



# Welcome!

## Planning for Sidewalks in Shoreline

### **Open House #2**

Sidewalk Prioritization Plan  
March 22, 2018

#### **AGENDA**

- 6:00 PM OPEN HOUSE
- 6:20 PM PRESENTATION
- 7:15 PM ACTIVITIES
- 8:00 PM ADJOURN

# Planning for an Accessible & Connected Pedestrian System

## ADA TRANSITION PLAN

Repairing and maintaining existing sidewalks

### Americans with Disabilities Act (ADA)

ADA is a civil rights law that was signed July 26, 1990. Title II applies to state and local governments and addresses accessibility of public services and transportation.

### What is an ADA Transition Plan?

ADA Transition Plan identifies changes needed and the steps necessary to complete them. At a minimum, the plan must:

- Identify physical barriers to accessibility
- Describe the methods used to make public services and transportation accessible
- Create a schedule to achieve compliance
- Implement a system to receive and respond to accessibility requests

### Existing Sidewalk System

**54.0**  
MILES Installed before the City incorporated

**17.5**  
MILES Installed with CIP (Capital Improvement Plan) funds after the City incorporated

**6.7**  
MILES Installed by private development after the City incorporated

**78.2**  
MILES Existing Sidewalk System

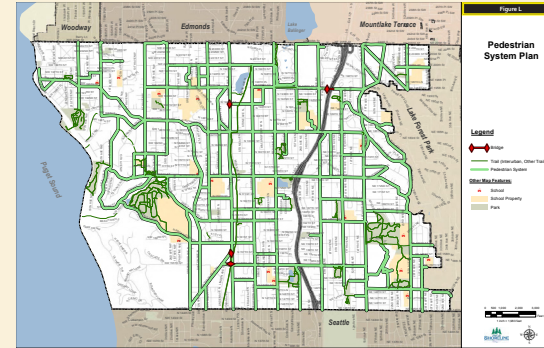


### Project Tasks

- Inventory existing conditions
- Evaluate results
- Collect feedback from the public
- Establish priorities for repair
- Deliver ADA Transition Plan

## SIDEWALK PRIORITIZATION PLAN

Planning for New Sidewalks



### Project Background

The City's 2011 Transportation Master Plan (TMP) includes a Pedestrian System Plan which identifies key roadways needing sidewalks to create a pedestrian network. A lot has changed in Shoreline in the last seven years—it's time to update and re-prioritize the Pedestrian System Plan.

### Sidewalk Advisory Committee

Appointed by the City Manager, fifteen community members representing Shoreline's diverse neighborhoods, backgrounds and interests are serving on an advisory committee to inform how repairs to existing sidewalks and expansion of the pedestrian network should be prioritized and funded.

### Project Tasks

- Develop prioritization criteria
- Identify and prioritizing needs
- Define improvement types
- Develop planning-level cost estimates
- Use criteria to prioritize projects
- Explore funding Options
- Deliver Sidewalk Prioritization Plan

### Data Driven Process

To create a Sidewalk Prioritization Plan that reflects City Council Goals and the community's values, the City is developing a data-driven mapping process that uses the following criteria to identify needs and prioritize improvements.

**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 under-served communities

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

**Connectivity**—builds a network of connected pedestrian routes

### Concurrent Project Schedules



# Sidewalk Advisory Committee (SAC)

## Who is the SAC?

The opportunity to join the Sidewalk Advisory Committee (SAC) was advertised via the City webpage, social media, *Currents*, and Council of Neighborhoods. Through an open application process, the City Manager appointed 15 volunteers to serve.

The committee consists of members from a range of Shoreline neighborhoods with a diverse set of interests.

Together, members are working on a city-wide plan that reflects the interests of the community as a whole rather than the specific neighborhoods in which the members live.

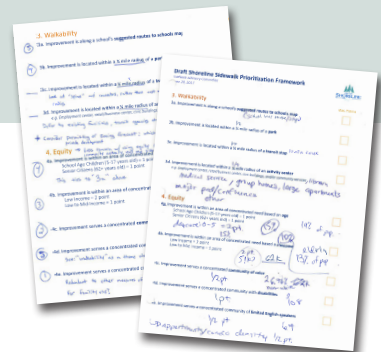
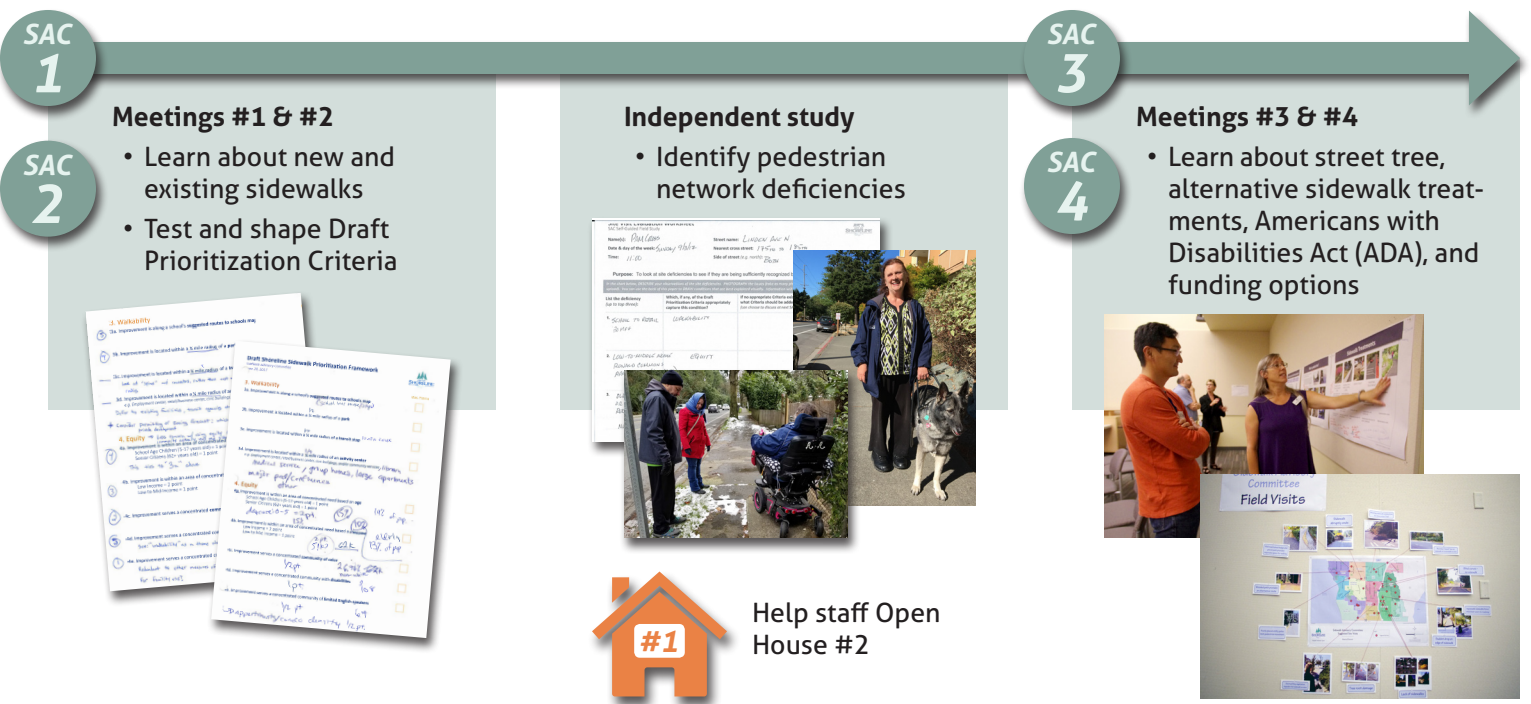
## SAC Members

David Anderson  
 Stephanie Angelis  
 Pamela Cross  
 David Dailey  
 Tim Friedrichsen  
 Andrew Hellman  
 Cara Hutchison  
 Tana Knowlton  
 Lisa Leitzelar  
 Robin McClelland  
 Dustin McIntyre  
 Julie Miller  
 Rosa Singer  
 Dennis Terpstra

## What role does the SAC play in the Sidewalk Prioritization Plan?

The SAC is analyzing how to prioritize and fund pedestrian needs for repair of existing sidewalks and installation of new sidewalks or alternative pedestrian treatments. Over the course of the year-long process, the SAC is

- Learning about existing sidewalk conditions and deficiencies
- Informing a data-driven prioritization process
- Providing input on a range of alternative sidewalk treatments
- Discussing pedestrian mobility and accessibility, pedestrian trip generators (e.g. schools, parks), safety, health and equity, street trees, and storm water management
- Considering how the City can financially support the long-term delivery of a city-wide pedestrian network
- Presenting findings to the City Manager who will make final recommendations to the City Council



Help staff Open House #2



# Sidewalk Advisory Committee (Cont'd)

SAC 5

## Meeting #5

- Learn about equity in the planning process
- Workshop Prioritization Scorecard



SAC 6

## Meeting #6

- Learn about projects in the pipeline
- Build and test prioritization model



**Council Dinner Meeting #1** with the Prioritization and Communications Subcommittees

SAC 7

## Meeting #7

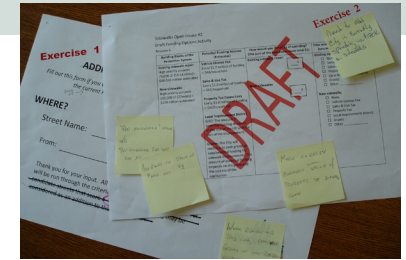
- Learn about roadway geometry; Street Light Master Plan; Parks, Recreation, and Open Space Plan; prioritizing existing repair



SAC 8

## Meeting #8

- Explore funding options



SAC 9

## Meeting #9

- Continue to discuss prioritization and funding options



Help staff Open House #2

SAC 10

## Meeting #10

- Develop Draft Plan and recommendations



**Council Dinner Meeting #2** with the Sidewalk Treatments and Funding Subcommittees

SAC 11

## Meeting #11

- Refine Draft Plan and recommendations



SAC 12

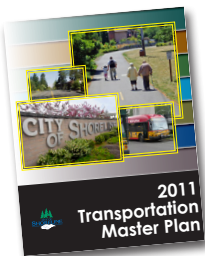
## Meeting #12

- Finalize Plan input and recommendations



# Identifying & Prioritizing Locations Most in Need

## Beginnings



2011  
Transportation Master Plan adopted – includes  
**Pedestrian System Plan**



2016  
Satisfaction Survey  
**NOT SATISFIED**  
with sidewalks on major streets and routes

## Start-up



Develop criteria



Safety



Connectivity



Equity



Proximity

2017

## Identify & Prioritize

June

July

August

September

SAC 1

SAC 2

SAC 3



### Sidewalk Advisory Committee Meetings



- ... Create maps
- ... Test criteria
- ... Refine criteria

- ... Conduct field visits
- ... Consider improvement options
- ... Learn about ADA Transition Plan and street trees
- ... Prepare for Open House #1

# 2018: Preparing to Fund & Build Sidewalks

2017

Refine  
Priorities

October – December

SAC  
4

SAC  
5



Public Open House #1

Draft  
Sidewalk Plan

January – March

SAC  
6

SAC  
7

SAC  
8

SAC  
9

SAC  
10



Public Open House #2



2018

Finalize  
Sidewalk Plan

April – June

SAC  
11

SAC  
12



Seek  
Funding



Explore potential  
funding options  
for building new  
sidewalks

Finalize  
ADA  
Transition  
Plan



## Sidewalk Advisory Committee Meetings

- ... Consider feedback from Open House #1
- ... Review funding options
- ... Iterate criteria & maps
- ... Prioritize improvements
- ... Prepare for Council Dinner Meeting #1

- ... Prepare for Open House #2
- ... Consider feedback from Open House #2
- ... Prepare draft plan
- ... Prepare for Council Dinner Meeting #2

- ... Refine plan
  - criteria
  - maps
  - prioritized improvements
  - funding strategies
- ... Prepare final plan



Existing sidewalk repair and maintenance funding discussion



Council Dinner Meeting #1 with SAC (January 8)



Council Dinner Meeting #2 with SAC (April 9), Sidewalk Prioritization Plan discussion (April 23), and potential adoption (May 21)



New sidewalk funding discussion (Summer 2018)



ADA Transition Plan potential adoption (December 2018)

# Sidewalks & Alternative Options

## Typical Treatment

### Standard Sidewalk



5–8 foot sidewalk with curb and planted amenity zone (5 foot min.)

### Pros

- + Durability
- + Curb provides vertical separation from traffic
- + Addresses stormwater
- + Aesthetics/landscaping

### Cons

- Right-of-way impact

### Costs

Average range of \$500 to \$980 per linear foot

## Alternative Treatments

### Sidewalk with Pinned-down Curb



At-grade sidewalk with pinned-down curbs that allow stormwater to pass through

### Pros

- + Some separation from traffic
- + No need to go up/down curb ramps
- + Allows stormwater to pass through

### Cons

- Less aesthetically pleasing
- Less opportunity for landscaping
- Minimally addresses stormwater

### Costs

- + Lower install cost than standard sidewalk
- Lower durability

### Curbless Sidewalk



Curbless sidewalk separated from street with amenity zone

### Pros

- + No need to go up/down curb ramps
- + Addresses stormwater
- + Aesthetics/landscaping
- + Relatively well separated from traffic

### Cons

- Often no curb element separating facility from traffic
- Right-of-way impact

Similar cost as standard sidewalks

### Painted Shoulder



Durable painted treatment to delineate pedestrian space

### Pros

- + No need to go up/down curb ramps
- + Can reduce speed and increase safety by narrowing the roadway
- + Minimal right-of-way impact

### Cons

- No curb separation
- Parking impacts

- + Relatively cheap and easy to implement
- High maintenance cost (~6 year life cycle)

### Trail



Trail designated for shared use by pedestrians and cyclists

### Pros

- + Relatively well separated from traffic
- + Aesthetics/landscaping
- + Addresses stormwater

### Cons

- Often no curb element separating facility from traffic
- Right-of-way impact

Similar cost as standard sidewalks

# Sidewalk Challenges

## Existing Sidewalks



Overgrown plants limit pedestrian movement



Tree roots lift and crack pavement

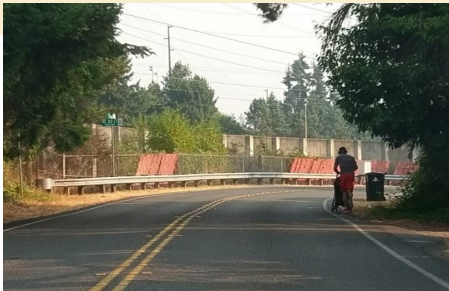


Poorly placed utility poles reduce sidewalk width



Trees reduce sidewalk width

## Missing Links



Missing sidewalks on streets with blind curves



Missing sidewalk and crosswalk connections to and from bus stop

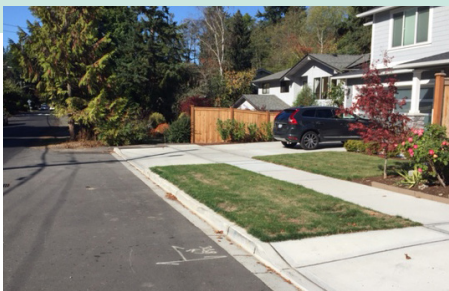


Puddles are obstacles to walking along roadways



Missing sidewalk connections to the Interurban Trail

## Disconnected Sidewalks



Sometimes only extend the width of a redevelopment project, then end abruptly



Sometimes end abruptly in neighborhoods and commercial districts



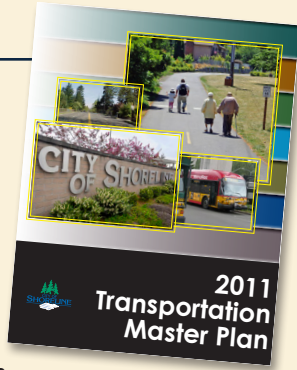
# "Pedestrians" includes a wide range of people...



# The Criteria: Then & Now

## 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:

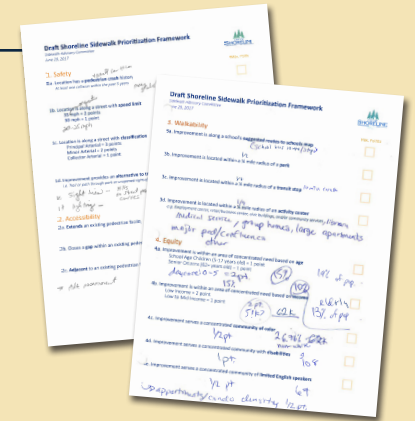


- Proximity to a school or park
- Located on an arterial
- Connects to an existing walkway or sidewalk
- Connects to transit routes
- Located in an activity center, such as Town Center, North City or Ballinger, or connects to Aurora Avenue N
- Links major destinations
- Can be combined with other capital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

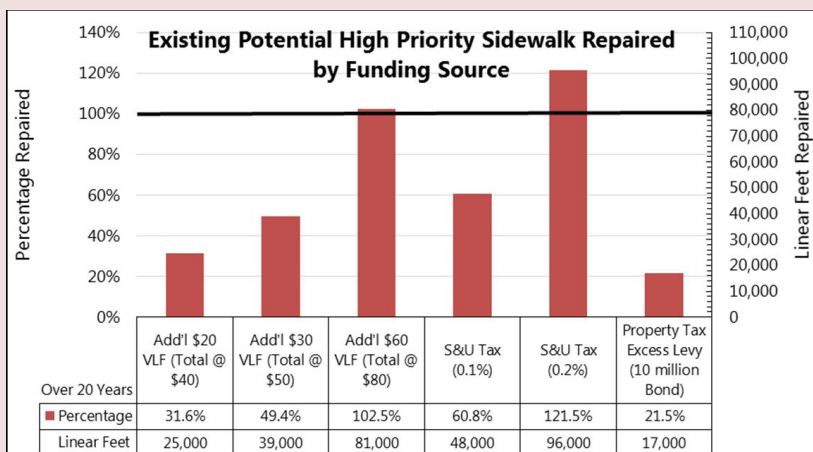


**Connectivity**—builds a network of connected pedestrian routes

Criterion	Metric	Max.	Actual
Safety	Location has a collision history (auto and/or pedestrian)		
	(1 Point) At least one injury collision within the past five years	1	
	(2 Point) At least one pedestrian/cyclist collision within the past five years	2	
	(3 Point) Two or more pedestrian/cyclist collisions within the past five years	3	
	Location is along a street with speed limit:		
	(0 Point) <20 mph	0	0
	(1 Point) 20 mph	1	0
	(2 Point) 30 mph	2	0
	Location is along a street with classification of:		
	(1 Point) Collector Arterial	1	0
(2 Point) Minor Arterial	2	0	
(3 Point) Principal Arterial	3	0	
Improvement provides an alternative to travel along a restricted facility			
(1 Point) Trail or path through park or undeveloped right-of-way	1	0	
<b>Total</b>		<b>6</b>	
Equity	Improvement is within an area of concentrated need based on age		
	(1 Point) Children <18 years or younger	1	0
	(1 Point) Older Adults 60 years or older*	1	0
	Improvement is within an area of concentrated need based on income		
	(1 Point) Top 20% of population density of households of people of color	1	0
Improvement serves a concentrated community of color			
(1 Point) Top 20% of population density of households of people with a disability	1	0	
Improvement serves a concentrated community with disabilities			
(1 Point) Top 20% of population density of households with a limited English speaker	1	0	
Improvement serves a concentrated community of limited English speakers			
(1 Point) Top 20% of population density of households with a limited English speaker	1	0	
<b>Total</b>		<b>6</b>	
Proximity	Improvement is along a school's suggested routes to schools map		
	(1 Point) Improvement is located within a 5-mile radius of a park	1	0
	(1 Point) Connects to an activity center (within a 5-mile radius) or within a 5-mile radius of Civic building or community center	1	0
	Improvement is located within the vicinity of a transit stop		
	(1 Point) Improvement is located along a street with transit stops	1	0
(1 Point) Improvement is located within a 5-mile radius of a bus stop	1	0	
(1 Point) Improvement is located within a 5-mile radius of an existing or planned BRT stop or Light Rail Station	1	0	
Improvement is located within a 5-mile radius of an existing or planned BRT stop or Light Rail Station			
(1 Point) Closes gap within an existing pedestrian facility	1	0	
(2 Point) Closes gap within an existing pedestrian facility	2	0	
<b>Total Project Score</b>		<b>23</b>	

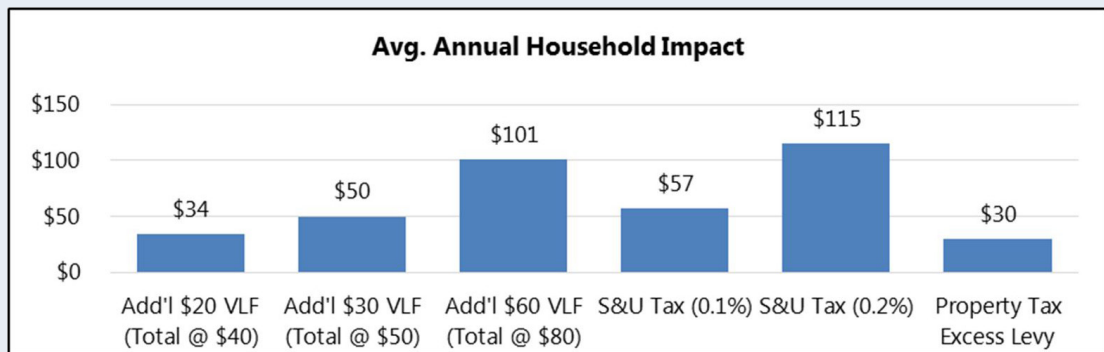
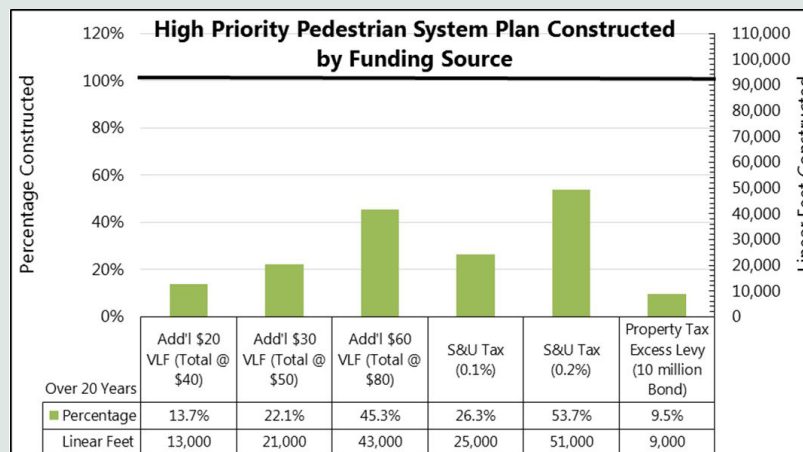
# How to Pay for Sidewalks (And How Far Would it Go?)

## FUNDING FOR REPAIRS



OR

## FUNDING FOR NEW SIDEWALKS



- Multiple funding sources (Vehicle License Fee, Sales & Use Tax, and Property Taxes) could be combined and allocated to repair existing sidewalks and/or construction of new sidewalks
- The Vehicle License Fee over \$50 requires voter approval and has a maximum of an additional \$80
- The Sales & Use Tax requires voter approval, voter renewal after 10 years for a max of 20 year with a maximum rate of an additional 0.2%
- Property Tax Excess Levy requires voter approval and could be set higher to accomplish more

# Funding Options

## How would you pay for sidewalks?

### BUILDING BLOCKS of the pedestrian system

#### Repair of Existing Sidewalks

- **~15 miles** (~79,000 linear feet) high priority projects
- **\$44–50 million** estimated 20-year construction costs

#### Construction of New Sidewalks

- **~18 miles** (~94,665 linear feet) high priority projects
- **\$106 million** estimated 20-year construction costs

### POTENTIAL FUNDING SOURCES and their estimated impact

*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.*

#### Vehicle License Fee (currently \$20)

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

*\* Based on an average of 1.7 vehicles per household*





#### Sales & Use Tax

Rate	Revenue Generated in 20 years	Average Annual Cost per household
0.1%	\$28.4 million	\$57
0.2%	\$56.8 million	\$115

#### Property Tax Excess Levy

Bond Amount	Revenue Generated in 20 years	Average Annual Cost per household
\$10 million	\$10 million	\$30

# Draft Prioritization Criteria

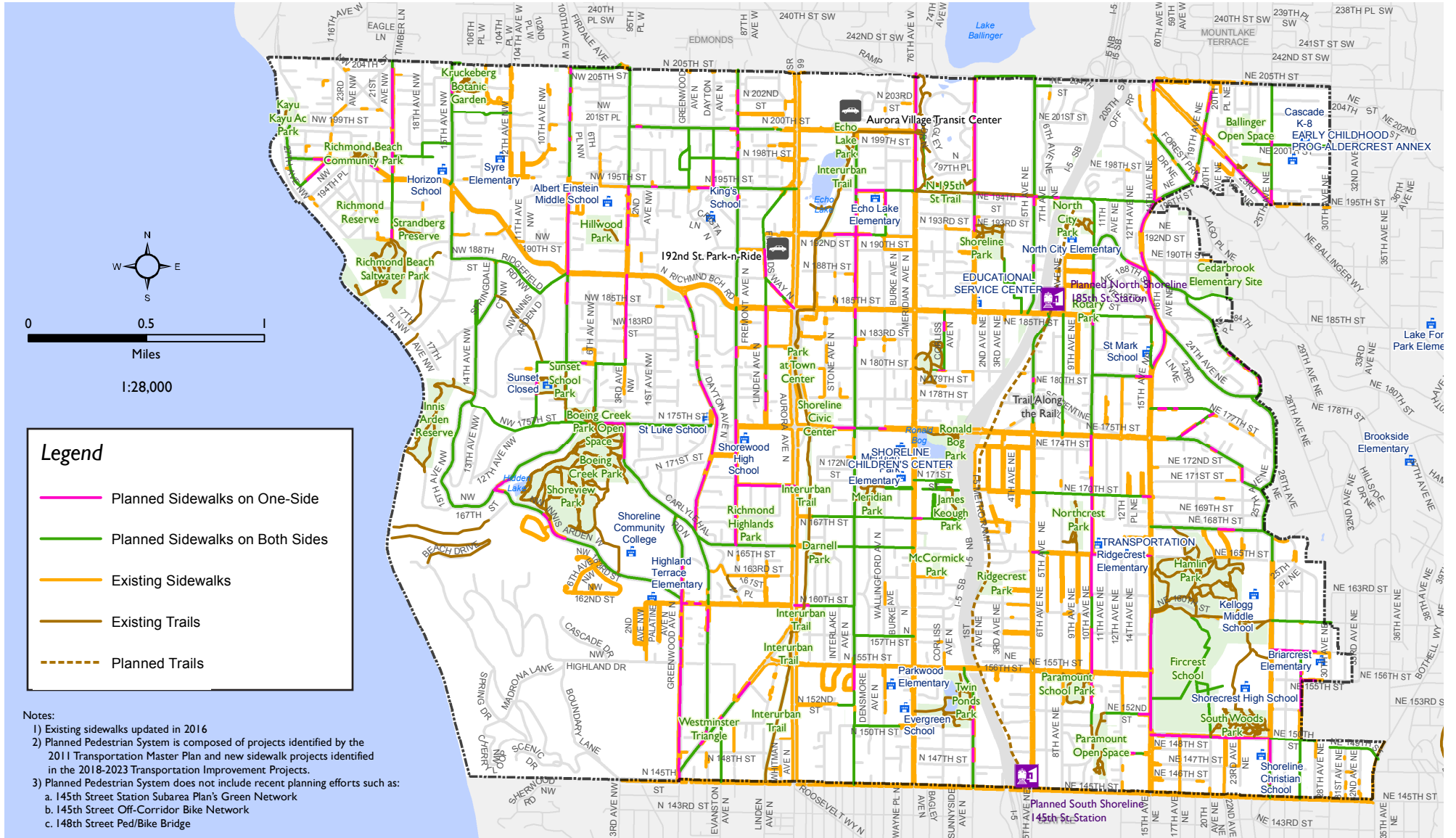
Criterion	Metric	Max.	Actual
<b>Safety</b>		<b>9</b>	
 <b>Safety</b>	Location has a <b>collision history</b> (auto and/or pedestrian):		
	(1 Point) At least <b>one injury collision</b> within the past five years	1	
	(1 Point) At least <b>one pedestrian/auto collision</b> within the past five years	1	
	(1 Point) <b>Two or more pedestrian/auto collisions</b> within the past five years	1	
	Location is along a street with <b>speed limit</b> :		
	(0 Point) ≤ 25 mph	0 or	
	(1 Point) = 30 mph	1 or	
	(2 Points) ≥ 35 mph	2	
Location is along a street with <b>classification of</b> :			
(1 Point) Collector Arterial	1 or		
(2 Points) Minor Arterial	2 or		
(3 Points) Principal Arterial	3		
Improvement provides an <b>alternative to travel</b> along a motorized facility			
(1 Point) Trail or path through park or undeveloped right-of-way)	1		
<b>Equity</b>		<b>6</b>	
 <b>Equity</b>	Improvement is within an area of concentrated need based on <b>age</b> :		
	(1 Point) Children: 18 years or younger	1	
	(1 Point) Older Adults: 60 years or older*	1	
	Improvement is within an area of concentrated need based on <b>income</b>		
	(1 Point) ≤ 80% of median income**	1	
	Improvement serves a concentrated <b>community of color</b>		
(1 Point) Top 20% of population density of households of people of color	1		
Improvement serves a concentrated community with <b>disabilities</b>			
(1 Point) Top 20% of population density of households of people with a disability	1		
Improvement serves a concentrated community of <b>limited English speakers</b>			
(1 Point) Top 20% of population density of households with a limited English speaker	1		
<b>Proximity</b>		<b>6</b>	
 <b>Proximity</b>	(1 Point) Improvement is along a school's <b>suggested routes to schools map</b>	1	
	(1 Point) Improvement is located within a ¼ mile radius of a <b>park</b>	1	
	(1 Point) Connects to an <b>activity center</b> (within a retail/business area or within a ¼ mile radius of civic building or community service)	1	
	Improvement is located within the vicinity of a <b>transit stop</b> :		
	(1 Point) Improvement is located <b>along a street</b> with <b>transit stops</b>	1	
	(1 Point) Improvement is located within a ¼ mile radius of a <b>bus stop</b>	1	
	(1 Point) Improvement is located within a ½ mile radius of an existing or planned <b>BRT stop or Light Rail Station</b>	1	
	<b>Connectivity</b>		<b>2</b>
 <b>Connectivity</b>	(1 Point) <b>Extends</b> an existing pedestrian facility	1 or	
	(2 Point) <b>Closes gap</b> within an existing pedestrian facility	2	
<b>Total Project Score</b>		<b>23</b>	

\* Eligibility for the Older Americans Act starts at age 60.

\*\* Eligibility threshold for King County Housing Authority residents is 80% of median income. U.S. Department of Housing and Urban Development (HUD) defines 50%-80% of median income as "Low Income".

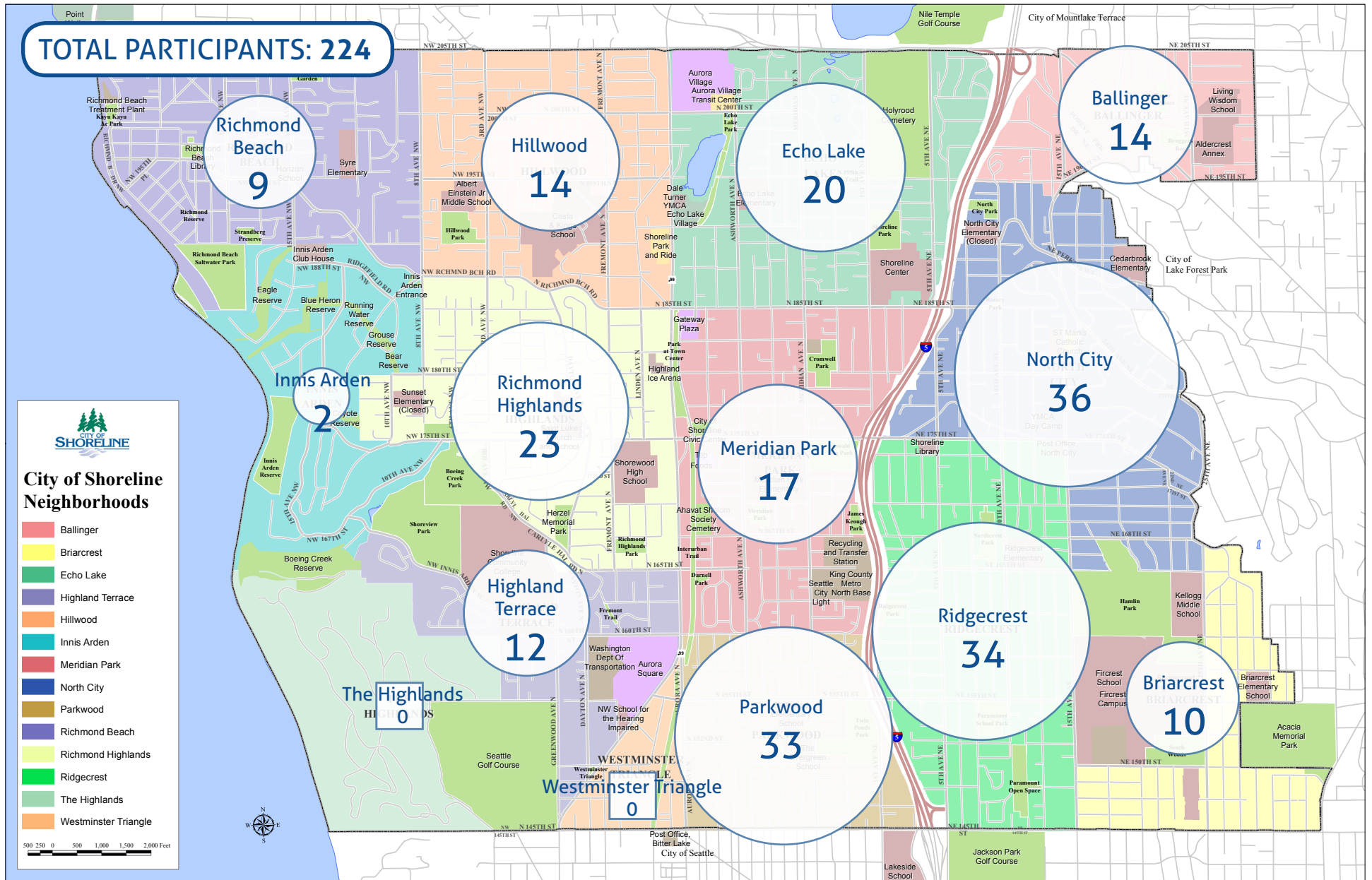
# Pedestrian System Plan

FROM THE 2011 TRANSPORTATION MASTER PLAN (TMP)



- Notes:
- 1) Existing sidewalks updated in 2016
  - 2) Planned Pedestrian System is composed of projects identified by the 2011 Transportation Master Plan and new sidewalk projects identified in the 2018-2023 Transportation Improvement Projects.
  - 3) Planned Pedestrian System does not include recent planning efforts such as:
    - a. 145th Street Station Subarea Plan's Green Network
    - b. 145th Street Off-Corridor Bike Network
    - c. 148th Street Ped/Bike Bridge

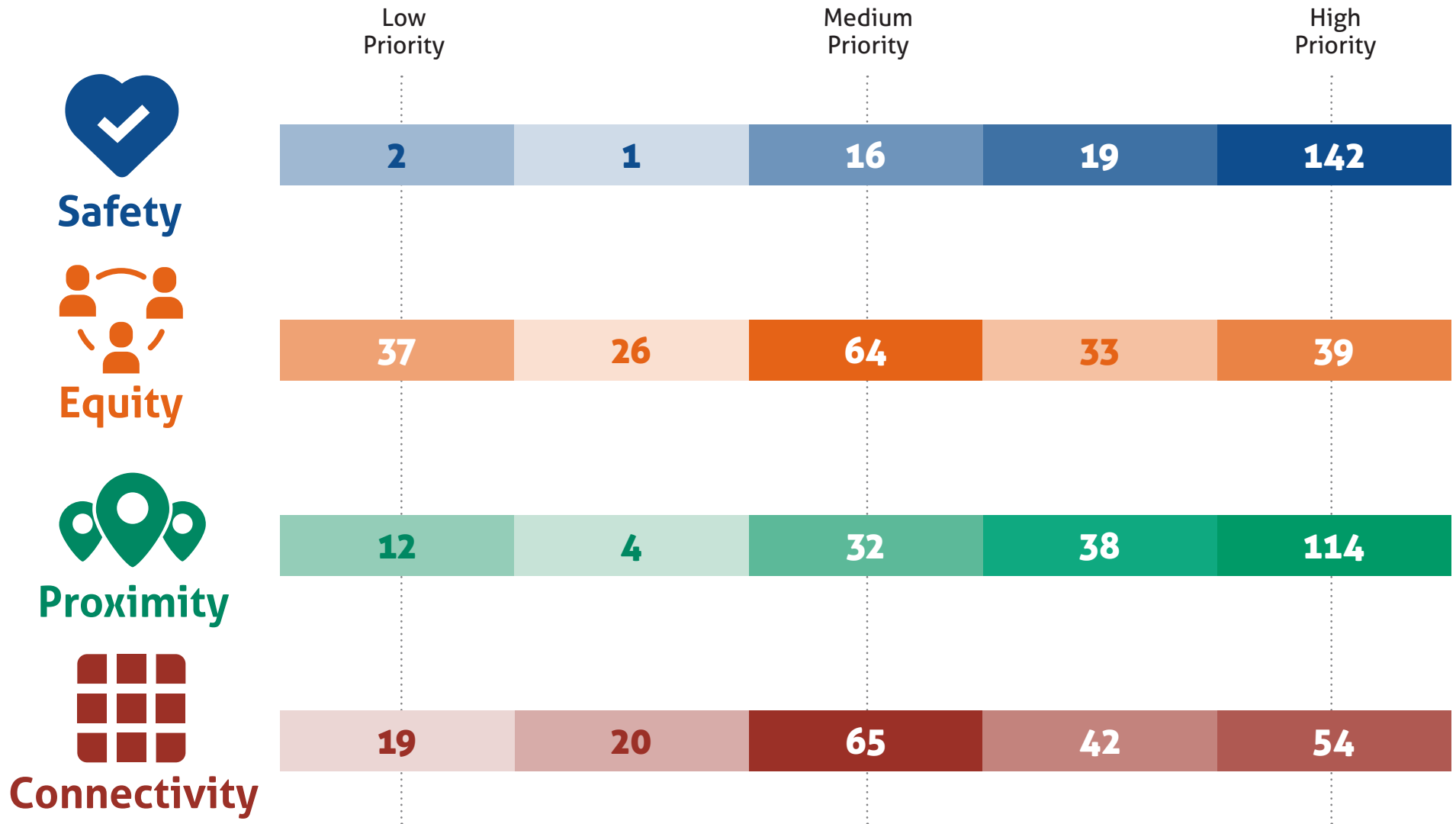
# Survey #1 Results: Who did we hear from?



# Survey #1 Results: Priority Criteria

**TOTAL RESPONSES: 200**

Note: Scoring based on continuum of 0 (low priority) to 100 (high priority). Responses include aggregated results from Open House #1 dot exercise, online survey responses, and SAC Meeting #4 dot exercise.

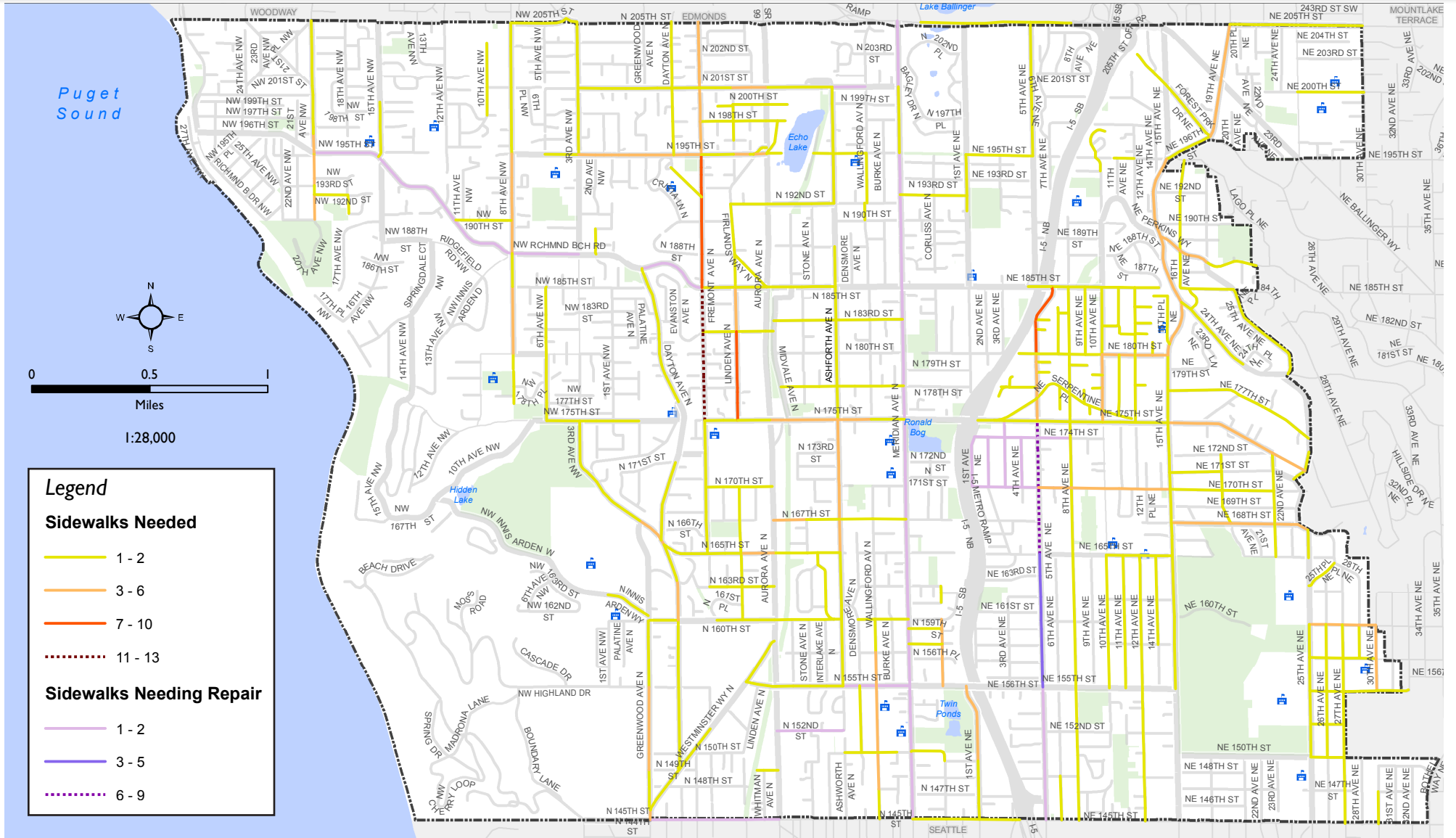




# Survey #1 Results: Why do you walk?

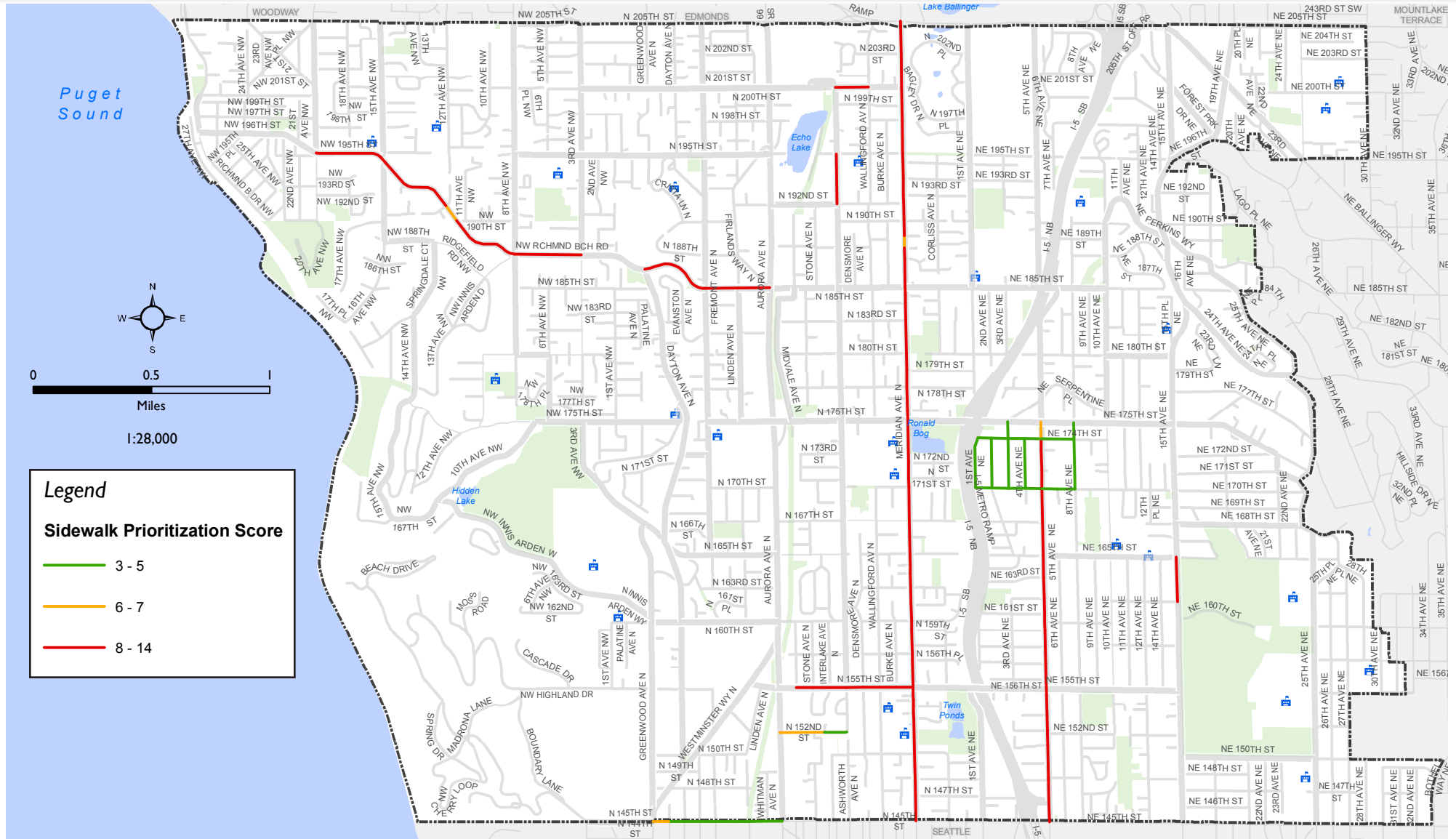


# Sidewalk Survey #1 Results\* by Frequency of Location



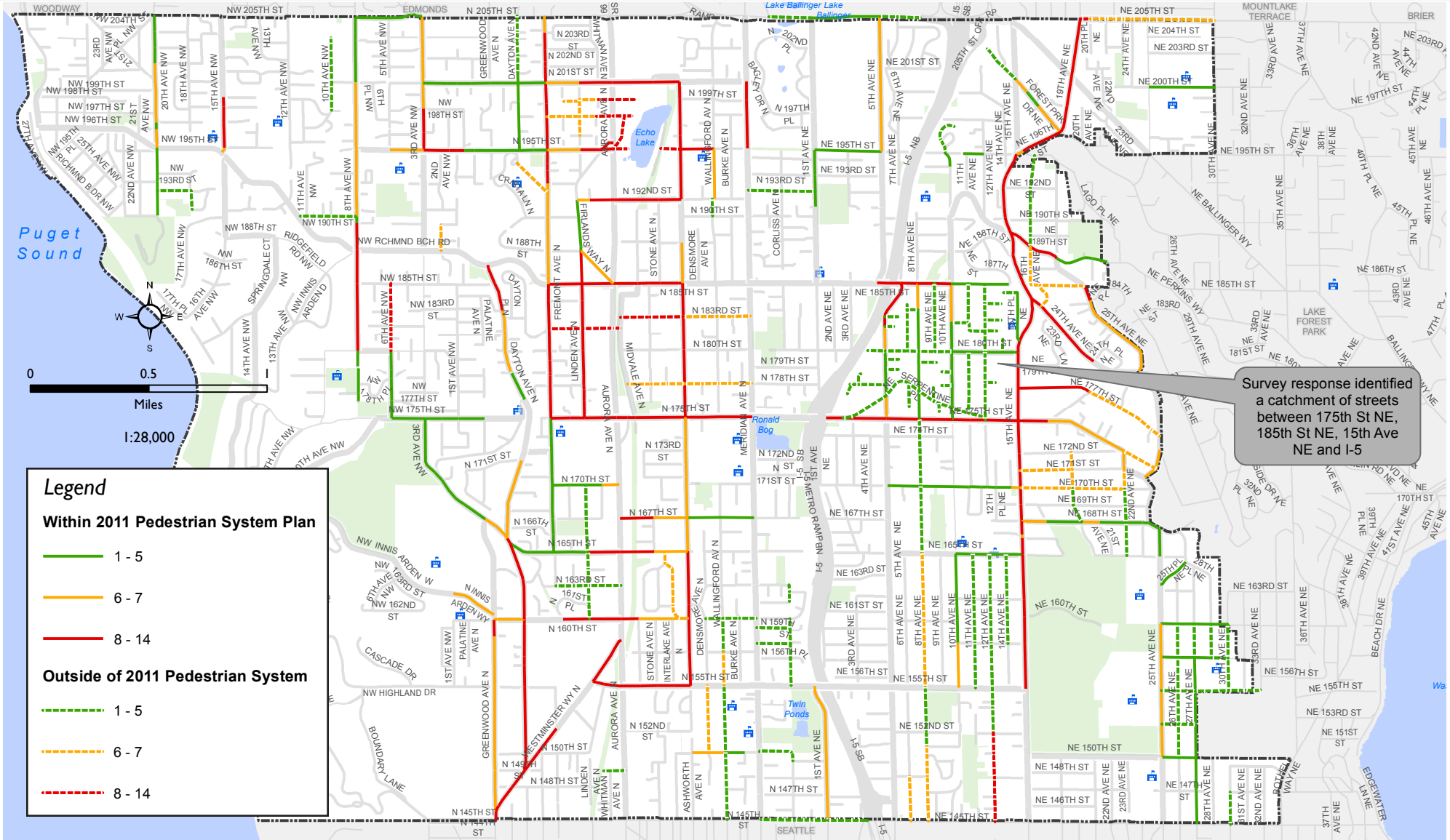
\*Response from Open House #1, Online Sidewalks Survey #1, SAC Meeting #4, and mail-in comments

# Existing Sidewalk Survey #1 Results\* with Applied Prioritization Criteria



\*Response from Open House #1, Online Sidewalks Survey #1, SAC Meeting #4, and mail-in comments

# New Sidewalk Survey #1 Results\* with Applied Prioritization Criteria



\*Response from Open House #1, Online Sidewalks Survey #1, SAC Meeting #4, and mail-in comments