

Sidewalk Advisory Committee's Funding Subcommittee

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SAC's Charter

The work of the Sidewalk Advisory Committee (SAC) will focus on analyzing how to prioritize and fund both ***repair*** of existing sidewalks and ***expansion*** of the City's sidewalk system.

Two Projects = Two Plans = Two Funding Approaches

Repair/Maintenance is an ongoing obligation that will only increase over time as the system expands

Expansion can be implemented over time and paid for in steps

Objectives, Prioritization, Funding options, and Measures of Success are different for each project

Repair/Maintenance – Priority # 1

- ~78 miles of existing sidewalk with ~15 miles identified as high priority repair projects.
- High priority locations are largely consistent with 2011 Transportation Master Plan (TMP) priorities.
- Current City General Fund expenditures of \$160,000 (growing to \$200,000) fall far short of need.
- Annual Citizen Satisfaction Surveys and the number of complaints suggest this is a high priority concern of citizens and the City Council.

Repair/Maintenance – Scope

- Use the ADA Transition Plan to establish repair/maintenance priorities.
- Annual expenditures need to be scaled to match what City staff resources can manage.
- A very high percentage of cost needs to go into “street work” (labor, concrete, supplies, etc.)
- We believe target annual expenditures should be about 5X current budgets i.e. \$950,000 per year.

Repair/Maintenance – Funding Rationale

- **General Fund Contribution** – Sidewalks are part of the City's infrastructure, equivalent to parks and civic centers, and should be funded as part of the city's general obligations.
- **Sales & Use Taxes** – Regressive, but spreads the cost of sidewalk repair across all Shoreline citizens and others shopping in our stores. Spreads the burden beyond automobile and home owners.
- **Vehicle License Fee (VLF)** – Regressive and doesn't raise enough to have a meaningful near-term impact.

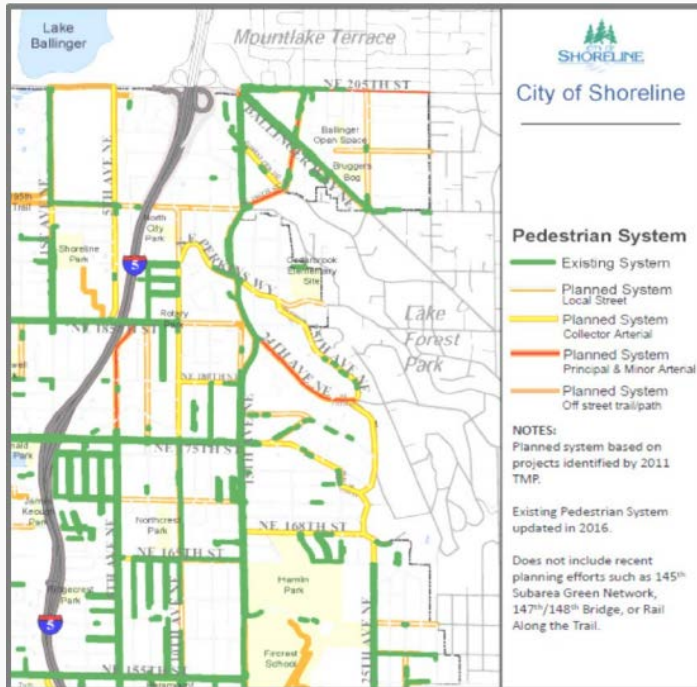
Repair/Maintenance – Funding Recommendations

- Maintain the existing General Fund annual contribution to sidewalk maintenance of \$200,000.
- In November of 2018, ask voters to approve a sales tax increase of 0.1% to be dedicated to sidewalk maintenance/repair for 10 years. Revenue target = \$950,000 annually

Repair/Maintenance – Success

- Within 3-5 years all high priority ADA deficiencies should be addressed and we should be addressing moderate priority projects.
- Citizen Satisfaction Survey results should reflect the public's recognition of the improvements.
- Citizen complaint numbers should decrease and focus on lower priority problems.
- Citizen maintenance of sidewalks adjacent to their property should increase (removing blocking shrubs and overhanging tree limbs etc.).

Expansion – Priority # 2



2011 Transportation Master Plan

The sidewalk portion of the TMP calls for adding about 75 miles of new sidewalks.

The updated Sidewalk Prioritization Plan suggests that some prioritization changes need to be considered.

← *Excerpt from 2011 Transportation Master Plan*

Expansion – Scope

“Not too big, not too small, but just right!” – Goldilocks

- Funding a portion (~19 miles) of the Sidewalk Prioritization Plan’s high priority projects is a reasonable target if cost estimates can be maintained under \$100 M.
- Expansion should be completed over the next 5-7 years, so the citizens see real progress.
- It will demonstrate progress on the 2011 TMP. A plan is of no value unless it is executed.
- Expansion should have a level of equity across the City.

Expansion – Scope Continued

Costs can be reduced by using alternative sidewalk treatments which should be:

- Equitably used among all neighborhoods.
- Identified in the Sidewalk Prioritization Plan.
- Implemented with the input and guidance of neighborhood associations.

Expansion – Funding Strategies

- Maximize ST-2 funding for sidewalks in Light Rail Station Subareas.
- Coordinate with Developers in the rezoned area to assure they pay for sidewalks adjacent to their projects and continue some form of the Transportation Impact Fee.
- Continue to apply for applicable grants.
- Publicize a system for individuals, nonprofits or businesses to sponsor “micro-parks” honoring a citizen or organization (benches, tables, public art, landscaping etc.).

Expansion – Funding Recommendations

In November of 2019, ask voters to approve a Property Tax Excess Levy to fund bond sales in amount of \$100 M for a period of 10 years.

Consider combining the sidewalk expansion project with the planned 2019 Parks and Recreation Bond to improve parks and build a new Civic Center.

Consider asking Parks and Recreation to delete the new Aquatic Center from their 2019 bond request i.e. Sidewalk Expansion, Parks and Civic Center.

Expansion – Success

- Citizen satisfaction survey results about sidewalks should reflect the improvements.
- Project completion schedules and budgets can be reported publicly.

Questions for Council

1. What are the Pros/Cons of a 0.1% increase in the sales & use tax to fund sidewalk maintenance/repair?
2. Although repeatedly identified as a high concern by citizens, sidewalk repair expenditures have been very low. What barriers/obstacles have prevented the Council from taking action before? How can we address these issues now?
3. What are your thoughts on gaining funding support from residents who live in neighborhoods like the Highlands or Innis Arden that won't see any near-term, localized sidewalk improvements?