

# Sidewalk needs in Shoreline

Sidewalk Advisory Committee  
Meeting 1  
June 29, 2017



# Why Sidewalks?

## Council Goals

Goal 2: Improve Infrastructure

Goal 3: Regional mass transit preparation

Goal 4: Expand equity and inclusion

Goal 5: Enhance Safe Community Programs

## Citizen Satisfaction Survey

52% of citizens not satisfied with current sidewalk conditions



# Why Sidewalks?

## 2011 Transportation Master Plan

T17: Implement Ped System plan through a combination of public and private investments

T18: When identifying transportation improvements, prioritize construction of sidewalks, walkways and trails. Pedestrian facilities should connect to destinations, access transit and be accessible by all.



# Why Sidewalks?

- T19: Design crossings that are appropriately located and provide safety and convenience for pedestrians.
- T20: Develop flexible sidewalk standards to fit a range of locations, needs and costs.



# Existing Sidewalk Facts

- 78 Miles of existing sidewalk
- Current funding: approximately \$200k/yr
- Varying conditions



# Current Status of Sidewalks

sporadic, not continuous





# Current Status of Sidewalks

varying widths and conditions



# Current Status of Sidewalks

## trees and poles



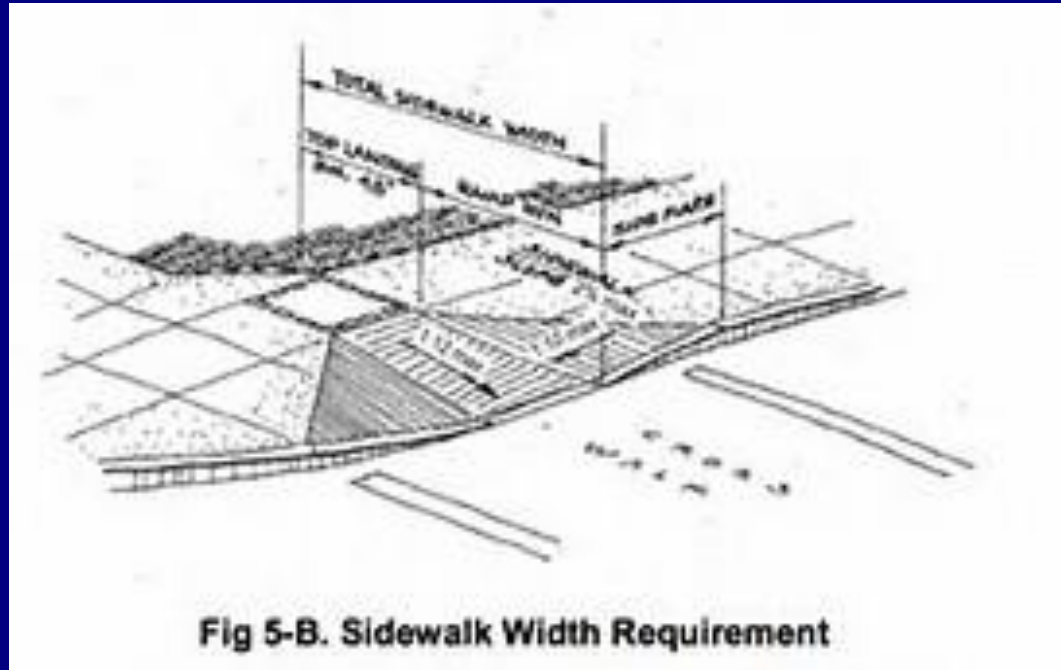


# Current Status of Sidewalks

not accessible, transitions/ends



# Current Status of Sidewalks curb ramps and accessibility



# ADA Transition Plan

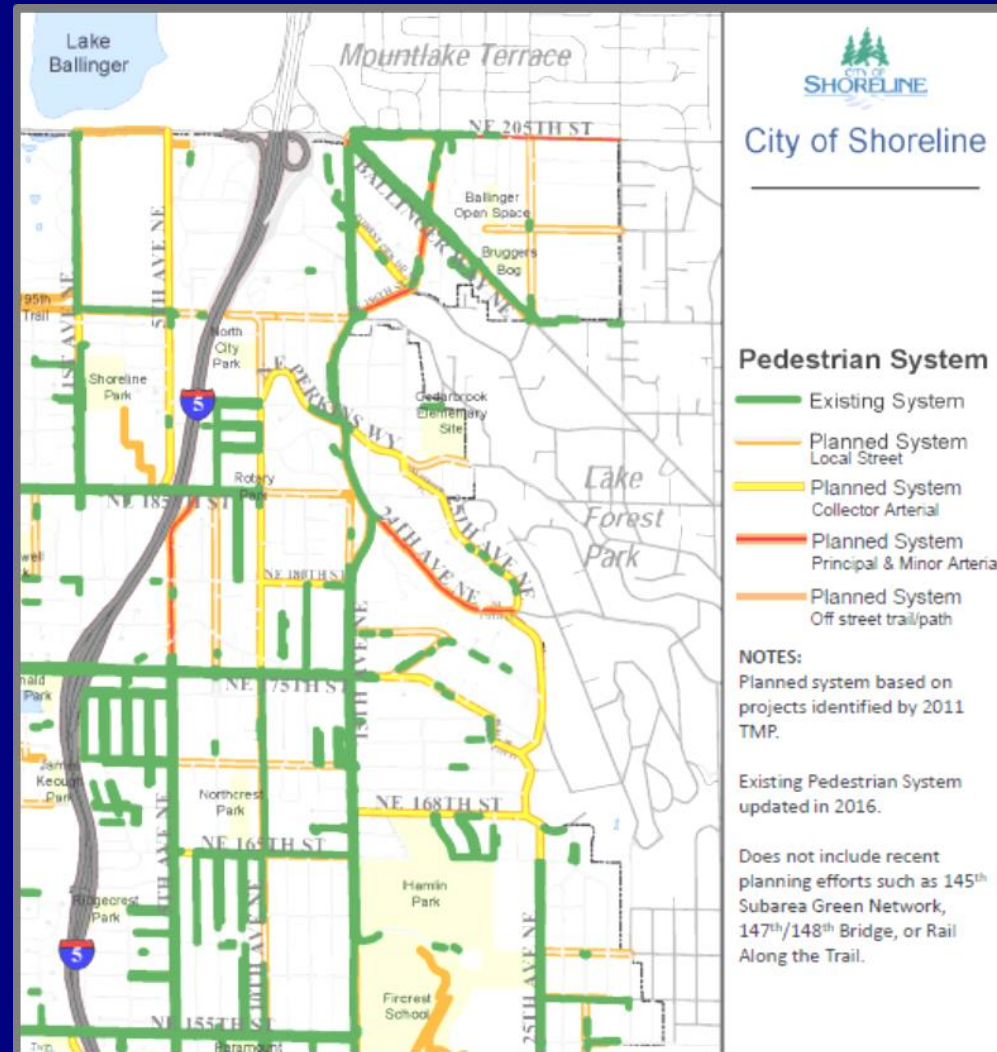
Purpose: Develop a plan on ensuring programs and facilities are accessible and meet ADA guidelines

- Engage persons with disabilities and/or their advocates
- Prioritize locations/criteria for retrofits





# Current Status of Sidewalks





# Standard Sidewalk

## Standard

- 5' or 8' concrete
- Curb and gutter
- 5' amenity zone



- Pros
  - Provides best separation from motorized traffic
  - Opportunity for addressing storm water deficiencies or problems
  - Opportunity to provide landscaping
- Cons
  - Most expensive to implement.
  - Most ROW impact
  - Typically requires collecting stormwater in pipe system



# Alternative- At Grade Sidewalk



- Pros
  - 1/3 the cost of standard sidewalk
  - Some vertical separation from motorized traffic
- Cons
  - Doesn't address storm water
  - No landscaping provided

# Alternative – Surface Treatment



- Pros
  - Relatively inexpensive and easy to implement
  - Achieves speed reduction by “narrowing” the street
- Cons
  - Higher maintenance cost (~6 year life cycle)
  - No vertical separation
  - Doesn't address storm water deficiencies
  - No landscaping

# Safety of Sidewalks vs. Alternative Treatments

The risk of being hit while walking along a roadway parallel to traffic is quite low

- In Shoreline, out of 138 total pedestrian collisions since 2008, only 8 (6.5%) were as a result of drivers striking pedestrians walking along a roadway without sidewalk, nationally the rate is around 8%
- The most significant risk to pedestrians is crossing the street at signalized, unsignalized, or midblock locations





# Current Prioritization Approach

- The current TMP sidewalk projects come from a variety of sources and the projects are ranked using the following criteria:
  - Can be combined with other capital projects or leverage other funding
  - 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. or a major destination



# Updating Prioritization Criteria

Staff is updating the TMP's sidewalk project prioritization criteria to better align with the 2016-2018 City Council Goals. The initial prioritization criteria is:

- **Safety** – identifies locations in need of increased safety measures based on collisions, traffic speed, and volume, and/or opportunities for non-motorized facilities (i.e. trails or paths)
- **Accessibility** – builds a network of connected and accessible pedestrian routes
- **Walkability** – improves pedestrian connections to schools, parks, transit, and activity centers (i.e. employment center, retail/business center, civic buildings, and community services)
- **Equity** – provides support to populations who have the greatest need (i.e. children, senior citizens, people with disabilities, lower income communities, and underserved communities)



# Costs to Build Pedestrian System

The rough order of magnitude construction cost for implementation of the remaining Pedestrian System Plan is approximately:

- \$186 million for a build-out with standard traditional sidewalks
- \$127 million for a build-out with an assumption on a combination of standard sidewalks and alternative treatments

The rough order of magnitude maintenance cost range from \$300K to \$350k per year depending on mix of alternatives



# Costs to Repair and Retrofit

## Sidewalk and ADA Repair and Retrofitting Cost Estimates

- Repairs to existing sidewalks are estimated to be approximately \$7.5 million
- ADA transition plan condition assessment is expected to identify an additional \$7-10 million in repairs and retrofits
- The total of both repairs and retrofits is estimated at \$15-20 million
- Maintenance on the existing system is about \$350K/year





# Funding Strategy - Approach

- Pay-as-you-go Financing
- Debt Financing
- A combination of the two



# Funding Strategy

## Revenue Sources

### Suitable for Pay-go:

- ✓ Vehicle License Fees
- ✓ Sales and Use Tax
- ✓ Grants
- ✓ Property Tax Levy  
Lid Lift
- ✓ Impact Fee

### Suitable for Debt:

- ✓ Property Tax Voted  
Excess Levy
- ✓ Vehicle License Fees
- ✓ Voter Approved  
Vehicle License Fee
- ✓ Local Improvement  
District



# Thank You

