

# PLANNING FOR SIDEWALKS

OPEN HOUSE #2

March 22, 2018



# Tonight's Agenda

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6:00pm	Open House
6:20pm	Presentation
7:00pm	Activities
8:00pm	Adjourn

# How Did We Get Here?



Our History



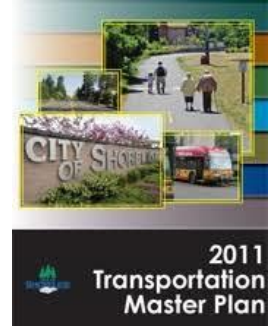
1960's  
Forward  
Thrust



1995  
Shoreline  
becomes a  
City



2007 Aurora  
Improvements  
begin



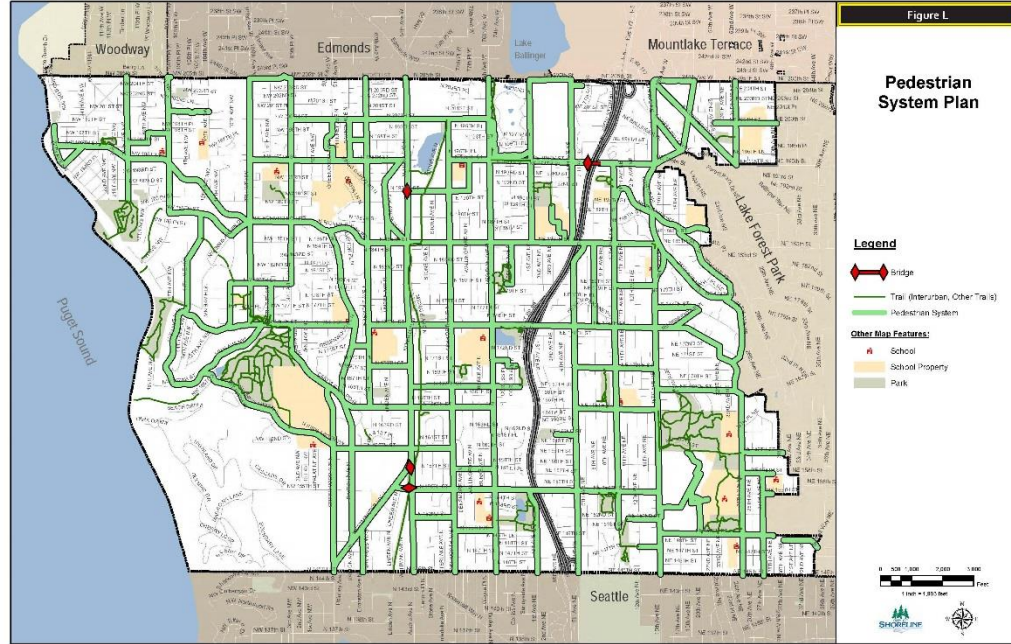
2011  
Transportation  
Master Plan



# Two Projects

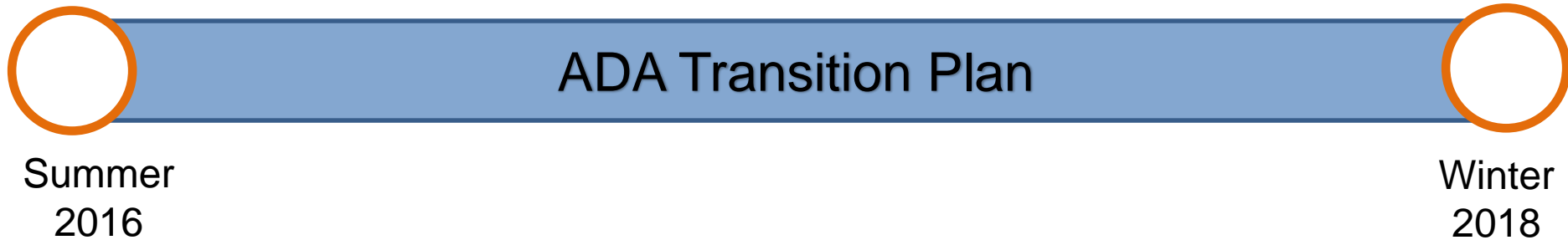
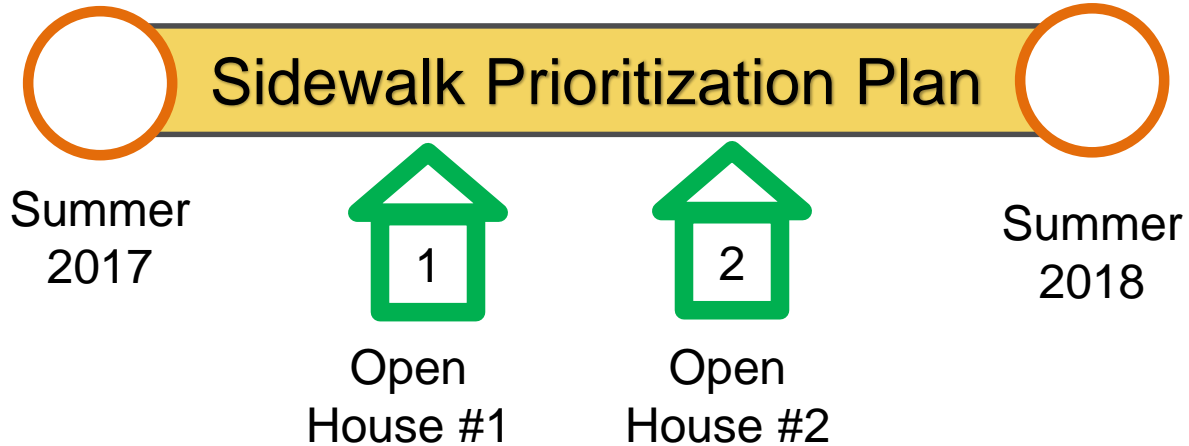


ADA Transition Plan



Sidewalk Prioritization Plan

# Concurrent Project Schedules



# Meet the Sidewalk Advisory Committee

Appointed by the City Manager, 15 members representing Shoreline's diverse neighborhoods, backgrounds, and interests are serving on the committee.



# SAC's Sidewalk Video

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# Access and Mobility for Everyone





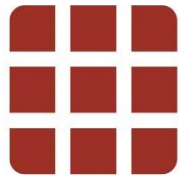
# Data Driven Prioritization Process



**Safety**



**Equity**



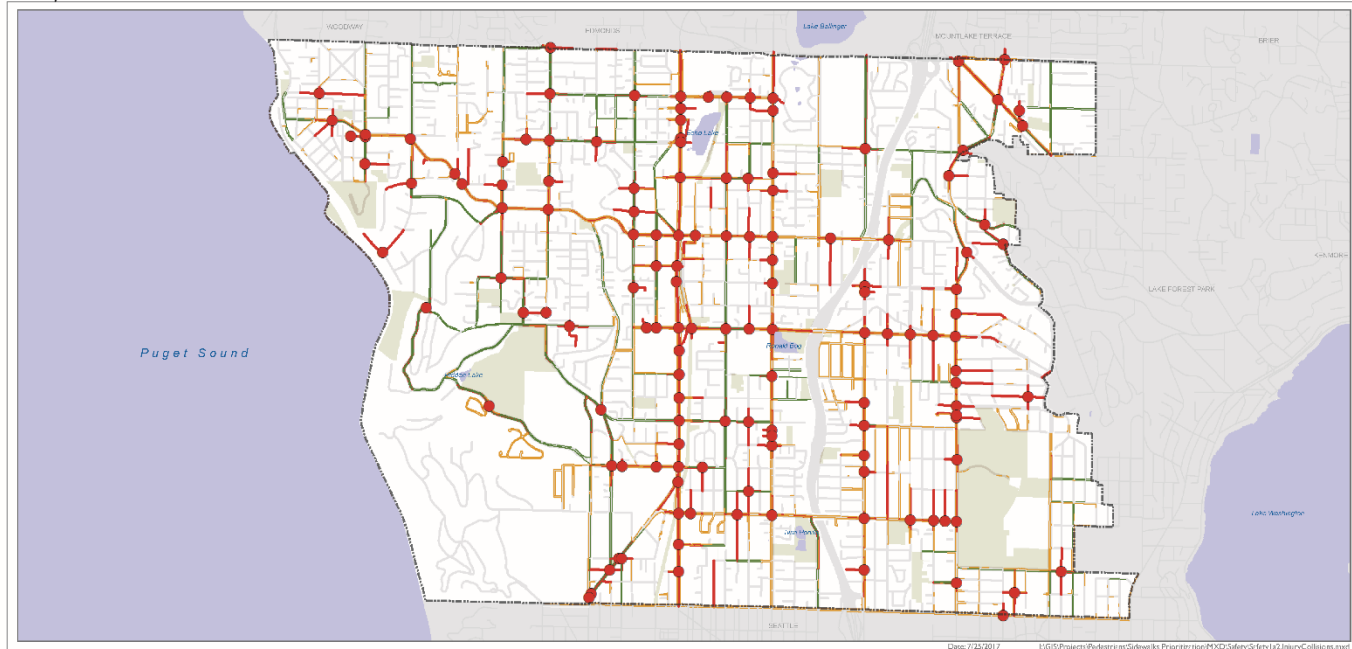
**Connectivity**



**Proximity**

# Safety Example– Collision History

Safety - Ia2



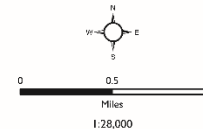
Geographic Information System

## Collisions Resulting in Injury

2012 - 2016

### Legend

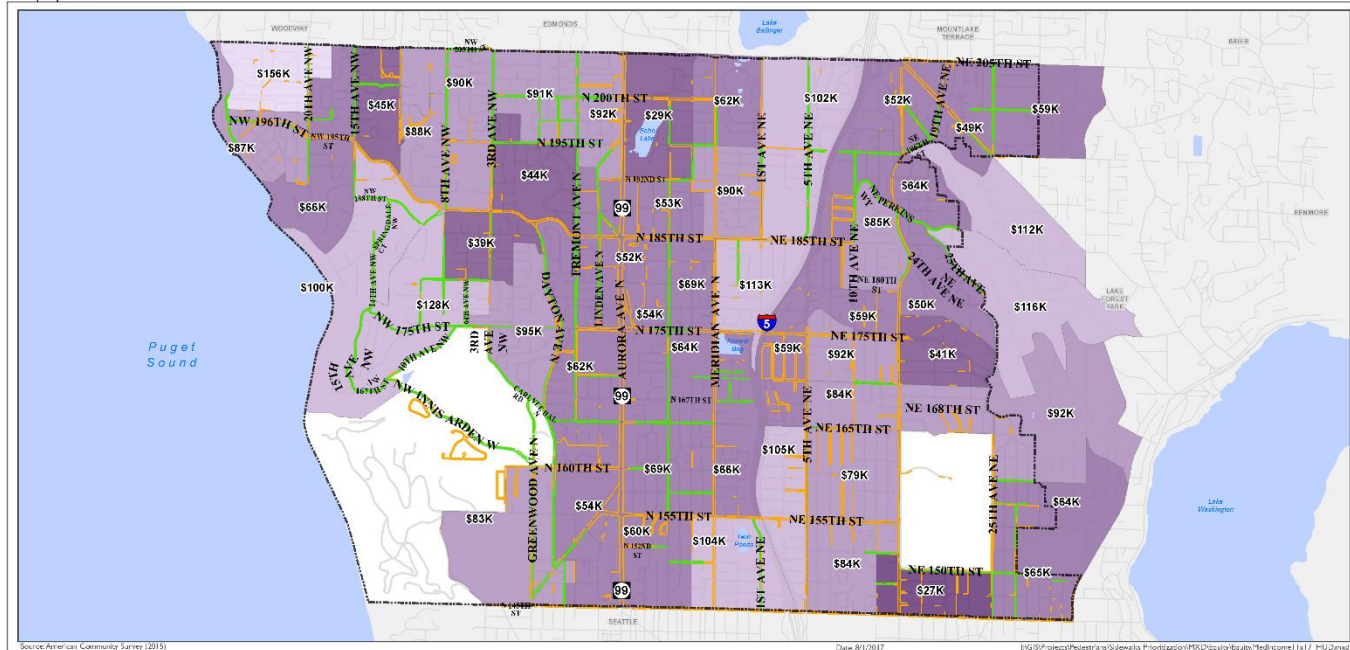
- Existing Sidewalks
- Sidewalk Projects
- 1-7 Intersection Collisions
- 1-13 Street Collisions



This map is not an official map. No warranty is made concerning the accuracy, completeness or correctness of data depicted on this map.

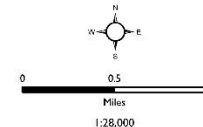
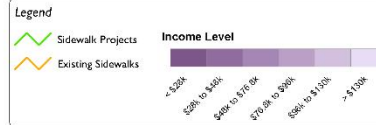
# Equity Example – Income Level

Equity - 4b



## Income

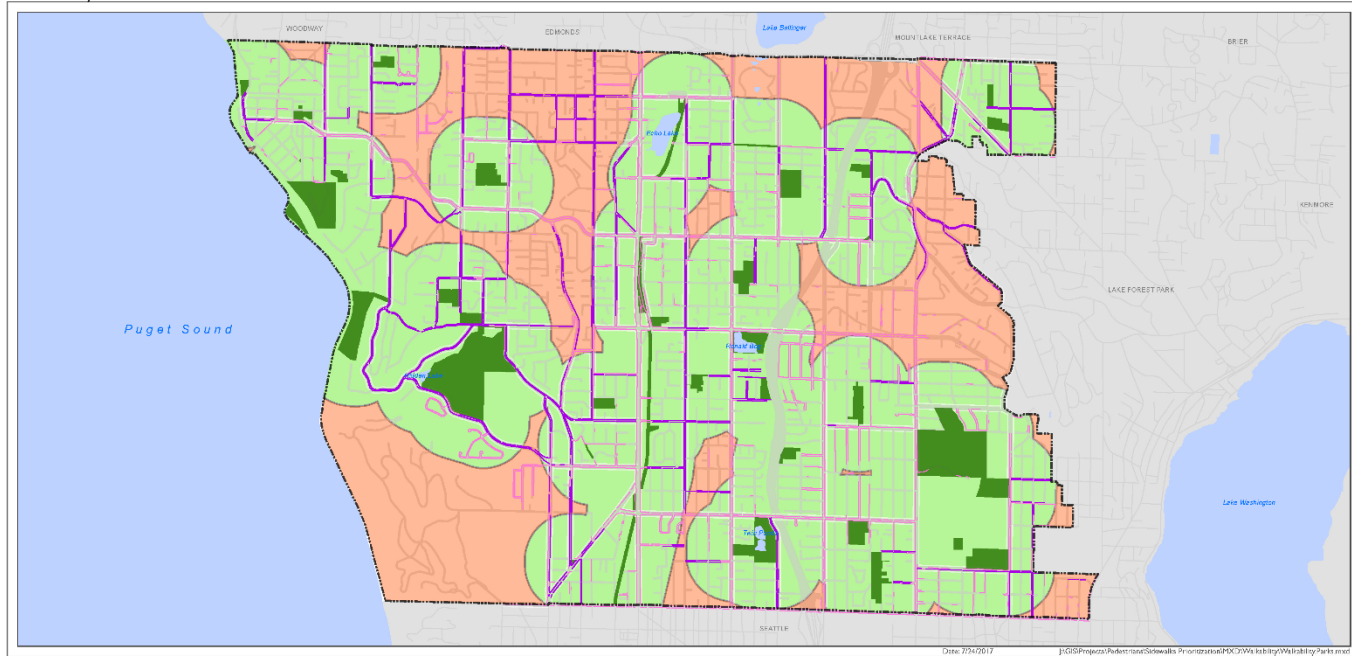
Median Household Income  
by Census Block Group (ACS 2015)  
HUD Income Classifications



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# Proximity Example – Access to Parks

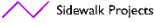
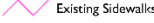



Walkability - 3b

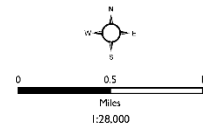


## City Parks

Proximity of 0.25 Mile  
to a City Park

### Legend

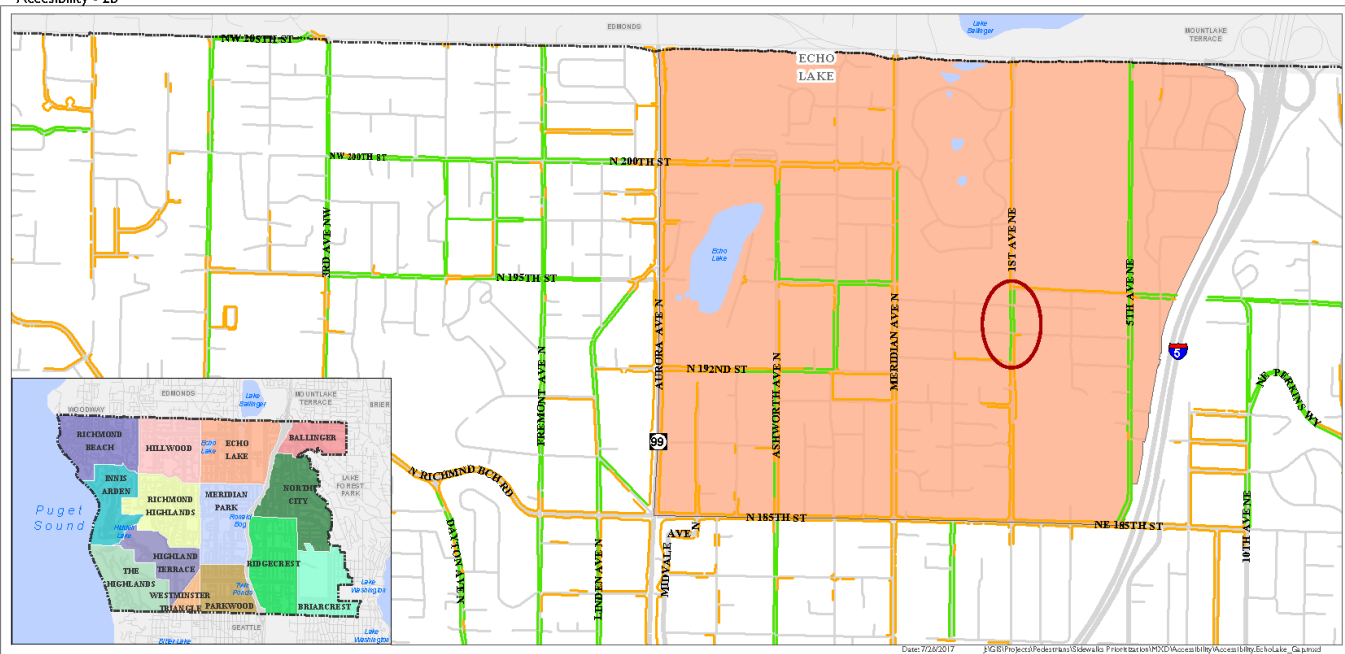
-  Sidewalk Projects
-  Existing Sidewalks
-  City of Shoreline Parks
-  Areas Outside of 0.25 Mile Buffer
-  0.25 Mile Buffer from City Parks



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# Connectivity Example – Closing Gaps

Accessibility - 2b

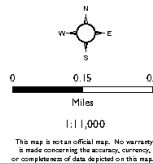


## Filling Sidewalk Gaps

- Legend**
- Planned Sidewalks Projects
  - Existing Sidewalks
  - Echo Lake Neighborhood

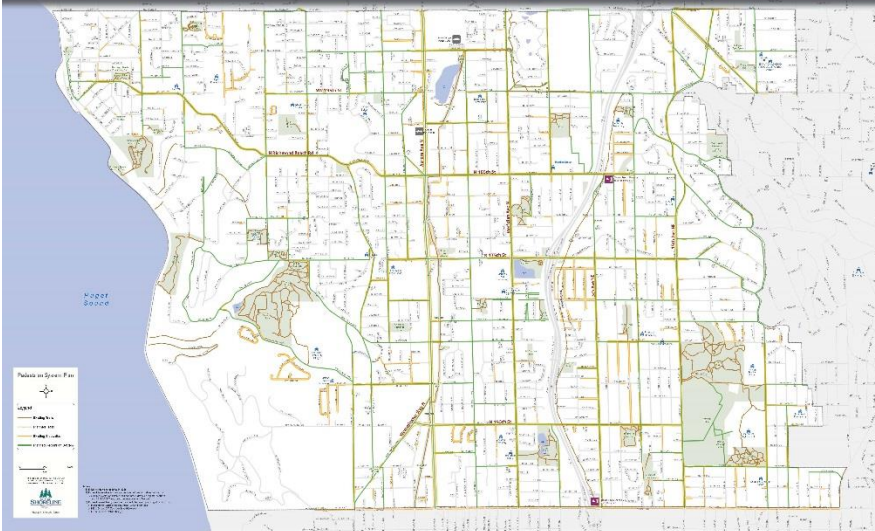
**Notes:**

- 1) Planned sidewalk system based on projects identified by the 2011 Transportation Master Plan.
- 2) Existing sidewalks updated in 2016.
- 3) Does not include recent planning efforts such as: 145th Street Station Subarea Plan's Green Network, 145th Street Off-Corridor Bike Network, 148th Street Ped/Bike Bridge, or Trail Along the Rail.



# Open House #1 Results

## Where are Improvements Most Needed?



New Sidewalk Prioritization Plan



Open House | October 17, 2017

## What makes a high priority project?

Put a sticky dot on each bar to tell us how these criteria should be weighted when prioritizing new sidewalk projects

LOW  
PRIORITY

MEDIUM  
PRIORITY

HIGH  
PRIORITY



Safety



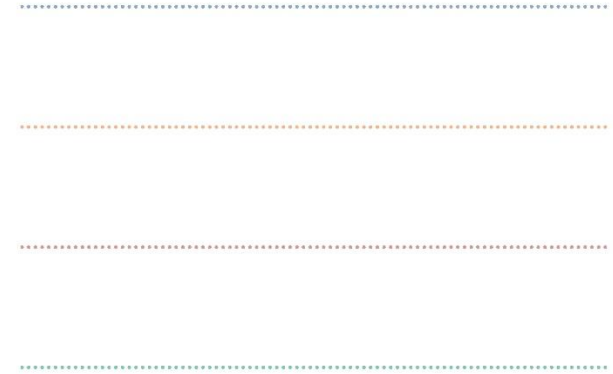
Equity



Connectivity







Walkability

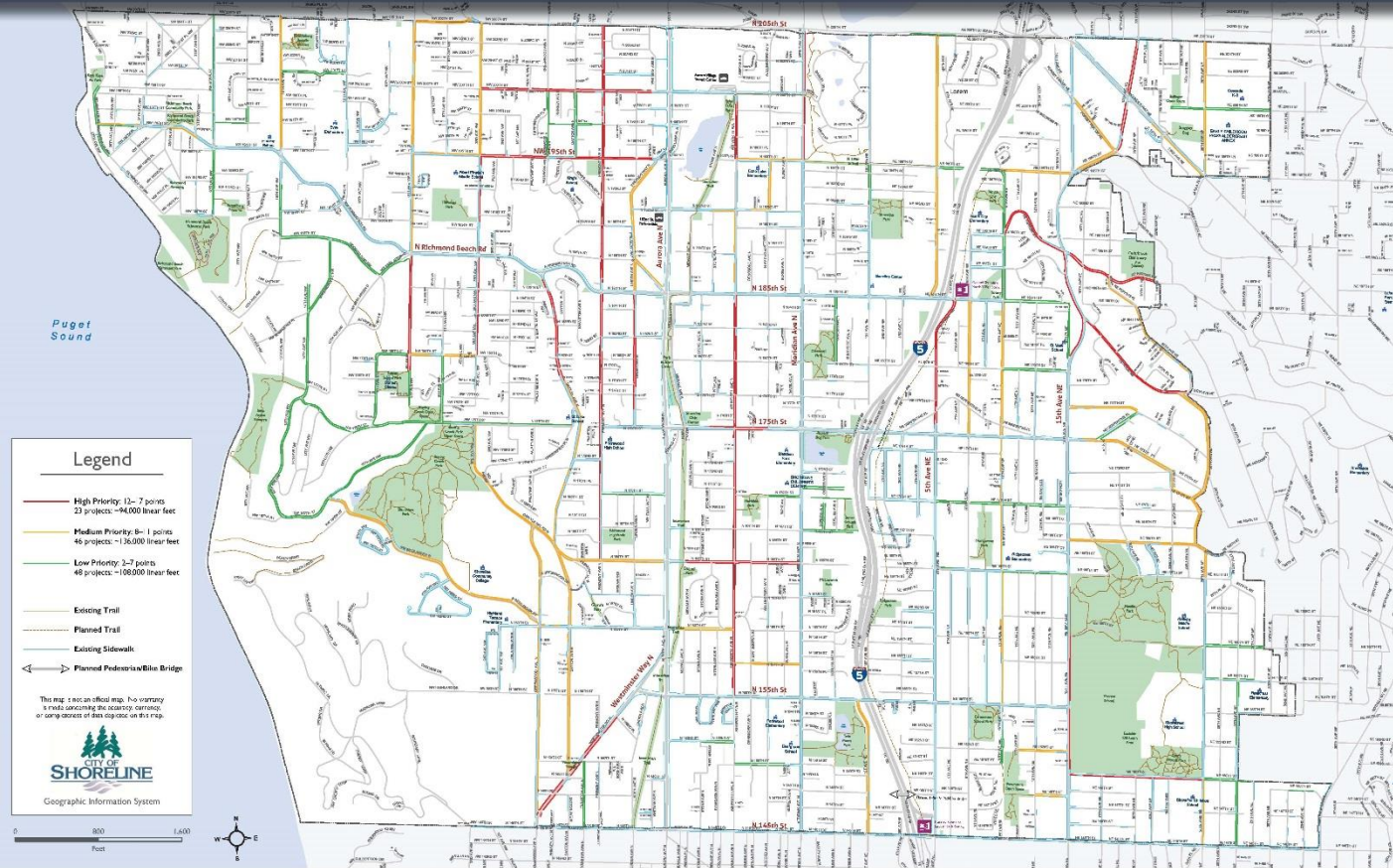


New Sidewalk Prioritization Plan

Open House | October 17, 2017

Criterion	Metric	Max.	Actual
 <b>Safety</b>	<b>Safety</b>	<b>9</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</b> or more <b>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</b> of:		
(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</b> map	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 ¼ mile radius of an existing or planned <b>BRT stop</b> or <b>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>	

# Draft Sidewalk Prioritization Plan





# Exercise 1

## Planning for Sidewalks in Shoreline

### ADDITIONS TO THE PLAN FOR CONSIDERATION

*Fill out this form if you would like the City to consider adding new sidewalks to a street that is not part of the current Pedestrian System Plan (from the 2011 Transportation Master Plan).*

#### WHERE?

Street Name: \_\_\_\_\_

From: \_\_\_\_\_ To : \_\_\_\_\_

Thank you for your input. All suggestions received by April 8, 2018 will be run through the criteria-based prioritization process.



# SIDEWALK FUNDING OPTIONS



# Sidewalk Funding New Revenue Options

## Vehicle License Fee

- \$20 – provides \$780K p/year
- Ongoing Funding Stream
- Council Authorization
- Can support Debt Funding
  
- Council can increase to \$30 after 24 months
  
- Option for Higher Voted Level

## Voted Sales Tax

- Up to .2%
  - .1% = \$1M p/yr .2% = \$2M p/year
- Grows or shrinks with economy
- Can support Debt Funding
  
- Voted for 10 years with 10 year renewal option- with a simple majority of votes

## Property Tax Levy

- Voted for a specific Amount
- Doesn't provide ongoing funding stream
- Supports Debt Funding
  
- Requires voter approval- potentially a super-majority

## 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

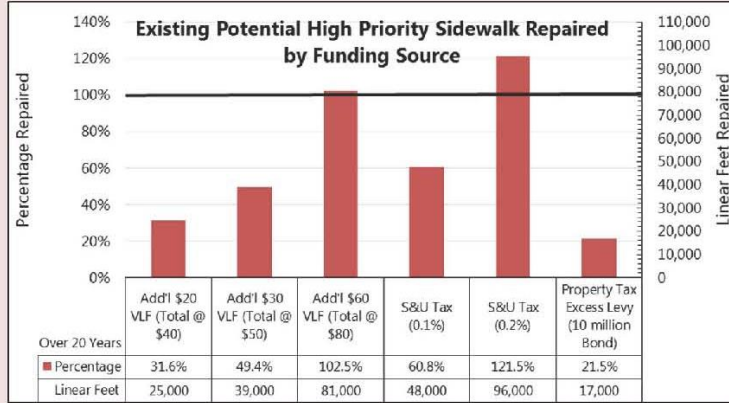
### Sales & Use Tax

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

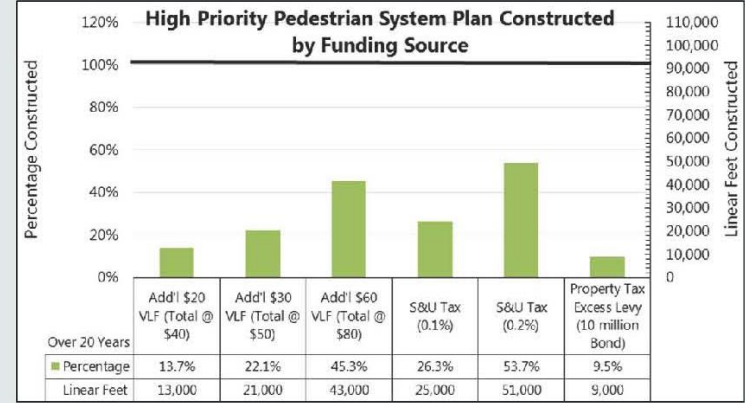
Bond Amount	Revenue Generated in 20 years	Average Annual Cost per household
\$10 million	\$10 million	\$30

## FUNDING FOR REPAIRS

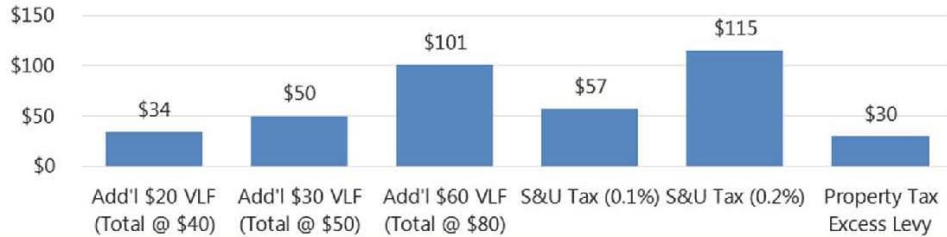


OR

## FUNDING FOR NEW SIDEWALKS



### Avg. Annual Household Impact



- 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

# Exercise 2

## Planning for Sidewalks in Shoreline



# How would **YOU** pay for new sidewalks?

### How would you direct \$100 of spending?

Existing sidewalk repair ..... \$ \_\_\_\_\_

+

New sidewalks..... \$ \_\_\_\_\_

=

Total..... \$ 100

### How would you fund improvements?

*You may check multiple boxes*

#### Existing sidewalk repair

- Vehicle License Fee
- Sales & Use Tax
- Property Tax
- Other: \_\_\_\_\_
- Other: \_\_\_\_\_
- None: \_\_\_\_\_

#### New sidewalks

- Vehicle License Fee
- Sales & Use Tax
- Property Tax
- Other: \_\_\_\_\_
- Other: \_\_\_\_\_
- None: \_\_\_\_\_

*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.*



# Next Steps

## Provide Input:

- Sign in and place dot for where you live on the map
- Open House #2 activities and comment cards
- Online survey via project website from March 27 until April 8

<http://www.shorelinewa.gov/government/departments/sidewalks>

## Stay Involved:

- Sign up for project updates with Alert Shoreline

<http://cityofshoreline.com/>



# Questions/Answers

