

# **Draft Sidewalk Prioritization Plan and Sidewalk and ADA Transition Plan Funding Recommendations**

**Nora Daley-Peng, Senior Transportation Planner  
Tricia Juhnke, City Engineer  
Sara Lane, Administrative Services Director**

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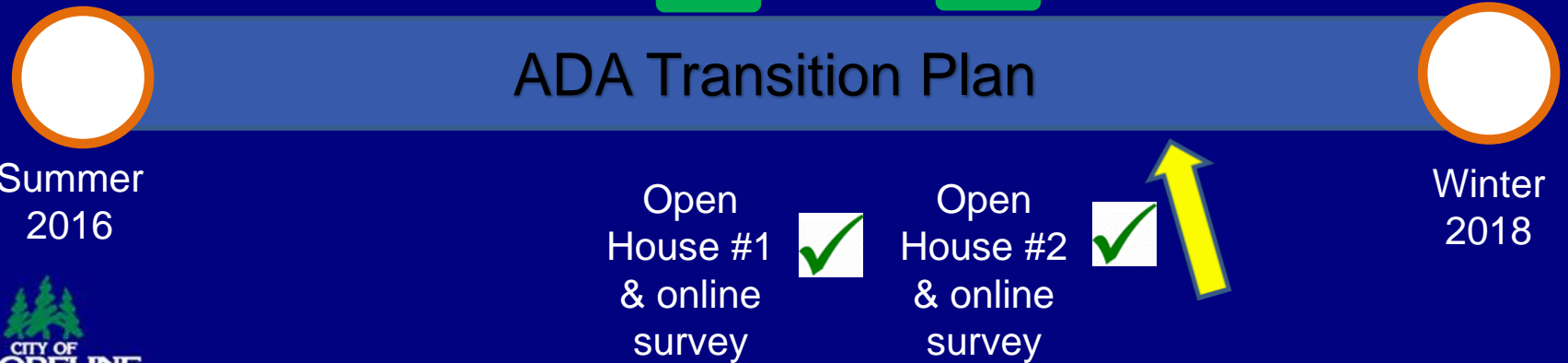


# Presentation Agenda

- Sidewalk Plan Update
- ADA Transition Plan Update
- Funding Alternatives  
and Recommendations
- Council Feedback
- Next Steps



# Concurrent Project Schedules

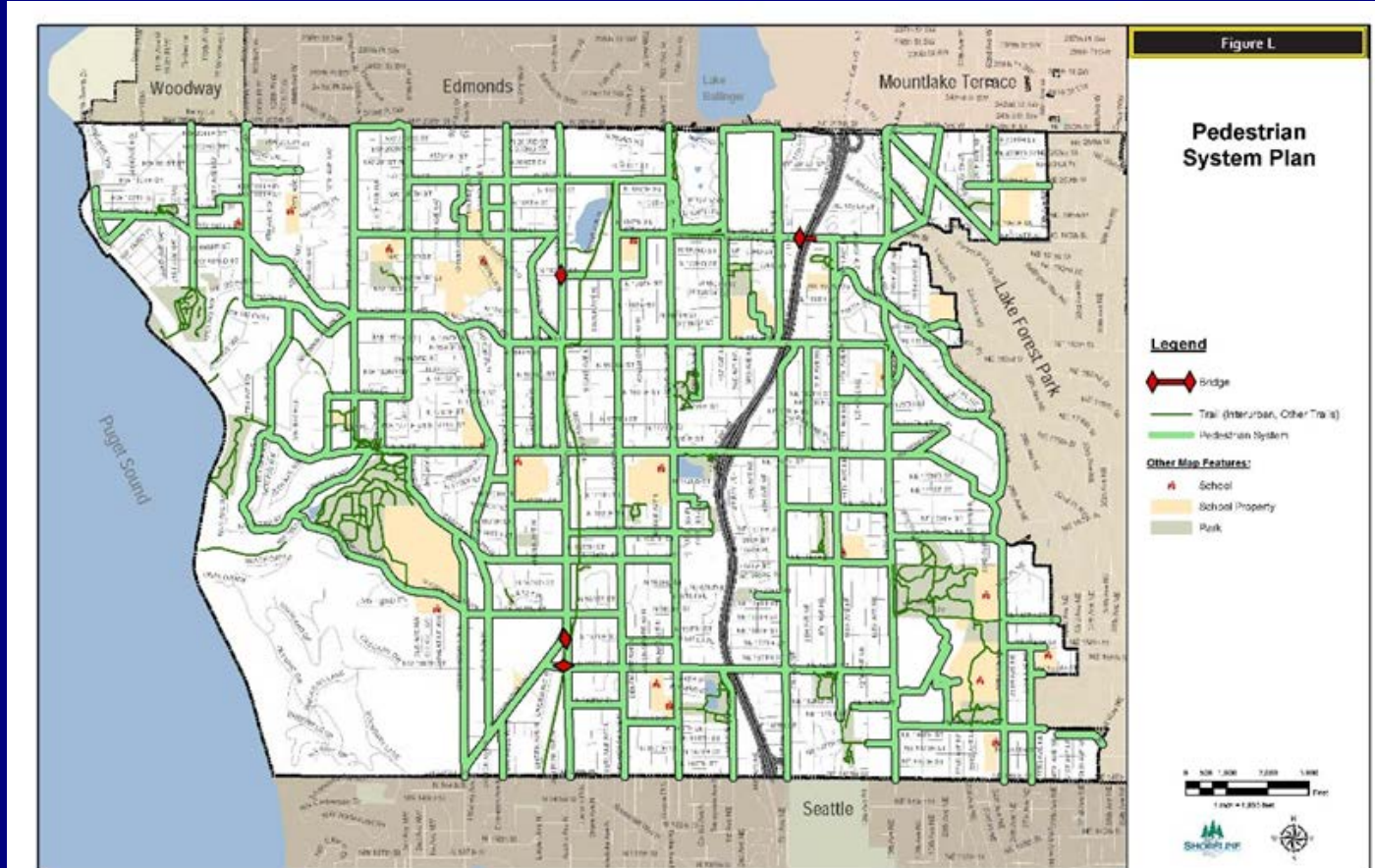


# Sidewalk Prioritization Plan Update

- Pedestrian System Plan was adopted in the Transportation Master Plan (TMP) in 2011.
- TMP calls for regular updates of prioritization and funding strategy to implement the Pedestrian System Plan.
- Residents are not satisfied with sidewalks on major streets.
- In 2017
  - City Council funded the Sidewalk Prioritization Plan.
  - City Manager appointed a Sidewalk Advisory Committee (SAC).



# 2011 TMP Pedestrian System Plan




# Sidewalk Prioritization Plan Update

- 2011 Pedestrian System Plan is the baseline for the update.
- Sidewalk Prioritization Plan Update
  - Uses a data-driven process to update and reprioritize the Pedestrian System Plan to reflect City Council Goals – specifically safety and equity – and community values.
  - Recommends a funding strategy to implement improvements.



# Sidewalk Prioritization Plan Update

## About the SAC:

- 15 Members appointed by the City Manager
- 10 Meetings
- 4 Subcommittees
- 2 Open Houses
- 2 Council dinner meetings
- Video about Shoreline sidewalks 
- Main focus is analyzing how to prioritize and fund both **repair** of existing sidewalks and **expansion** of the City's sidewalk system.



# Access and Mobility for Everyone

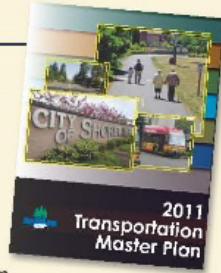




# Data-Driven Prioritization Process

## 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 under-served communities



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



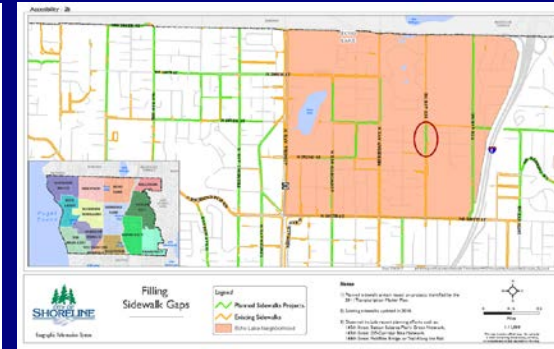
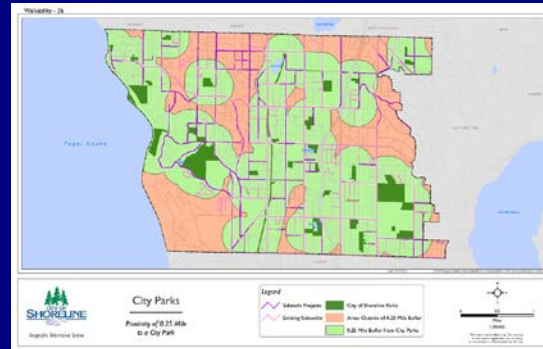
**Connectivity**—builds a network of connected pedestrian routes

| Criteria     | Metric  | Value |
|--------------|---|-------|
| Safety       | Number of collisions per year                   | 1     |
|              | Number of collisions per mile                   | 1     |
|              | Number of collisions per mile per year          | 1     |
|              | Number of collisions per mile per year per mile | 1     |
| Equity       | Number of collisions per year                   | 1     |
|              | Number of collisions per mile                   | 1     |
|              | Number of collisions per mile per year          | 1     |
|              | Number of collisions per mile per year per mile | 1     |
| Proximity    | Number of collisions per year                   | 1     |
|              | Number of collisions per mile                   | 1     |
|              | Number of collisions per mile per year          | 1     |
|              | Number of collisions per mile per year per mile | 1     |
| Connectivity | Number of collisions per year                   | 1     |
|              | Number of collisions per mile                   | 1     |
|              | Number of collisions per mile per year          | 1     |
|              | Number of collisions per mile per year per mile | 1     |

# Sidewalk Prioritization Criteria

## Safety





## Equity



## Proximity

## Connectivity

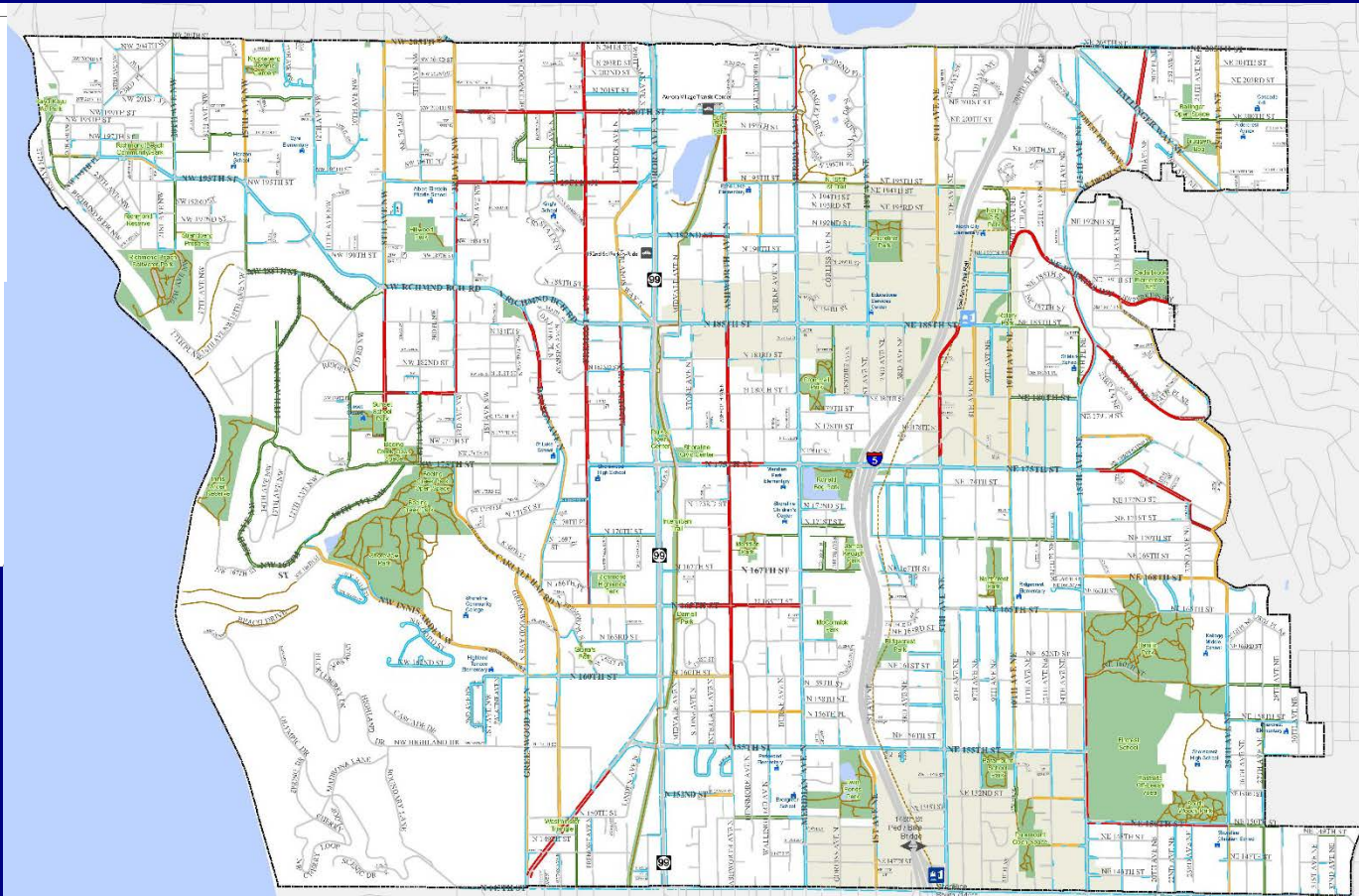
# Sidewalk Prioritization Scorecard

| Criterion   | Metric   | Max.     | Actual    |
|---|--|----------|-----------|
| <br><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> |           |
| <br><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> |           |
| <br><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 with 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>  |
| <br><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> |

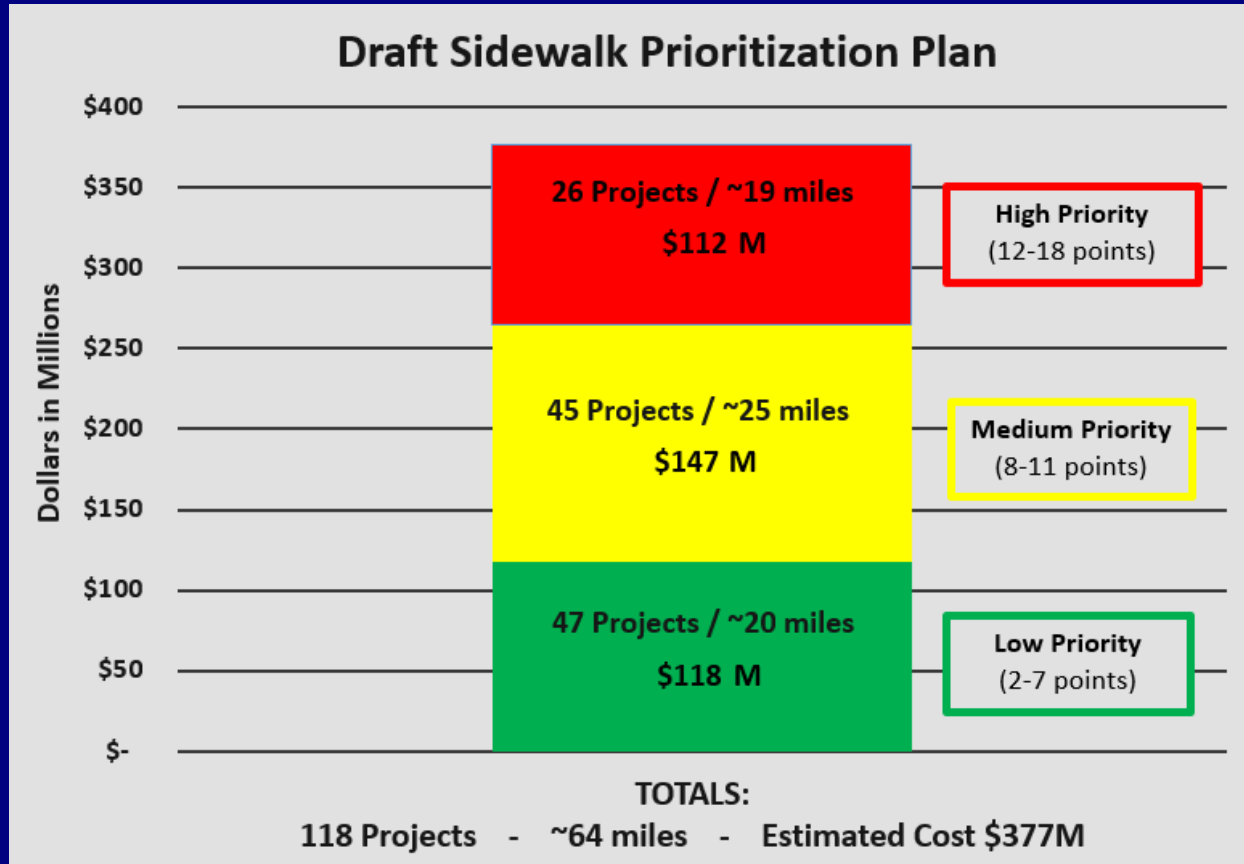
# Draft Sidewalk Prioritization Plan

## Legend

- High Priority: 12 - 18 points;  
26 projects; ~100,000 linear feet
- Medium Priority: 8 - 11 points;  
45 projects; ~131,000 linear feet
- Low Priority: 2 - 7 points;  
47 projects; ~108,000 linear feet
- Existing Trail
- Planned Trail
- Existing Sidewalk
- Planned Pedestrian/Bike Bridge
- Light Rail Station Zoning



# Sidewalk Prioritization Plan



# Sidewalk Plan Update

**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 Plan Update

## SAC Preliminary Recommendation – Key Points

- Use the prioritization scorecard and map
- Repair of existing sidewalks is a high priority
- Development of new sidewalks is important



# Sidewalk Plan Update

## SAC Preliminary Recommendation – Strategies

- Within prioritization levels; organize projects for efficiencies, ease of construction (quick “wins”), and distribution across city
- Communicate plans and priorities effectively and celebrate completed work
- Consider alternative treatments with a “right solution – right place” approach



# Funding Recommendations

## SAC Preliminary Recommendations on Funding

| Activity     | Sales Tax     | Vehicle License Fee | Property Tax  |
|--------------|---------------|---------------------|---------------|
| Repairs/ADA  | <b>Prefer</b> | OK                  | Don't like    |
| New Sidewalk | OK            | Don't like          | <b>Prefer</b> |

Specific funding recommendations for new sidewalk and sidewalk repairs are discussed later in this presentation

# ADA Transition Plan Update

- The Americans with Disabilities Act (ADA) requires public entities to develop a plan to address barriers to people with disabilities
- In 2016, the City Council funded development of an ADA Transition Plan and development of funding strategies for deficient facilities in the right of way





# ADA Transition Plan Update

- Identifies structural changes needed and the steps necessary to complete them.
- At a minimum the plan:
  - Identifies physical obstacles that limit accessibility (self evaluation)
  - Describes in detail the methods used to make accessible
  - Specifies a prioritized schedule to achieve compliance
  - Indicates the official responsible for implementation

# ADA Transition Plan Update

## Steps in Transition Planning

- Perform a field condition assessment 
- Evaluate the results 
- Collect feedback from the community
- Establish priorities for repairs
- Prepare the Transition Plan



# ADA Transition Plan Update

## Self-evaluation in the public Rights-of-Way

- Sidewalks ✓
- Curb ramps ✓
- Pedestrian crossings ✓
- Pedestrian signals ✓
- Shared use trails ✓



# ADA Transition Plan Update

## Preliminary Estimates

- The potential high priorities could entail repair or replacement of approximately 20-25% of the non-compliant sidewalks and curb ramps.
- A high level estimate of costs to repair these high priority sidewalks is between \$44-50 million



# ADA Transition Plan Update

## Current funding for existing sidewalk

- Curb ramp, sidewalk repair and maintenance (2018-23)

|                           | 2017    | 2018    | 2019    | 2020    | 2021    | 2022    | 2023    |
|---------------------------|---------|---------|---------|---------|---------|---------|---------|
| Total                     | 190,000 | 190,000 | 190,000 | 200,000 | 200,000 | 200,000 | 200,000 |
| General fund contribution | 152,517 | 152,517 | 152,517 | 152,517 | 152,517 | 152,517 | 152,517 |
| Roads Capital fund        | 37,483  | 37,483  | 37,483  | 47,483  | 47,483  | 47,483  | 47,483  |

- Redevelopment projects
- Other capital improvement projects



# ADA Transition Plan Update

## Reduce Risks

- Maintaining sidewalks in good repair limits “trip and fall” accidents.
- Having and implementing an ADA Transition Plan meets minimum Federal American with Disabilities Act requirements.





# Funding Alternatives

## Vehicle License Fee

- \$20 – provides \$730K/year
- Ongoing Funding Stream
- Council Authorization
- Can support Debt Funding
  
- Can increase to \$30 after 24 months
- Option for Higher Voted Level

## Voted Sales Tax

- Up to 0.2%
  - 0.1% = \$1M/year
  - 0.2% = \$2M/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

# Funding Alternatives

## 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 amounts 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 <sup>1</sup> |
|----------------|-------------------------------|--|
| \$20           | \$14.6 million                | \$34   |
| \$30           | \$22.9 million                | \$50   |
| \$60           | \$47.8 million                | \$101  |

<sup>1</sup> 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                              |

# SAC Preliminary Funding Recommendations

- Use 0.1% or 0.2% Sales and Use tax for sidewalk repairs and ADA retrofits
- Continue City general fund contribution in addition to new funds for repairs
- Combine funding for new sidewalks with PROS Plan property tax measure in 2019
  - Funding for new sidewalks < \$100M allowing significant progress on high priority projects.
- Do not put two sidewalk measures on the same ballot (new sidewalk vs repair)
  - Pursue separate funding sources for new sidewalks and repairs/ADA on separate ballots



# Staff Funding Recommendations

- That repair of existing sidewalks be the highest priority
- Pursue a reliable and sustainable funding source
- Adopt the \$20 VLF now and additional \$10 in 24 Months for repair of existing sidewalks
  - Council Authority
  - Ongoing
  - Collection can begin 6 months after adoption
  - Can replace the GF Contribution to Roads Cap
- Place a 0.2% Sales Tax measure on Nov 2018 Ballot for new sidewalks

# Council Discussion Overview

1. Comments on the Sidewalk Prioritization Scorecard and Map
2. Priority of repair and ADA retrofits compared to new sidewalks
3. Repair & ADA retrofit funding options
4. New sidewalks funding options

# Council Discussion Item #1

## Comments on the Sidewalk Prioritization Scorecard and Map

- Prioritization Criteria
- Sidewalk Prioritization Plan
- Additions to the Plan

# Council Discussion Item #2

Confirm the priority of sidewalk repairs and ADA retrofits compared to new sidewalks

# Council Discussion Item #3

## Repair & ADA retrofit funding options:

- Should staff prepare –
  - An ordinance to impose \$20 VLF to fund sidewalk repairs? **OR**
  - A resolution to place measure before voters for a 0.1% or 0.2% Sales & Use Tax to fund sidewalk repairs? **OR**
- Maintain the status quo of ~ \$200,000 General Fund and Roads Capital Fund annual contribution to sidewalk repair?



# Council Discussion Item #4

## New Sidewalks funding options:

- Prepare a 0.1% or 0.2% Sales & Use Tax Ballot Measure to fund new sidewalks? **OR**
- Prepare a Property Tax Ballot Measure (Lid Lift or Excess Levy) for New Sidewalks? **OR**
- Maintain the status quo of funding new sidewalks through grants, capital projects, and redevelopment?

# Next Steps

- City staff to prepare documents for any funding options discussed tonight that City Council wants to pursue.
- Return in June for:
  - Approval of new streets added to the Sidewalk Prioritization Plan
  - Approval of the Sidewalk Prioritization Plan and map for moving into the Comprehensive Plan Amendment process



Thank you

