



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

Highland Park October 2017



Seattle
Neighborhoods



CITIES OF
SERVICE



On May 25 the Find It, Fix It Community Walk in Highland Park brought together over 30 community members and representatives from seven 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 Highland Park community 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

October 3, 2017

Dear Highland Park Neighbors:

I am excited to be able to share with you the report back to the community on what has taken place since the Highland Park Find It, Fix It Community Walk in May. 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 also identify the 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 Highland Park Find It, Fix It Community Walk; The Highland Park Action Committee for providing time during meetings to discuss and plan the walk; Community members Rhonda Smith, Paul West, Beth Andrisevic, Michele Witzki, and Alan Robertson 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 at the Highland Park Find It, Fix It Community Walk; Council member Lisa Herbold for representing this neighborhood and for attending the event; and the departments of Finance and Administrative Services, Animal Shelter, Adopt-A-Street, Orca Lift, and Democracy Voucher for providing informational material at the event.

Thanks also to our Find It, Fix It Community Walk partners who made the Highland Park walk possible: Cities of Service, Starbucks, Highland Park Improvement Club, and Dutch Boy Coffee.

I look forward to continuing to build upon the partnerships made and strengthened through the Highland Park 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, City 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 Highland Park. Yellow updates signify fixes that are still in progress and green updates mean that the fix is complete.

Request	Location	Department	Status
Pothole	8152 14th Ave SW	Seattle Department of Transportation (SDOT)	Pothole filled on 5/26
Pothole	8148 14th Ave SW	SDOT	Pothole filled on 5/26
Pothole	8139 14th Ave SW	SDOT	Pothole filled on 5/26
Pothole	8130 14th Ave SW	SDOT	Pothole filled on 5/26
Pothole	7768 12th Ave SW	SDOT	Pothole filled on 5/26
Poor line of sight along stairway, weeds. Large log in the middle that people have hid behind.	Stairway between Delridge and Holden (2101-2131 SW Holden St)	SDOT	The vegetation around this stairway was cut on May 24 and again at the end of July. SDOT maintains the vegetation around this stairway about three times per year.
Glass in street at bus stop	7950 9th Ave SW	SDOT	A crew visited the site on 5/27, but no glass was recorded at this location.
Damaged sidewalk	15th Ave SW & SW Elmgrove	SDOT	The sidewalk was shimmed (asphalt added to create more level surface) by an SDOT maintenance crew, completed on 7/7/17
Crumbling sidewalk	1513 SW Holden St	SDOT	This issue was caused by a former tree pit which was filled by an SDOT maintenance crew on 7/7.

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=gov.seattle.searequests and iPhone users can download it from the App Store: itunes.apple.com/us/app/find-it-fix-it/id568509551?mt=8.

Request	Location	Department	Status
Abandoned Vehicle	8830 9th Ave SW	Seattle Police Department (SPD)	Chalked/tagged 1st visit. On return, vehicle still on block, different location.
Abandoned Vehicle	9202 11th Ave SW	SPD	Vehicle gone.
Abandoned Vehicle	8157 11th Ave SW	SPD	Vehicle gone.
Abandoned Vehicle	7745 1st Ave S	SPD	Vehicle gone.
Illegal dumping	5th Ave SW	Seattle Public Utilities (SPU)	Material removed, request completed
Illegal dumping	15th Ave SW & SW Elmgrove	SPU	Material removed, request completed



TRANSPORTATION

Motorist and Pedestrian Safety at Intersection, Low Visibility and History of Accidents, Intersection Revision Needed, Left Turn Lane/Signal Needed: SW Holden St. & 16th Ave

Seattle Department of Transportation (SDOT) has looked at this intersection and found that a southbound left turn is warranted. For the southbound left turn, there currently is not a left-turn lane or pocket, and a left-turn signal without a separate lane does not operate efficiently, as the signal controller has no way of knowing which cars are turning vs. those going straight.

SDOT would not install a northbound left turn because Holden Street west of 16th Avenue is not an arterial street. The department avoids signaling left turns into non-arterial streets so that high speed or cut-through traffic is not encouraged to use smaller neighborhood streets.

There is a major maintenance project that will be rebuilding this intersection within the next two to three years. SDOT is working closely with the project manager to try to include changing the lane markings and the addition of a southbound protected/permissive left turn.

If you have additional questions about this intersection, contact Chris Faulkner at (206) 386-4529 or chris.faulkner@seattle.gov.

Lack of Americans with Disabilities Act (ADA) Accessibility/Curb Cuts: SW Holden St. and Henderson Ave.

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@seattle.gov or call him directly at (206) 615-1974. Upon verification, your request will be added to SDOT's curb ramp installation queue.

More Speed Limit Signage is Needed Earlier Along the Routes to Highland Park Elementary: SW Trenton St.

In Seattle, the speed limit on residential streets is 20 mph and 25 mph on arterial streets, unless otherwise posted. Drivers are expected to know and obey the speed limit. The city does not generally install speed limit signs on non-arterial streets, and speed limit signs are only installed on arterial streets where the speed limits change at periodic intervals along the street.

That being said, community members may still want to consider applying for grants through the Seattle Department of Neighborhoods to install a traffic-calming device if there is a documented problem. For more information, please see page 15.

Crosswalk to Access Highland Park Elementary School: 16th Ave SW & SW Cloverdale St.

Legal crosswalks are in place at all intersections unless otherwise signed; however, SDOT installs marked crosswalks at some locations. A marked crosswalk normally indicates a preferred pedestrian crossing point. In other words, a crosswalk is marked in a place where SDOT wants people to cross. Some of the most significant factors that go into a decision about whether or not to mark a crosswalk are the characteristics of the roadway itself. Features such as the number of lanes that pedestrians must cross, the proximity of the location in question to existing traffic signals, and the number of pedestrians who cross the street consistently at that location, all help to answer the question: "Will a marked crosswalk benefit pedestrians?"

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 likes to see approximately 20 pedestrians crossing an hour. This ensures that drivers become accustomed to stopping for pedestrians and do not grow accustomed to seeing an empty crosswalk on a continual basis. The department conducted a site visit/pedestrian count on June 13, 2017. Counts are good for three years, and the volume of pedestrians crossing at this location does not meet this standard.

In summary, at this time SDOT cannot recommend marking a crosswalk at 16th Avenue SW and SW Cloverdale Street. Although the legal responsibility of a driver is the same whether or not a crosswalk is marked or unmarked, the features at this particular intersection suggest that a marked crosswalk will not provide the benefit that pedestrians require in order to cross in comfort.

Designated Crosswalks do not have a Crossing Guard Present: 9th Ave SW and SW Trenton St., 9th Ave SW and SW Henderson St.

Crossing guards are hired and assigned by the school district. For more information, please contact the Seattle Public School District at (206) 252-0000.

Speeding Through Residential Streets: 12th Ave SW, 15th Ave SW, 11th Ave SW & SW Kenyon St./ SW Holden St.

In the past, SDOT had a fairly substantial traffic calming program, and was often able to design and deliver projects identified through the community process and constituent requests. However, demand has out-paced the ability to construct calming devices like speed humps and traffic circles, which is why SDOT has partnered with Seattle Department of Neighborhoods to help keep options open to neighborhoods seeking traffic calming. SDOT now proactively looks at locations each year that have shown a pattern of injury collisions, speeding, and high pedestrian use. To ensure that all residents in our city have equitable, fair and consistent treatment, the department prioritizes these improvements using city-wide data and focuses resources on those locations with the highest need. While the streets listed above do not prioritize highly for traffic calming devices through SDOT's program, neighbors can still pursue traffic calming devices. Please see page 15 for more details.

If you have other traffic concerns, contact the office directly at neighborhood.traffic@seattle.gov.



KING COUNTY METRO

Request for More Bus Stops and Buses During Rush Hour Times for Route 131

Route 131 received a frequency boost between 6:15 AM and 9:30 AM to operate every 15 minutes between Burien and Downtown Seattle starting September 2017. PM routes will continue departing every 30 minutes due to budget restrictions.

Request to Move the Stop at 9th Ave. SW & SW Trenton St. to 9th Ave. SW & SW Cloverdale St.

There are currently northbound stops both one block north and one block south of Cloverdale on 9th Ave SW, placing stops within 2 minutes walk of the Cloverdale intersection. King County Metro will not add a stop at Cloverdale with these two stops so close by. Previously there were stops nearly every block on this route, but that is against current stop spacing policy, as adding more stops causes longer travel times along the route. The stop was removed at some point in the past to reflect the change in stop spacing policy.

Currently, the stop at 9th Ave SW & SW Trenton St. is evenly spaced two blocks from the preceding stop (at 8th Ave SW & SW Barton St.) and two blocks from the following stop (at 9th Ave SW & SW Thistle St). The distance between the stop at Barton to the stop at Trenton is 0.3 miles, and the distance between the stops at Trenton and Thistle is 0.2 miles.

The department would not move the stop at Trenton to Cloverdale, as that would create a three block or 0.4 mile distance from the stop at Barton to the stop at Cloverdale, and a distance of only one block or 0.1 miles between the new stop at Cloverdale and the existing stop at Thistle.

Stop #51760 on 9th Ave SW & SW Thistle St. is only 1 block or 0.1 mile from the following stop #51770 at Elmgrove. The possibility exists of moving the zone #51760 from Thistle one block south to Cloverdale, but that would trigger tradeoffs with other community members who prefer the stop at Thistle. It would require contacting property owners at Cloverdale to get permission to place a stop in front of their homes and approval from the community on removing the Thistle stop. Metro will not pursue this at this time, as the adjacent stops to Cloverdale are only one block away to both the north and the south, offering multiple options for route 131 riders.

For more information, please contact King County Metro at (206) 553-3000 or visit Metro online at kingcounty.gov/metro.

Litter and Needles at Metro Bus Stops

King County Metro maintains stops where there is a shelter or a bench. Metro staff come out to clean and care for those types of stops. The department does not have the funding or staff to maintain all other stops (those stops with only a sign). Resolving litter and needle issues depends on which type of stop is in question. If there is a shelter at the stop, residents can call Metro Customer Service to request maintenance attention at (206) 553-3000. If there is a stop that shows frequent litter issues, Metro can research whether that stop has enough ridership to warrant installing a shelter, which would then lead to the department maintaining the stop. If residents observe illegal behavior taking place at stops, they should call 911.

Highland Park Lacks Access to Grocery Stores, Request for Route 131 to Stop in Front of a Grocery Store

The closest “one-seat ride” grocery store on Route 131 is the Safeway at SW 128th St. Depending where you are traveling from in Highland Park, it is about a 15-minute bus ride on Route 131 to this Safeway. Route 131 also stops near Grocery Outlet on 4th Ave S in SODO and then Uwajimaya in the International District. These grocery stores are indeed not immediately within Highland Park, but they are on Route 131. In order to travel to a grocery store closer to Highland Park (for example, the QFC at Westwood Village), the 131 would have to deviate significantly from its path of travel. This which would make the route less efficient and be costly in terms of operations, taking at least 20 minutes to travel off route from 8th Ave SW to Westwood Village and back. Via bus, the best way to specifically travel to the Westwood Village shopping center using Route 131 would involve a transfer to Route 60 from 8th Ave SW and SW Roxbury St. Depending on passengers’ preferred grocery stores, there may be other Metro routes that offer more timely and convenient service to access those stores. For more information on available trip options, call the Customer Information Office at (206) 553-3000 or visit Metro online at kingcounty.gov/metro.

When There is Snow and Route 131 is Re-routed, Does the Bus Run from SW Roxbury St. Straight to Georgetown and Bypass Highland Park? If so, Why?

Yes, the snow route for Route 131 does not operate on 9th Ave SW and Highland Park Way SW, and instead operates via 4th Ave SW, Olson Pl, Myers Way, and 1st Ave S to Georgetown. Bus Route 131 diverts from the Highland Park Way SW portion of the route during or when inclement weather is forecasted due to several factors that make it difficult for buses to continue on Highland Park Way SW. Due to the nature of the slope of the hill on Highland Park Way SW, it becomes icy and dangerous for buses. The newer, lower floor buses get stuck in just a few inches of snow. Although the area immediately around Highland Park may not actually get snow or ice, buses are diverted to snow routes when the area of South Seattle has snow or it is in the forecast. Areas are set up around the county to determine inclement weather; limited resources do not allow contacting specific neighborhoods when it comes to re-routing.

For up-to-date information about route status, visit King County Metro's Snow, Ice, and Flood Alerts webpage at: metro.kingcounty.gov/alerts/adverse-weather.html or call Metro directly at (206) 553-3000.



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 15 for further details.



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 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.

3) Conduct a speed study

Residents have access to radar equipment available for checkout at our neighborhood 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) Apply for a small-scale improvement in a park or street in your neighborhood

Your Voice, Your Choice: Parks & Streets is an opportunity for community members to directly decide how to spend \$2 million of the City's budget on small-scale physical improvement projects in Seattle's parks & 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, visit: www.seattle.gov/neighborhoods/programs-and-services/your-voice-your-choice.

5) Consider applying for Neighborhood Matching Fund

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, visit:

seattle.gov/neighborhoods/programs-and-services/neighborhood-matching-fund.

PARKS

Riverview Playfield: East Trail is Overgrown and Needs Resurfacing

A restoration trail was present at one point, but the trail was not sustainable to maintain as the area is too steep. Seattle Department for Parks and Recreation (SPR) will be planning for more restoration in this area.

Riverview Playfield: Log Border for Parking is Rotting and Releasing Chemicals

SPR is looking at cost efficient alternatives for this. This is not funded, but several fence options are being investigated.

Riverview Playfield: Public Restrooms Were Set on Fire Over a Year Ago and Need to be Replaced

The new restrooms are completed and currently open.

Westcrest Park: On-going Problem of Illicit Sex, Leaving Behind Contraceptives and Waste

SPR is continuing to work with the Seattle Police Department to resolve this issue.

Some of these areas are not established trails and not areas the department would normally service unless a complaint was received. SPR has responded to 15 work order complaints about litter, needles and dumping over the past year as well as less formal complaints directly to staff or noticed by staff.

It is Difficult to Use the Find It, Fix It App to Report Issues in Parks

Requests for maintenance in parks and other areas managed by SPR can be made through the Find It, Fix It mobile app using the appropriate service selection, or 'Other Inquiry' if the issue isn't listed. To help locate the reported problem, customers are encouraged to attach a photo, provide as much detail as possible in the field(s) provided, and adjust the location if needed. The primary City departments for these services ensure that the necessary information is provided to SPR staff to perform the maintenance requested.

Riverview Parks: Request for a Pedestrian Pathway Between the Upper and Lower Fields

SPR added gravel and re-graded the driveway to the lower cloverleaf field this past spring. There is no plan to add a pedestrian path due to the expense and environmental impact of developing a second access through a critical area.

Landslide Prone Area on Highland Parkway SW & SW Holden St.

The slide downhill and to the north of Highland Parkway SW and SW Holden St. occurred on SPR property and City of Seattle right-of-way. It was secured last year in a combined effort by Seattle City Light (SCL), Seattle Department of Transportation (SDOT) and SPR. It is currently being monitored, and you can contact Parks Senior Civil Engineer, Scott Stevens, at (206) 615-0865 for further information.



YOUR VOICE YOUR CHOICE

Your Voice, Your Choice: Bus Stop Improvements on Barton St

Location: 9200 Delridge Way SW

Cross Streets: Barton St SW to the north, 18th Ave SW to the east

SDOT recommends the following for the Delridge Bus Triangle:

- Adding painted curb bulbs at east side of Delridge Way SW & SW Barton St
- Adding an interim walking path on the south side of SW Barton St
- Design for potential additional lighting
- Enhancing and maintaining the existing landscape

Project Description:

The "Delridge Bus Triangle" located at 9200 Delridge Way, is an SDOT-managed property in the heart of the Westwood Highland Park Residential Urban Village. This public right-of-way is fraught with hiding places for intravenous drug use, drug dealing, prostitution and illegal dumping right along the heavy commuter driven Delridge Way corridor. Delridge is unsafe to cross at this natural central location. This area has a high pedestrian inter-connectivity between pending Delridge H Rapid Ride line to the east and the Westwood Village Transit mall at Roxbury Park to the west along Barton Street SW.

Your Voice, Your Choice has created a "Friends of the Delridge Bus Triangle" committee, in partnership with SDOT. The first meeting was held on January 28, 2017 to document the history, needs and collective vision of the space. That document can be found here:

https://docs.google.com/document/d/1WbNyNKrp7B3TAM4S_uBV6g2NK3bN-wELv97QLfSB4ak/edit.

Solution and Comments:

Recent discussions with the community have identified some short-term improvements including:

- Adding painted curb bulbs at east side of Delridge Way SW & SW Barton St;
- Adding an interim walking path on the south side of SW Barton St;
- Enhancing and maintaining the existing landscape.

The primary existing assets associated with this site are the very mature street trees and the diversity of unique understory plant species. SDOT would like to consider uplighting the large trees to increase visibility and safety in a manner that “celebrates the trees.” Additionally, salvaged logs from SDOT Urban Forestry’s removal of several very large Black Locust trees on the Delridge Corridor may provide inspiration for an arts and culture element that is aligned with a tree-centric concept for the grant-funded improvements.



Partnering Program:

Metro RapidRide H Line

Total Project Cost: \$90,000

This project was voted on June 2017 through Your Voice, Your Choice: Parks and Streets and received 477 total votes. The results were announced August 2017.

NEIGHBORHOOD UPDATES

Improved playground at Highland Park Elementary

Highland Park Plays, a group of parents and community members, has been awarded \$174,000 in grants from Seattle Department of Neighborhoods, King County Parks & Rec, and Capitol One to build a playground for Highland Park Elementary School. A net climber, boulder scramble, slides, and benches will be added to the northwest corner of the current asphalt playground. Construction will begin in 2018 and installation is expected to be completed by the end of the school year.

Roundabout on SW Holden St & Highland Park Way SW:

SDOT submitted a Washington State Transportation Improvement Board (WSTIB) grant application, along with a letter of support from the City Council on August 16. Grant awards will be announced after the WSTIB's November 17, 2017 board meeting found on their website at: www.tib.wa.gov.



LAW ENFORCEMENT ASSISTED DIVERSION (LEAD)

What is LEAD?

LEAD is a pre-booking diversion program that allows officers to redirect low-level offenders engaged in drugs or prostitution activity to community-based services instead of jail and prosecution. LEAD participants begin working immediately with case managers to access services. LEAD's goals are to reduce the harm a drug offender causes him or herself, as well as the harm that the individual is causing the surrounding community. This public safety program has the potential to reduce recidivism rates for low-level offenders and preserve expensive criminal justice system resources for more serious or violent offenders.

How does LEAD differ from other drug programs?

First, LEAD is the result of a commitment from law enforcement agencies, public officials, and community organizations to work together in implementing a new approach to addressing drug and prostitution activity. Second, the diversion in LEAD is made at the pre-booking stage, in the hopes of bypassing the costs and time entailed in booking, charging, and requiring court appearances of an individual. Finally, LEAD provides participants with immediate case management services, and access to additional resources not available through existing public programs.

Who is eligible for diversion into LEAD?

Individuals who are arrested for eligible offenses within specified boundaries for Belltown or Skyway may be diverted into LEAD. Eligible offenses include low-level drug offenses, and engaging in prostitution. Individuals who have certain violent offenses in their criminal history are ineligible for diversion.

Who designed LEAD?

LEAD is the result of an unusual collaboration among diverse stakeholders. Collaborators include the King County Prosecuting Attorney's Office, the Seattle City Attorney's Office, the Seattle Police Department, the King County Sheriff's Office, the King County Executive, the Mayor's Office, The Washington State Department of Corrections, The Defender Association, the ACLU of Washington, and community members. The collaboration of these stakeholders was motivated by a shared dissatisfaction with the outcomes and costs of traditional drug law enforcement.

For more information, please email info@leadkingcounty.org or visit their website: <http://leadkingcounty.org/>.

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 in Seattle 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 you can find 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.

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.

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 at least a **sharps container** (i.e. an old detergent bottle, coffee tin, or other thick plastic container), **gloves**, a **grabber tool** (i.e. tongs, pliers, or tweezers), and **closed-toed shoes**
- Treat all discarded sharps/needles as if contaminated.
- Never pick up discarded sharp/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.

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

- 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.

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 that 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.

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—South and West Seattle

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

Yun Pitre

Email: Yun.Pitre@seattle.gov

Phone: 206-386-1924

District 1 Councilmember

Lisa Herbold

Email: Lisa.Herbold@seattle.gov

Legislative Assistant: Newell Aldrich Newell.Aldrich2@seattle.gov

Phone: 206-684-8803

Seattle Police Department— Southwest Precinct

Website: <http://www.seattle.gov/police/about-us/police-locations/southwest-precinct>

Phone: 206-733-9800

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>.

Highland Park Improvement Club

Phone: 206-762-9825

Address: 1116 SW Holden St. Seattle WA, 98106

Email: hp1919@gmail.com

Highland Park Action Committee

Website: www.hpacinfo.wordpress.com



Find It, Fix It Program Coordinators

Paige Madden

Phone: 206.233.5166

Email: paige.madden@seattle.gov

Hailey Oppelt

Phone: 206.386.1907

Email: hailey.oppelt@seattle.gov

seattle.gov/finditfixit