are Blocking Street Lights

This area is in SDOT's management unit for this year. All trees are scheduled to be comprehensively pruned in this area, which includes pruning for street light illumination. Privately maintained trees will need to be addressed individually, as notices are sent to abutting property owners.

9th Ave & Jefferson St: Bus Stop Feels Unsafe, No Signals for Pedestrians

SDOT has considered a curb bulb or similar facility that would allow easier access to the bus as well as shorten the distance needed to cross. The initial evaluation suggests that installing a curb bulb might have a negative impact on emergency vehicle access to the hospital. The department will need more time to fully evaluate any potential impacts and consider what alternative options might be appropriate, including working with Metro Transit on possible changes that could improve access at this location. At this time, SDOT has not reached a final conclusion, but please be assured that it is continuing with their efforts on this matter.

Seneca St & Boylston Ave: Request for a Painted Crosswalk. Poor Line of Sight for Crossing Pedestrians, Heavy and Fast Traffic. Many Pedestrians from Luma Condos with More Expected with New Developments

Traffic engineers install crosswalks sparingly because they do not want to foster a false sense of security in people crossing the roadway. As with many aspects of safety on our roadways, research and statistics suggest that installing pedestrian crosswalks may not do much for pedestrian safety. While marking a crosswalk may seem simple, the decision to install one involves careful and consistent decision-making.

Visibility is a crucial factor. If a driver cannot see a pedestrian because there is a curve of a hill in the road, a marked crosswalk will do little to improve the situation. In the case of Boylston Ave and Seneca St, there is an incline in the road that prevents drivers from seeing pedestrians and also prevents pedestrians from seeing oncoming vehicles.

In addition, for a crosswalk to be useful, drivers must expect pedestrians at that location. Therefore, the number of pedestrians crossing at a given location is important. When marking a crosswalk, SDOT prefers a crossing rate of approximately 20 pedestrians per hour or more. This ensures that drivers become accustomed to stopping for pedestrians and do not grow accustomed to seeing an empty crosswalk on a continual basis. DOT conducted a site visit to Seneca Street and Boylston Avenue on 6/27/2017. The volume of pedestrians crossing at this location did not meet this standard.

After review, SDOT cannot recommend the installation of a marked crosswalk at this location at this time.

9th Ave & University St: Lack of ADA Accessibility, No Curbs Cuts to Access the ADA Ramp into Freeway Park

SDOT's curb ramp request program is designed to prioritize requests that will serve people living with disabilities. If you or someone you care for directly is living with a disability and need the identified curb ramps for access, email Michael Shaw at Michael.Shaw@seattle.gov or call him directly at 206.615.1974. Upon verification, your request will be added to SDOT's curb ramp installation queue.

Pavement Park Maintenance

Maintenance for this park is a shared responsibility between Seattle Parks and Recreation (DPR) and SDOT. SDOT has been doing regular maintenance on this space since its installation in 2015. The department appreciates when members of the public alert them to maintenance concerns and will work with SPR to send crews out regularly to ensure that this space remains clean.

Seneca St from Boren Ave to Broadway: Speeding

In 2016, Seattle passed legislation that lowered the speed limits on arterial streets in the city center from 30 mph to 25 mph. The city center is the busiest part of Seattle where nearly half of all of the transportation-related deaths have speed as a contributing factor. In the last three years, 600 pedestrians were involved in collisions in the city center, and there has been a 20 percent increase in speed-related fatal collisions. Lowering speed limits will help reduce the severity of collisions and save lives. Numerous studies confirm that speed is the critical factor in the survivability of a collision. A pedestrian hit at 40 mph has a 10 percent chance of surviving. A pedestrian hit at 20 mph has a 90 percent chance of surviving.

SDOT has already implemented engineering changes on city center arterial streets to support these measures. In early 2016, the department re-timed and coordinated nearly 300 signals using a 25 mph design speed. Since reprogramming these signals, there have been significant improvements in traffic flow despite the lower design speed.

SDOT acknowledges that lower speed limits alone will not solve all of Seattle's transportation safety issues. Distraction is a growing problem around the world, and there has been a 280 percent increase in the number of collisions caused by distraction in Seattle since 2011. Other behavioral issues like speeding, impairment, and failure to yield contribute to crashes on our streets. To enhance safety, Seattle takes a multifaceted approach which includes education efforts, data-driven enforcement, and engineering projects. All of this work is driven by Vision Zero, which aims to eliminate transportation-related serious injuries and deaths by the year 2030. In doing so, Seattle joined other cities like San Francisco, Portland, Los Angeles, Boston, New York City, Washington D.C., and Denver to address the preventable deaths and life-changing injury collisions that occur far too often on our streets. While this is a lofty goal, the City firmly believes that it is a goal that is within reach. You can learn more about the local Vision Zero program at www.seattle.gov/visionzero and national efforts at <http://visionzeronetwork.org>.

Seneca St & Harvard Ave & E Union St: Confusing Intersection and Signage

When SDOT reviews requests such as this, the department reviews data that may include, but is not limited to, speed limits, traffic volumes, reported collision history, road width, and visibility. This information is used to make decisions on whether or not new or additional engineering enhancements should be considered. SDOT evaluated this location, including a review of the safety history which indicated a low number of reported collisions and none involving pedestrians. This data suggests this section of roadway is operating as planned for ordinary travel.

The intersection's geometry is complicated by multiple streets converging in such close proximity. The various streets are well signed to indicate crosswalk locations, pedestrian crossing locations, and stop locations for vehicles approaching the crosswalks.

Spring St & Terry Ave: Pedestrian Crossing at Crest of a Steep Hill with No Stop Signs

To avoid unintended consequences, SDOT follows national guidelines when deciding whether stop or yield signs are appropriate at an intersection and does not routinely provide stop or yield signs at residential street intersections. These guidelines are based on such factors as collision frequency, sight distance, and relative traffic volumes on the intersecting streets. While the installation of a stop or yield sign may seem an easy fix, it can increase the number or severity of collisions. The intersection of Terry Avenue and Spring Street does not meet these guidelines.

The intersection of Terry Avenue and Spring Street is a T-intersection, therefore the vehicles traveling on Terry Avenue must yield to the cross traffic on Spring Street as well as pedestrians in the intersection.

Due to the presence of existing crosswalks on other legs of the same intersection, SDOT will not make any modifications at this time.

9th Ave & Marion St: Unmarked Crosswalks that have Curb Cuts

Traffic engineers install crosswalks sparingly because they do not want to foster a false sense of security in people crossing the roadway. As with many aspects of safety on our roadways, research and statistics suggest that installing pedestrian crosswalks may not do much for pedestrian safety. While marking a crosswalk may seem simple, the decision to install one involves careful and consistent decision-making. When considering the installation of a crosswalk, SDOT may consider, but is not limited to, collision history, road width, visibility for pedestrian and for drivers, existing traffic signals, ranking in the Pedestrian Master Plan (PMP), and the number of pedestrians crossing. Based on these parameters, this intersection does not meet the requirements of a marked crosswalk at this time. The unmarked crosswalk at 9th Avenue and Marion Street is certainly a legal crosswalk, and drivers are required by law to stop for pedestrians. Driver compliance in stopping for pedestrians at all legal crosswalks, whether marked or unmarked, is a challenge across the city and a problem that is not easily solved. SDOT allows individuals or groups to install their own flag systems under the guidelines below:

- Flags may only be placed at legal crosswalks; the crosswalk does not need to be a marked crosswalk, as legal crosswalks exist at every intersection unless otherwise signed.
- Flag holders must be attached to poles/posts using zip-ties or other temporary mounting materials. Holders that obstruct existing signs or cause damage to objects in the SDOT right-of-way are not allowed and will be removed.
- Flag holders should be located within five feet of the crosswalk.
- Flags should be a minimum of 10 inches by 10 inches in size, and made with orange or fluorescent yellow-green material.

9th Ave & Marion St: Unmarked Crosswalks that have Curb Cuts (Continued)

Remember that using a crossing flag does not guarantee that you will be seen. Please make sure to keep these other tips in mind:

- Always attempt to make eye contact with approaching drivers.
- Wear bright clothing when walking at night.
- Don't be distracted; turn off headphones and pay attention when crossing the street.

Flags can be purchased from a variety of suppliers. An online search for “high visibility flags” will produce some potential vendors. Financial assistance may be available through Seattle Department of Neighborhoods Neighborhood Matching Fund or through SDOT’s Safe Routes to School mini-grants. If you’re interested in applying for a Mini Grant in the future, SDOT accepts applications in the spring from 4/1— 4/30. You can find more information about the Mini Grant program on SDOT’s website: http://www.seattle.gov/transportation/ped_srts_grant.htm .

Crossing Flag information is also available on SDOT’s website if you wish to share it with others, located at: <https://www.seattle.gov/transportation/projects-and-programs/programs/pedestrian-program/pedestrian-crossing-flags>.

If you have other traffic concerns, please feel free to contact the office directly at walkandbike@seattle.gov.

Cherry St & Terry Ave and 8th Ave & Spring St: Improper RPZ (Restricted Parking Zone) Permitting

The Restricted Parking Zone (RPZ) Program was created to help ease parking congestion in residential neighborhoods around significant demand generators, while balancing the needs of all people to be able to use the public streets. If you feel that a permit is being used illegally, please submit a parking service request to SPD’s Parking Enforcement to report this issue. To access this form, please visit <https://www.seattle.gov/police/need-help/parking-issues>.

PARKS

First Hill Park: Litter, Overgrown Foliage, Graffiti, and Dim Lighting

This past spring, Seattle Parks and Recreation (SPR) Tree Crew pruned trees that blocked the street and lights and raised the canopy for better pedestrian clearance. The hedges received their annual shearing in late spring. Litter is picked up Monday through Friday at the park. Graffiti is removed as it is reported by the public or when it is reported from our maintenance staff assigned to First Hill Park. The graffiti was last removed thoroughly at this park in October.

Freeway Park: Off-Leash Dogs

Dogs are not allowed at organized athletic fields, beaches, or children's play areas in Seattle parks, per the Seattle Municipal Code. In all other parks dogs must be on a leash at all times, unless inside the boundaries of designated off-leash areas. To report an off-leash dog, please contact Seattle Animal Control through their online form, found here: <https://seattle-csrprodawi.motorolasolutions.com/ServiceRequest.mvc/SRIntakeStep2?id=ASGENIQQ>

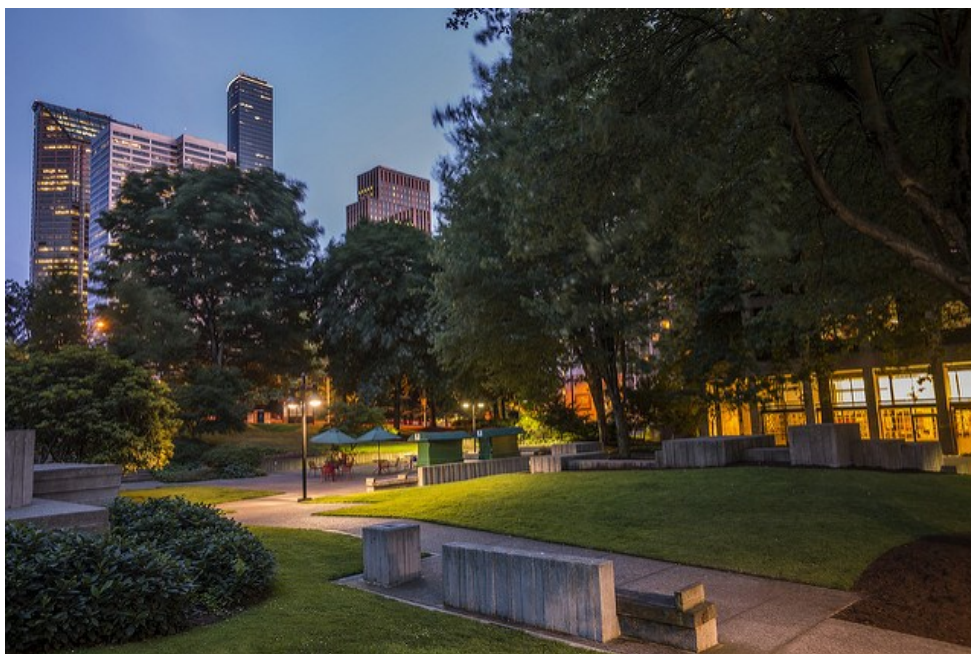


Photo Courtesy of Seattle Parks and Recreation

SIDEWALKS

SEATTLE DEPARTMENT OF TRANSPORTATION (SDOT)

Damaged Sidewalks

A little known fact about sidewalk repair in Seattle is that maintenance is the responsibility of the adjacent property owner unless the sidewalk has been damaged by the City (a City-maintained tree or City crews). Like many other cities, Seattle's laws require that adjacent property owners keep their sidewalks in good repair and safe for public travel. This means keeping the sidewalk clear from vegetation overgrowth, snow and ice accumulation, as well as making repairs to the sidewalks when damaged. Additional information can be found here: seattle.gov/transportation/cams/CAM2208.pdf.

In addition to sidewalk repairs by property owners, SDOT carries out a large number of projects through our Sidewalk Repair Program. More information on this program is available here: seattle.gov/transportation/sidewalkrepair.htm.

If you would like to report specific locations that are in need of maintenance, you can report them by calling the SDOT Road Line at (206) 684-ROAD (7623) or by filling out an online form at seattle.gov/transportation/potholereport.htm. SDOT crews will then perform any temporary repairs needed at that location and notify the property owner of their responsibility to repair the sidewalk.

Ways to Make the Streets Safer for Pedestrians

SDOT has been working on an update to the Pedestrian Master Plan (PMP). The PMP identifies priority locations for pedestrian improvements over the next 20 years based on a citywide analysis of data related to the Plan's goals of vibrancy (demand), safety, equity, and health. Because SDOT can only afford to build or improve a certain number of sidewalks or crossings each year, the intent is to focus resources in areas where conditions are difficult and where people need to be able to walk the most.

Ways to Make the Streets Safer for Pedestrians (continued)

The updated PMP includes a “Priority Investment Network” (PIN) which identifies streets where SDOT proposes to direct pedestrian improvements. The PIN was developed based on input from residents across Seattle who told us that we should focus pedestrian investments on:

- Streets connecting families and children to schools
- Streets connecting people to transit stops
- Sidewalks and crossings on busy arterial streets
- Residential streets where sidewalks are missing
- Locations where pedestrians have been injured

As such, the PIN includes all streets (both arterial and non-arterial) that provide walking connections to public schools and frequent transit stops. The maps within the PMP will identify the streets that provide these key walking connections, which will be prioritized for pedestrian improvements during the 20-year planning timeline.

In addition to sidewalk development called for in the PMP, there are several other options that neighbors can pursue to make streets safer for pedestrians in their neighborhood. Please see page 16 for further details.

POTHoles

SEATTLE DEPARTMENT OF TRANSPORTATION (SDOT)

Does The Department of Transportation (SDOT) Fill Potholes in Alleys?

Property owners are responsible for the alleys next to their property. SDOT fills potholes on alleys paved to City standards (typically concrete), but unimproved alleys (those not paved to City standards) are not considered part of the City's street system and are not maintained SDOT. Alley maintenance funds are scarce. If a paved alley is damaged to the extent that there is a safety or mobility problem, SDOT will make pothole patch repairs as possible. More extensive repairs are likely to be conducted by the abutting property owners.

Does SDOT Fill Potholes on Residential Streets?

SDOT fills potholes on paved residential streets. On streets that are not paved with concrete or asphalt, such as gravel roadways or streets with chip-sealed surfaces (emulsion embedded with crushed rock) repairs may need to wait until the street can be graded or resealed.

Reasons Why SDOT May Not Have Made the Repair Requested:

Weather conditions have created a backlog: There are seasonal variations in the amount of new potholes that are created. When there is a significant backlog, SDOT will put extra crews on the job of filling potholes until the backlog is gone.

Can't find the pothole: Sometimes insufficient information is given or there may be a car parked over the pothole, hiding it from view. SDOT can call the reporter for a better description of the location if their name and number are provided with the request.

Utility cuts: Some of the potholes reported are the responsibilities of other parties to fill. The agencies or private contractors who dig into the street to work on underground utilities must either repair the street pavement or pay SDOT to make the final, permanent repair. If the "utility cut" is not properly repaired, the area of the excavation can sink, leaving what can appear to be a pothole. When these are reported, SDOT may require the utility to return and correct the paving. This may take longer than three business days.

Utility covers: When entrances to underground utilities become worn, the owners of the utility must repair cracked or damaged pavement around the rim.

Reasons Why SDOT May Not Have Made the Repair Requested (Continued):

Railroad Tracks: SDOT is not allowed to work within four feet of railroad tracks. This area must be repaired by the railroad. Repairs in the area SDOT is responsible for within 25 feet of railroad tracks may take longer than 72 hours in order to coordinate with the railroad.

Off to the side of the road: Sometimes a pothole forms off to the side of the roadway, especially when drainage is inadequate and the area is used for parking. These areas are usually the responsibility of the adjacent property owner to maintain. An SDOT Street Use inspector can verify if the pothole is in the part of the right of way that is the responsibility of the property owner.

Can't be repaired as a pothole: Some defects that are reported as potholes are really some other kind of problem that can't be repaired as a pothole. Sometimes it is a rough or rutted surface of a road that needs to be repaved or totally rebuilt from the base to the surface. Other times it is a void or sink-hole, a crumbled street edge, or pavement with layers of asphalt that have become separated (delaminated), or a long fissure or crack. While most defects can be repaired, it may take longer, and some processes, such as crack seal or chip sealing are only done in the summer. If there is a safety hazard, SDOT crews will set barricades around the problem area or they may close a lane.

How Do I Know if What I am Reporting can be Repaired as a Pothole or Not?

We don't expect everyone to be able to distinguish among pavement defects. We encourage you to report any type of pavement defect that is of concern to you, especially if it appears hazardous. If we can't make an immediate repair, we may be able to repair it later. If needed, we will block off the area to maintain safety.

WHAT CAN I DO TO IMPROVE STREET SAFETY?

1) Get in Touch with your Local Neighborhood/Community Council

Connecting with your neighborhood council is always a great way to gauge what type of support you have for what you are proposing and gain support from others as you begin to strategize solutions moving forward. More information on First Hill community contacts can be found on page 24.

2) Report Incidents to the Police

Improving safety drives the decision-making around traffic calming. SDOT uses collision data that is reported to the police to prioritize projects.

- If you are involved in or witness an auto accident where medical or police assistance is needed, call 9-1-1.
- If you pass an auto accident and it does not appear that assistance is needed, or you see involved parties on a wireless phone, or emergency personnel have already arrived, please do not call 9-1-1.
- If the collision is minor and you don't need police response, you should exchange insurance information.
- You can report collisions online via the [Collision Report with Washington State Patrol](#) .

3) Conduct a Speed Study

Residents have access to radar equipment available for checkout at our customer service centers (seattle.gov/customer-service-centers). More information about checking out the radar gun can be found at the Neighborhood Traffic Calming page at seattle.gov/transportation/ntcp_calming.htm.

4) Vote for a Park or Street Improvement in your Neighborhood with Your Voice, Your Choice

Your Voice, Your Choice: Parks & Streets is an opportunity for community members to directly decide how to spend a portion of the City's budget on small-scale physical improvement projects in Seattle's parks and streets (i.e. crosswalks, medians, flashing beacons, sidewalk repair, curb ramps, park benches, trail improvements, etc.). Each project must be under \$90K. For more information, please visit www.seattle.gov/neighborhoods/programs-and-services/your-voice-your-choice.

5) Consider Applying for a Neighborhood Matching Fund Grant

This fund is highly recommended for developing neighborhood or street plans. It can also be used to install a traffic calming device if there is a documented problem. For more information, please visit seattle.gov/neighborhoods/programs-and-services/neighborhood-matching-fund.

NEIGHBORHOOD UPDATES

First Hill Park Redesign

This project aims to envision, research, enhance, and design a new future for First Hill Park. The process is to be based in an understanding of the community's desires and needs with the ultimate goal of implementing a design with the most positive impact for the greatest number of people.

The First Hill Improvement Association and their partners at SiteWorkshop worked with Seattle Parks and Recreation Department and the surrounding community to create a community engagement and outreach plan to produce enhancements to the amenities and design of First Hill park. This planning process was made possible through the Neighborhood Matching Fund's Small and Simple Fund. For more information, including the design and arborist report, please visit: <https://www.seattle.gov/parks/about-us/current-projects/first-hill-park-redesign> or contact Pamela Kliment at Pamela.Kliment@seattle.gov, 206.684.7556.



WHAT DO I DO WITH NEEDLES, SYRINGES, AND LANCETS?

Needles, syringes, and lancets are considered biomedical waste and dangerous litter, and require proper disposal. It is illegal to put sharps in the trash, as it is dangerous for sanitation workers. If you use or find sharps, information on how to properly dispose of used sharps is below:

4 Ways for Seattle Residents to Report Sharps on City Property

1. Report sharps via the Find it, Fix it Mobile App:

www.seattle.gov/customer-service-bureau/find-it-fix-it-mobile-app

2. Call the Illegal Dumping Hotline at 206.684.7587 Monday to Friday, 8:00am-5:00pm

3. Complete an Illegal Dumping Report ,which can be found online at:

www.seattle.gov/util/environmentconservation/ourcity/reportillegaldumping/.

4. Contact the Parks Maintenance Request Line to report sharps on City of Seattle **parks grounds** Monday to Friday, 7:00am-3:30pm, at 206.684.7250. After hours, contact the Park Duty Officer at 206.982.4583.

Tips for Picking Up Sharps on Private Property

If you find sharps on private property in your neighborhood, use these tips to maximize your safety:

- To pick up sharps safely, you will need a **sharps container** (i.e. old detergent bottle, coffee tin, other thick plastic container), **gloves**, a **grabber tool** (i.e. tongs, pliers, tweezers), and **closed-toed shoes**.
- Treat all discarded sharps/needles as if contaminated.
- Never pick up discarded sharps/needles with your bare hands. Wearing **gloves** can protect against fluid contamination, but not punctures or cuts.
- Do not attempt to recap a syringe if found uncapped.
- Place the puncture proof container on a flat surface. Do not hold the container while disposing of the sharp. Use your **grabber tool** to pick up the sharp/needle.
- Pick up the sharp/needle by the barrel (the part farthest away from the needle point), pointing the sharp tip away from your body.
- Recap the container, and secure with tape.
- Dispose of the grabber tool or rinse with a bleach solution.
- Wash your hands and other exposed areas with soap and water afterwards.
- Deliver the container to one of the six sharps bins located throughout the city.

WHAT DO I DO WITH NEEDLES, SYRINGES, AND LANCETS?

Tips for Disposing of Sharps from Private Property

- Avoid walking a far distance holding a sharp/needle.
- Place the needle point down into the sharps container.
- Hold the container by the top when carrying.

Where to Dispose Sharps from Private Property

In the City of Seattle, it is *illegal* to dispose of needles, lancets, and syringes in your regular garbage can or recycling container.

- If you do not have a sharps container, make one from an empty household container that cannot be punctured, stays upright, is made of heavy-duty plastic, does not leak, and has a tight-fitting lid.
- Do not use a milk container, glass container, water bottle, or soda can to make a sharps container.
- If you make your own sharps container, clearly label the container "SHARPS, DO NOT RECYCLE." Make sure to tape the top on securely.
- Sharps drop boxes are available 24 hours a day at the following locations through Seattle Public Utilities:
 - Dr. José Rizal Park (1007 12th Ave S, Seattle, 98144)
 - Intersection of Airport Way South and South Holgate Street
 - Intersection of 27th Avenue South and Cheasty Boulevard South (center median)
 - Fremont Canal Park (199 North Canal St, Seattle, WA 98103)
 - Freeway Park (700 Seneca St)
 - Licton Springs Park (9536 Ashworth Ave N, Seattle, 98103)
 - Mineral Springs Park (1500 North 105th St, Seattle, WA 98133)
 - Roxhill Park (2850 SW Roxbury St, Seattle, WA 98126)
 - Westcrest Park (9000 8th Ave SW, Seattle, 98106)
- Check with your pharmacy or healthcare provider to dispose of sharps containers. Medical sharps such as lancets may also be placed in one of the disposal bins listed above.

City staff can clean up discarded sharps in public areas but are unable to remove sharps from private property. If you are unsure if a discarded sharp is on public or private property call the Customer Service Bureau at (206) 684-2489 (CITY) for advice.

Sharps Collection Pilot Program

Visit www.seattle.gov/util/sharps to learn more about the City's Sharps Collection Pilot Program and to see a map of the nine secure sharps disposal boxes throughout the city. Sharps can also be disposed of at the North and South Transfer Stations.

Bring full sharps containers to the new North Transfer Station (1350 North 34th Street) or the South Transfer Station (130 South Kenyon Street) from 8:00am-5:30pm, 7 days a week. It is free to dispose of one sharps container per trip.

Questions on Sharps Disposal?

- Visit <http://www.seattle.gov/util/EnvironmentConservation/OurCity/SharpsCollection/index.htm> or call Seattle Public Utilities at (206) 931-5411 or (206) 684-3326
- Visit www.kingcounty.gov/healthservices/health/communicable/hiv/resources/disposal.aspx or call Seattle-King County Public Health at (206) 263-2000

COMMUNITY CONTACTS AND RESOURCES

Community Engagement Coordinator—Central Seattle

Community Engagement Coordinators are your essential link to city government, working with the community to respond to your questions and concerns.

Karen Ko

Email: Karen.Ko@seattle.gov

Phone: 206-233-3732

District 3 Councilmember

Kshama Sawant

Email: kshama.sawant@seattle.gov

Legislative Assistant: Ted Virdone Ted.Virdone@seattle.gov

Phone: 206-684-8016

Seattle Police Department— East Precinct

Website: <https://www.seattle.gov/police/about-us/police-locations/east-precinct>

Phone: 206-684-4300

Customer Service Bureau

For service requests or information on City programs and services, call the City Information and Complaint Line at (206) 684-2489 (CITY) voice or (TTY) 7-1-1. To submit service requests online, visit <https://seattle-csrprodcwi.motorolasolutions.com/Home.mvc/Index>.

First Hill Improvement Association

Phone: 206-624-0208

Website: <https://www.firsthill.org>

Email: info@firsthill.org

Mailing Address: 1425 Broadway #281 Seattle, WA 98104



Find It, Fix It Program Coordinators

Paige Madden

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Hailey Oppelt

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seattle.gov/finditfixit