



## Memorandum

**DATE:** May 23, 2018

**TO:** Debbie Tarry, City Manager

**FROM:** Nora Daley-Peng, Senior Transportation Planner

**RE:** Sidewalk Advisory Committee Final Recommendations

**CC:** Sidewalk Advisory Committee  
John Norris, Assistant City Manager  
Randy Witt, Director of Public Works  
Nytasha Sowers, Transportation Services Manager  
Tricia Juhnke, City Engineer  
Sara Lane, Administrative Services Director

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In June 2017, the City began a year-long process to create a Sidewalk Prioritization Plan as directed by the City Council in March 2017. The Council expressed a desire to make improvements to the current sidewalk network, both in constructing new sidewalks (or alternative pedestrian facilities) and maintaining and bringing existing sidewalks up to Americans with Disabilities Act (ADA) standards.

Major components of the process included the creation of a data-driven system for prioritizing projects and researching and recommending ways to fund repair and improvement of existing sidewalks and development of new sidewalk. The process included input from a citizen Sidewalk Advisory Committee (SAC) and multiple opportunities for public input.

This memo memorializes the work of the SAC and their final recommendations for the Sidewalk Prioritization Plan to the City Manager.

### **Sidewalk Advisory Committee Overview**

In June 2017, through an open solicitation for SAC volunteers, the City Manager appointed 15 citizens to serve on the SAC. The committee consists of members from a diverse cross section of Shoreline neighborhoods with a broad range of interests such as financing, aesthetics, ecology, youth, elderly, access and mobility for people with physical disabilities, and from under-represented communities.

The SAC includes the following members:

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

### **Role of the SAC**

The SAC's main role is to help analyze how to prioritize and fund the repair of existing sidewalks and installation of new sidewalks and alternative pedestrian treatments. The work of the SAC has been an in depth and iterative process (see Attachment A for SAC roles and key activities), that included 12 SAC meetings, four Subcommittees meetings, two open houses, two City Council dinner meetings, the creation of a video about Shoreline sidewalks (<https://www.youtube.com/watch?v=kP0fU5xnCzQ>), and a Sidewalk Prioritization Plan FAQ (<http://www.shorelinewa.gov/home/showdocument?id=38475>).

Over a year-long process, the SAC learned about the current Transportation Master Plan's (TMP) Pedestrian System Plan and priorities, the condition of the City's existing sidewalks, and where gaps exist in the pedestrian network. They informed a data-driven mapping process using criteria and metrics to identify needs and prioritize improvements.

In addition, the SAC studied methods to fund the implementation of new sidewalks and repair of existing sidewalk and how the City might financially support the long-term delivery and maintenance of a city-wide interconnected pedestrian network.

### **ADA Transition Plan**

In 2016, the City initiated an ADA compliance self-evaluation as a first step toward an ADA Transition Plan that will identify deficiencies with the City's existing sidewalks and create a plan to repair and maintain them. To date, the project team has inventoried the condition of the City's existing sidewalk network and has estimated that it will cost \$44 to \$50 million to address high priority repairs, which equates to approximately 20% to 25% of the total identified deficiencies.

The SAC reviewed draft prioritization criteria for the ADA Transition Plan which included a discussion on known routes for disabled users, feedback on the Barrier Condition Rating and Accessibility Demand Rating, input on the methodology behind the prioritization data, and reviewed or tested some sample sites with scores.

The project team is using the SAC's feedback to further refine the prioritization process and anticipates engaging members of the SAC and the general public for input on the development of the Final ADA Transition Plan that is expected to be completed by the end of 2018.

### **Origins of the Sidewalk Prioritization Plan**

The City's 2011 Transportation Master Plan (TMP) includes a Pedestrian System Plan which identifies key pedestrian corridors across the city that connect the City's neighborhoods as well as to key destinations such as schools, parks and transit facilities. The Pedestrian System Plan

identifies locations where new sidewalks are needed to complete this sidewalk network, as well as prioritizes the design and construction of these new sidewalk locations (in the 2011 TMP's Appendix H - Pedestrian Prioritization Matrix) based on 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, and
- Can be combined with other capital projects or leverage other funding.

A lot has changed in Shoreline in the last seven years. Consequently, Council directed staff to update and re-prioritize the Pedestrian System Plan via the Sidewalk Prioritization Plan process.

### **Data-Driven Process for Updating the Sidewalk Prioritization Scorecard and Plan**

With the help of the SAC, the City developed a data-driven process that uses updated criteria to identify needs and prioritize sidewalk improvements that reflect City Council Goals – specifically addressing safety and equity concerns – as well as community values. Criteria for prioritization was regrouped into four categories to more precisely state the intended objectives. From there, the SAC helped develop the following 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, older adults, 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.

Similar to the TMP's Appendix H: Pedestrian Prioritization Matrix, the Final Sidewalk Prioritization Scorecard (see Attachment B) assembles the updated criteria and metrics with an assigned point system for the purpose of reprioritizing the list of sidewalk projects in the TMP's Pedestrian System Plan. Using Geographic Information Systems (GIS), the project team applied the Sidewalk Prioritization Scorecard to the Pedestrian System Plan to create the 2018 Sidewalk Prioritization Plan (see Attachment C).

### **SAC Accomplishments**

Since the June 2017 SAC kickoff meeting, the SAC has dedicated time in and outside of committee meetings to advance the project. The SAC's key accomplishments have included the following:

- Informed and tested the draft prioritization criteria,
- Conducted site evaluations in Shoreline for areas in need of improvements (see Attachment D),
- Tested and tuned the prioritization criteria for ADA Transition Plan and new sidewalks
- Informed the development of the Sidewalk Prioritization Plan,
- Analyzed funding options,

- Helped to create a video that highlights needed sidewalk repairs, treatment options, and explains the work of the SAC,
- Advised on the pros/cons of alternative sidewalk treatments (see Attachment E)
- Prepared for and co-hosted Open House 1 and 2,
- Considered how the public survey results from Open House 1 and 2 should inform the Sidewalk Prioritization Plan,
- Helped refine and finalize the Sidewalk Prioritization Plan, and
- Developed draft and final SAC recommendations to the City Manager on the Sidewalk Prioritization Plan and its funding options.

### **SAC Subcommittees Presentations at Council Dinner Meetings**

To help inform Council of the key components of the Sidewalk Prioritization Plan/ADA Transition Plan, the SAC formed subcommittees focused on the following four themes:

- Prioritization Process,
- Communications,
- Sidewalk Treatments, and
- Funding Options.

On January 29, 2018, the City Council held the first of two dinner meetings with the SAC about key themes that have emerged from the Sidewalk Prioritization Plan/ADA Transition Plan process. SAC Subcommittees gave presentations about the project's prioritization process and communications that were followed by an engaging round of dialogue between Council and the SAC. Some of the meeting discussion highlights included how to repair and maintain existing sidewalks while looking at ways to expand the sidewalk network; what will success look like; how to incorporate safety and equity into the prioritization process, and how to communicate the value of sidewalks to Shoreline residents. For more information, the meeting briefing memo is provided at <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/dinner/012918Dinner.pdf>

At the April 9, 2018 Council Dinner Meeting, the SAC Subcommittees gave presentations about sidewalk treatments and funding and asked the Council questions related to these themes. Some of the meeting discussion highlights included when and where are alternative sidewalk treatments appropriate and preferences on funding options. For more information, the meeting briefing memo is provided at <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/dinner/040918Dinner.pdf>

### **SAC Iterative Process of Developing Recommendations**

Over the course of a year, the SAC has used an in depth and iterative process to analyze how to prioritize and fund the repair of existing sidewalks and installation of new sidewalks and alternative pedestrian treatments.

SAC members gained knowledge quickly and utilized information presented by staff about transportation, engineering, traffic, equity, finance, and parks pertaining to elements of the City's sidewalk system. Meetings included work sessions to cross-check, test, and fine tune multiple iterations of the prioritization scorecard, prioritization maps, and study results of public engagement activities. The SAC discussed the project's key themes with Councilmembers during two dinner



meeting to gain focus and direction through this process. Individual SAC members brought various skills and local knowledge to each discussion.

## **SAC Recommendations**

The SAC's motto and essence of their recommendations is to provide "Access and Mobility for Everyone". The SAC's detailed final recommendations are listed under the following seven sub-headings:

1. Prioritization Scorecard and Plan
2. Additions to the Plan
3. Sidewalk Treatments
4. Funding
5. Plan Implementation
6. Communications
7. Performance Measures

### **1. Prioritization Scorecard and Plan**

The SAC was on a timeline to assist staff with the development of the Sidewalk Prioritization Plan to be presented to Council in June 2018. Concurrent with this plan is the ADA Transition Plan that is a Federal mandate to the City to inventory and evaluate all public facilities that are not in ADA compliance and provide a plan for bringing facilities into compliance. Although the SAC reviewed elements and provided initial feedback on the ADA Transition Plan, the ADA Transition Plan's process is still underway. Some of the SAC members have offered to continue to provide input on the ADA Transition Plan which is expected to be completed by the end of 2018.

In reviewing metrics for prioritization criteria, the SAC understood that it would be one tool in prioritizing projects. Certain objective data can be gathered, and these metrics were included in the scorecard. Other information may require an in-field review (areas of blind curves, topography/site distance issues, cut-through traffic, etc.). Actual road usage was not used in this tool as it could only be compared accurately if every street in the City had current counts taken, which was not feasible. However, the SAC's general consensus was that the data used in the scorecard produced an objective, transparent, and substantive Draft Plan of the priorities that should form the basis for sidewalk prioritization.

### **2. Additions to the Plan**

At Open House 1 and 2, participants were asked to identify any potential additions to the current Pedestrian System Plan that seemed missing. Staff ran these considerations through the prioritization process to evaluate how they scored. An online survey including this question was also made available to the general public for those unable to attend the open houses.

City staff compiled 736 responses requesting considerations for additions to the Plan from Open House 1 and 2, online survey 1 and 2, SAC Meeting 4, and mail-in comments. These responses were analyzed in two ways. Counts for each submitted location were mapped to help illustrate the frequency or how many times a specific area was requested. All submitted locations were also mapped out with the prioritization criteria applied. The resulting maps illustrated submissions as ranking high, medium, or low (see Attachment F).

The SAC analyzed the survey results and discussed how to incorporate it into the Final Sidewalk Prioritization that will be presented to City Council on June 4, 2018. The following represent the SAC's recommended guidelines for additions to the current TMP Pedestrian System Plan.

- Create great connectivity. A realistic goal is to build “spines” or corridors. Every fifth block of the City’s street grid should have a sidewalk,
- Look at sets of parallel streets requested for consideration. Since resources are not available and every street may not be critical for sidewalk, staff could consider choosing one street in the group to improve grid connectivity by conducting field analysis and local outreach,
- Consider that people might want to walk lower volume roads that aren’t arterials,
- Look at outliers (may require some field review) such as steep topography, ditches, cut-through traffic issue, flooding issue, and cases where there is only one convenient connection to a transit stop, etc.,
- Review the Town Center Plan to see if Midvale Ave. N should be in the Pedestrian System Plan or if the Interurban Trail takes the place of sidewalks on this street, and
- City staff should take a closer look at requested additions that scored as a high priority with applied scorecard criteria and/or by frequency of requested location.

### **3. Sidewalk Treatments**

Similar to how the City aims to plant the “right tree in the right place,” the SAC recommends using the “right sidewalk treatment in the right place.” Traditional concrete sidewalks with an amenity zone and curb or curbless sidewalks with a planted amenity zone offer separation from traffic, stormwater mitigation, opportunities for landscaping, and a long lifespan; however, they are costly and can have a large impact to the right-of-way. Alternative treatments such as pinned-down curbs, crushed gravel paths, and painted shoulders can be used successfully as short-term solutions when used in the right context.

Although the SAC unanimously agreed that the City’s goal for permanent sidewalks should be either traditional concrete with curb and gutter; or curbless sidewalk with green buffer, the group struggled to come to a consensus on the use of other alternative treatments. The group agreed that some treatments could offer a less expensive interim solution for the majority of users, but they should not be considered as the permanent solution. The SAC also thought it may be counterproductive to use a temporary treatment (e.g. crushed gravel path), if it could not be built to meet ADA requirements. Also, they thought that putting dollars into temporary solutions takes money away from completing permanent projects. Despite no definite conclusions, the SAC provided the following considerations for guidance:

- Ultimate sidewalks should be concrete with curb and gutter or curbless sidewalk with green buffer,

#### *Use Right Solution / Right Place approach*

- Consider people with vision and mobility challenges when choosing treatments,
- Expand sidewalk standards to include non-permanent solutions (see Attachment G for list of Suggested Sites where interim improvements might be worth considering),
- If they are designed to meet ADA, colored gravel paths could be an interim solution that improves safety at a lower cost,

- Create physical separation between people and cars with pinned curbs, bioswales, or raingardens,
- Don't make painted treatments be the default. This solution doesn't always preserve the space for pedestrians when garbage cans and/or parked cars take over, so it should be used only as interim and only in the right place, and
- Painted treatments and pinned down curbs aren't aesthetically pleasing and are costly to maintain.

*Respond to Site Conditions*

- Where there is parking scarcity, a physical separation between people and parking is needed so cars don't encroach on pedestrian space,
- Post information signage: "Park like you walk here",
- Look at Columbus, OH detectable treatments at intersections, and
- Look for consistency between cities when using alternative treatments.

*Sustainability*

- Use lower off gassing cement option/ permeable cement options,
- Plan for storm water treatment as NPDES permitting is in the future. The ultimate goal of NPDES is to reduce the toxins going out to the Sound and the city would benefit as well (perhaps find funding from environmental grants), and
- Win / Win: maintain or increase tree canopy with alternative sidewalk treatments.

**4. Funding**

At a meeting held immediately after the April 9 Council Dinner Meeting, the 13 SAC members who were present took a vote of their funding preferences. The voting results indicated that to fund repairs to existing sidewalks, the SAC prefers using of Sales and Use Tax and is OK with using a Vehicle License Fee, but doesn't like the using Property Tax. For funding the new sidewalks, the SAC prefers using a Property Tax and is OK with using a Sales and Use Tax, but doesn't like using a Vehicle License Fee. The table below shows the SAC's funding preferences.

Activity	Sales and Use Tax	Vehicle License Fee	Property Tax
Repairs/ADA	<b>Prefer</b>	OK	Don't Like
New Sidewalks	OK	Don't Like	<b>Prefer</b>

- **Funding sidewalk repairs and ADA deficiencies** – Continue the current level of City general fund contribution in addition to these new funds. Additionally, use either a 0.1% or 0.2% increase in the Sales and Use Tax to fund sidewalk repairs and ADA retrofits.
- **Funding new sidewalks** – If the City decides to advance a parks and recreation funding measure, the SAC recommends including \$100 million for new sidewalks to allow significant progress on the high priority projects. If no parks and recreation funding measure comes to fruition, then move forward with a new sidewalk construction funding measure, independently.
- The SAC also recommends that the City not put two sidewalk measures on the same ballot (i.e. one for new sidewalk and another for repair/ADA); and to use separate funding sources for new sidewalks and sidewalk repairs/ADA deficiencies,

- Explore additional funding sources for example; Look into fee-in-lieu as a voluntary funding source, create an option to redirect permit fees to sidewalk improvements, or voluntary contributions, memorializing community leaders, and public/private partnerships, etc.

## 5. Plan Implementation

Starting with the Prioritization Plan, the SAC recommends developing a near-term implementation plan for building new sidewalks with the following considerations:

- Projects should be geographically dispersed through-out the city,
- Quick wins – choose projects that can be built over a short period of time (~6 months):
  - From the ADA Transition Plan and/or Sidewalk Prioritization Plan’s priority lists
  - That are in highly visible locations
  - That improve Shoreline’s worst sidewalk
- Look for priority projects that complete the approximately five by five block street grid,
- Look at synergies of packaging multiple high-priority projects,
- Look for easy repairs in high traffic areas,
- If a high priority project already has a sidewalk on one side of the street, move on to the next priority project that doesn’t have sidewalks on either side of the street, and
- It could be okay to go out of sequence to fill a gap even if it is a low priority.

## 6. Communications

The SAC considers communication to be a vital component in moving forward. The main message endorsed by the SAC is to communicate plans and priorities effectively and celebrate completed work in order to build public awareness of progress.

### *Have a Well-Defined Message*

- Be clear about new vs. existing sidewalk priority, and
- Explain where and why sidewalks are a high priority (i.e. not everyone is getting a new sidewalk); also, not everyone wants sidewalks.

### *Methods of Communication*

- Use a multi-pronged approach to get the word out effectively,
- Have an information booth at events (e.g. Richmond Beach Strawberry Festival, Farmers Market, Celebrate Shoreline, etc.),
- Give presentations to Chamber of Commerce, Neighborhood Associations, etc.
- Host dialogs with community groups at Night Out, Churches, cafés, etc.,
- Include news sidebar about sidewalks in every Currents issue, and
- Use the City’s mascot, Squatch, to promote progress on sidewalk implementation.

### *Communicate Upcoming Projects*

- Send postcards about “Coming Soon” projects,
- Post “Coming Soon” signage on a street that is going to get pedestrian improvements,
- Write about what’s triggering the priority and the project’s benefits, and
- Have volunteers knock on doors to tell people about upcoming projects.

### *Public Relations and Information*

- Develop public relations collateral, i.e. here is how you can improve your sidewalks (e.g. DIY work parties, e.g. trim hedges and clear sidewalks)
- How do you make progress on medium priority projects? (i.e. reach out to neighborhoods to discuss possible interim measures, if extra funds are available, such as gravel shoulders, painted shoulders for pedestrians, etc.,
- Communicate quick wins/ easy repairs,
- Collect and use participatory data, and
- Celebrate success! Shout it loud! Host a block party at a project site.

## **7. Performance Measures**

The SAC recommends that the City develops a periodic performance report that is direct and engaging and shares the work completed on both repairs of existing sidewalks and construction of new sidewalks. Elements of the report could include:

- Catalog completed repairs (to existing sidewalks) and construction of new sidewalks in relationship to the overall Pedestrian System Plan and by neighborhood,
- Share projected vs. actual project costs,
- Define outcome for each prioritization scorecard criteria in advance and then define how to measure each e.g. lower auto trips, connectivity outcome, increased number of pedestrians, etc., and
- Discuss continuous process improvements.

### *Include Survey Data*

- Include citizen satisfaction survey results (note: this is a biannual survey),
- Use pre/post survey questions and analysis to help measure behavioral change of local residents directly affected by implemented projects. Example questions could be:
  - How safe do you feel walking on a scale of 1 to 10?
  - How often do you walk to places (i.e. library, transit, shops, etc.)?
- Illustrate increased connectivity of Pedestrian System Plan via survey or measurement of gap fillers

## **Conclusion**

The SAC's final recommendations encapsulates nearly a year of active participation in the evolution of the Final Sidewalk Prioritization Scorecard and Plan. To celebrate and recognize the SAC's collective efforts, the SAC members signed a project poster (see Attachment H).

## **Attachments**

Attachment A: Sidewalk Advisory Committee's Role and Key Activities

Attachment B: Final Sidewalk Prioritization Scorecard

Attachment C: 2018 Sidewalk Prioritization Plan

Attachment D: Sidewalk Advisory Committee Field Visits Collage

Attachment E: Sidewalks & Alternative Options

Attachment F: Additions to the Plan Survey Results

Attachment G: Locations of Possible Alternative Sidewalk Treatments

Attachment H: Sidewalk Advisory Committee Signed Poster

# 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



# 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

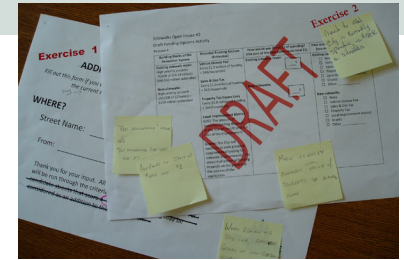
- Learn about roadway geometry; Street Light Master Plan; Parks, Recreation, and Open Space Plan; prioritizing existing repair



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









# Shoreline Sidewalk Prioritization Scorecard

Date: 5/22/18

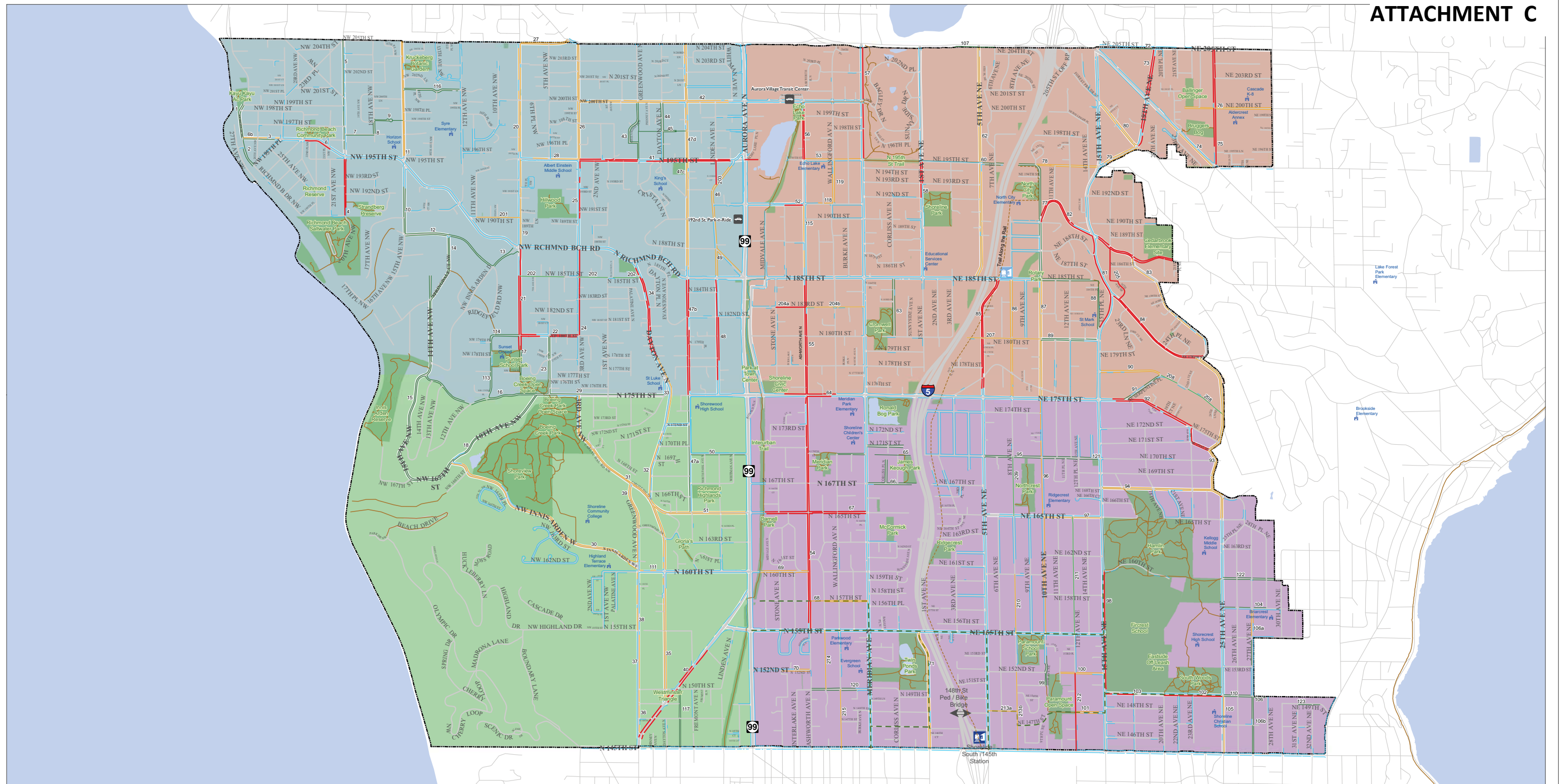
# FINAL

Criterion	Metric	Max.	Actual
<b>Safety</b>		<b>9</b>	
 <p><b>Safety</b></p>	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>	
 <p><b>Equity</b></p>	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	
	(1 Point) 80% of median income for a family of two**	1	
	Improvement serves a concentrated <b>community of color</b>	1	
(1 Point) Top 20% of population density of households of people of color	1		
Improvement serves a concentrated community with <b>disabilities</b>	1		
(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		
(1 Point) Top 20% of population density of households with a limited English speaker	1		
<b>Proximity</b>		<b>6</b>	
 <p><b>Proximity</b></p>	(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 <b>mile radius</b> of a <b>bus stop</b>	1	
	(1 Point) Improvement is located within a ½ <b>mile radius</b> of an existing or planned <b>BRT stop or Light Rail Station</b>	1	
<b>Connectivity</b>		<b>2</b>	
 <p><b>Connectivity</b></p>	(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".





Date: 6/1/2018

Request: 15064



Geographic Information System

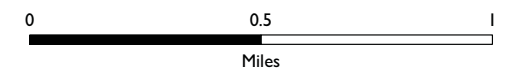
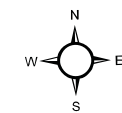
## 2018 Sidewalk Prioritization Plan with Project Numbers and Quadrant Overlay

### Legend

- |  |        |  |                                |  |    |
|--|--------|--|--------------------------------|--|----|
|  | High   |  | Green Network                  |  | NW |
|  | Medium |  | Existing Sidewalk              |  | NE |
|  | Low    |  | Existing Trail                 |  | SW |
|  |        |  | Planned Trail                  |  | SE |
|  |        |  | Planned Pedestrian/Bike Bridge |  |    |

### Quadrant

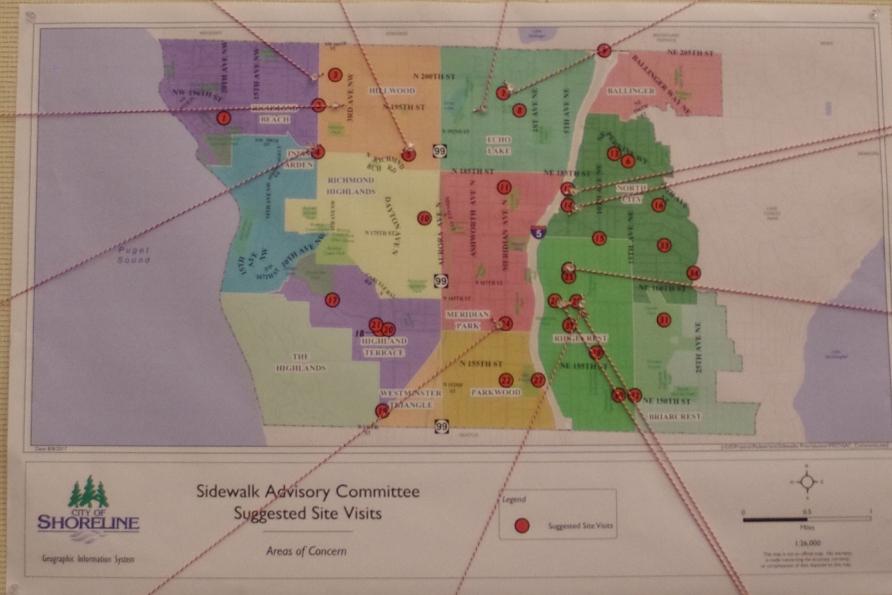
- |  |    |  |    |
|--|----|--|----|
|  | NW |  | NE |
|  | SW |  | SE |



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



# Sidewalk Advisory Committee Field Visits



Sidewalk abruptly ends

Missing sidewalk connection to Interurban Trail

Well maintained hedge and gravel path provides separate space for walking

Bus stop "island" has no sidewalk or crosswalk access

Blind curves - no sidewalk

Wooded path provides an alternative route

Poorly placed utility poles limit pedestrian movement

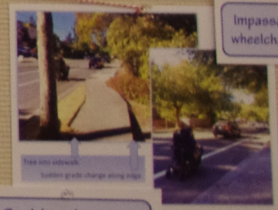
Impassable sidewalks force wheelchair users to roadway

Sudden drop at edge of sidewalk

Encroaching vegetation impedes full sidewalk access

Tree root damage

Lack of sidewalks





# 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

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

- 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

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

- No curb separation
- Parking impacts

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

### Trail

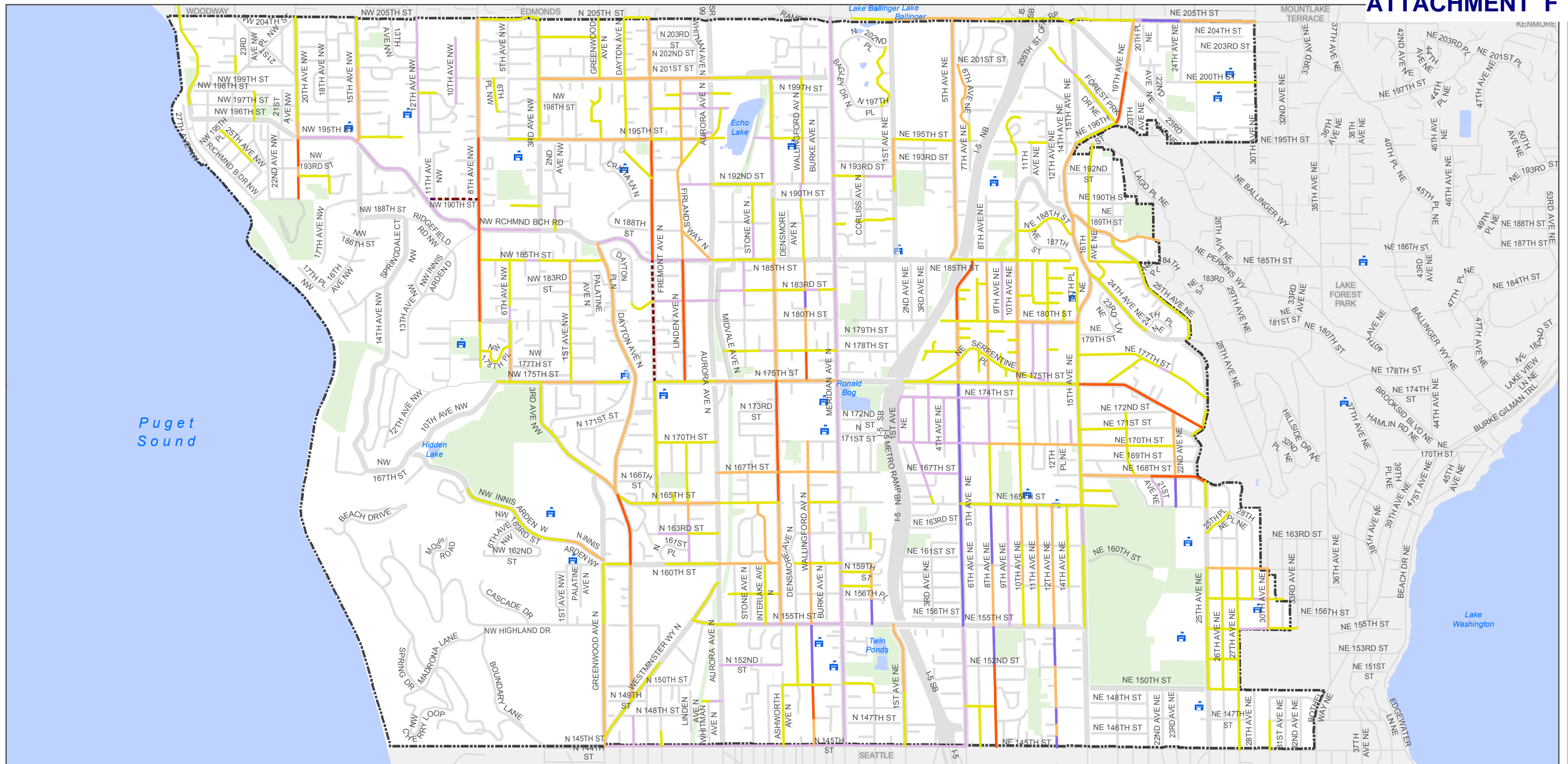


Trail designated for shared use by pedestrians and cyclists

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

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

Similar cost as standard sidewalks



Date: 4/23/2018

Request: 14683



# Sidewalk Survey Results\*

by Frequency of Location

Geographic Information System

\*Responses from Online Sidewalks Survey 1 & 2, Sidewalk Open House 1 & 2, SAC Meeting 4, and Mail-In Comments. Compiled 4.11.2018

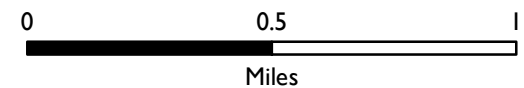
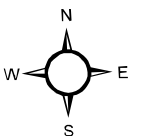
## Legend

### Sidewalks Needed

- 0 - 2
- 3 - 6
- 7 - 12
- 13 - 25

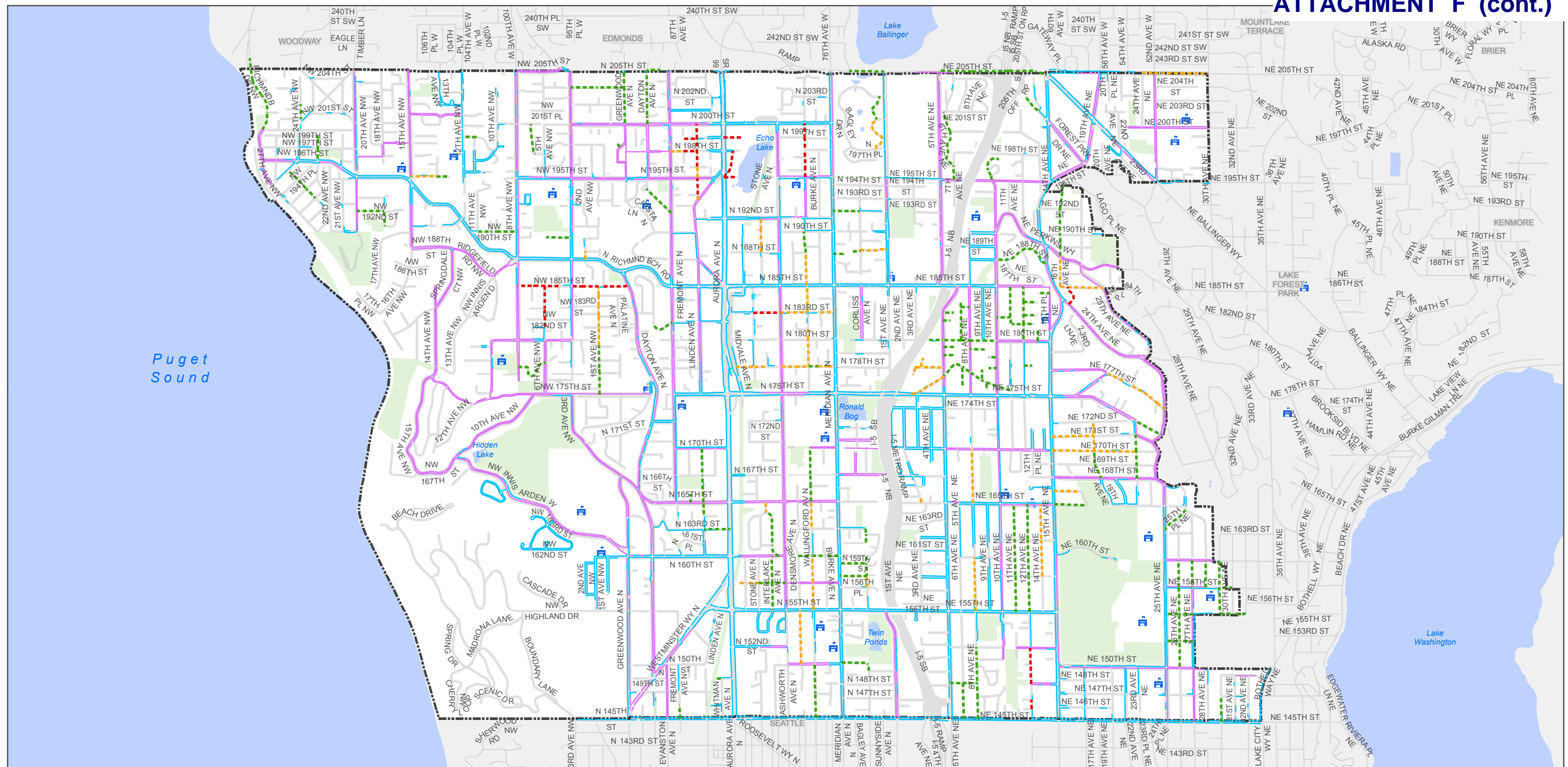
### Sidewalks Needing Repair

- 1 - 3
- 4 - 9
- 10 - 25



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Date: 4/26/2018

Request: 14683



# New Sidewalk Survey Results\*

with Applied Prioritization Criteria

Geographic Information System

\*Responses from Online Sidewalks Survey 1 & 2, Sidewalk Open House 1 & 2, SAC Meeting 4, and Mail-In Comments. Compiled 4.11.2018

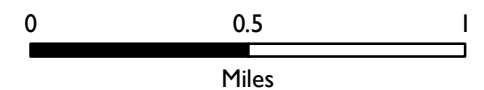
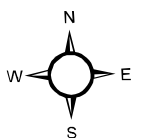
## Legend

Outside of 2011 Pedestrian System

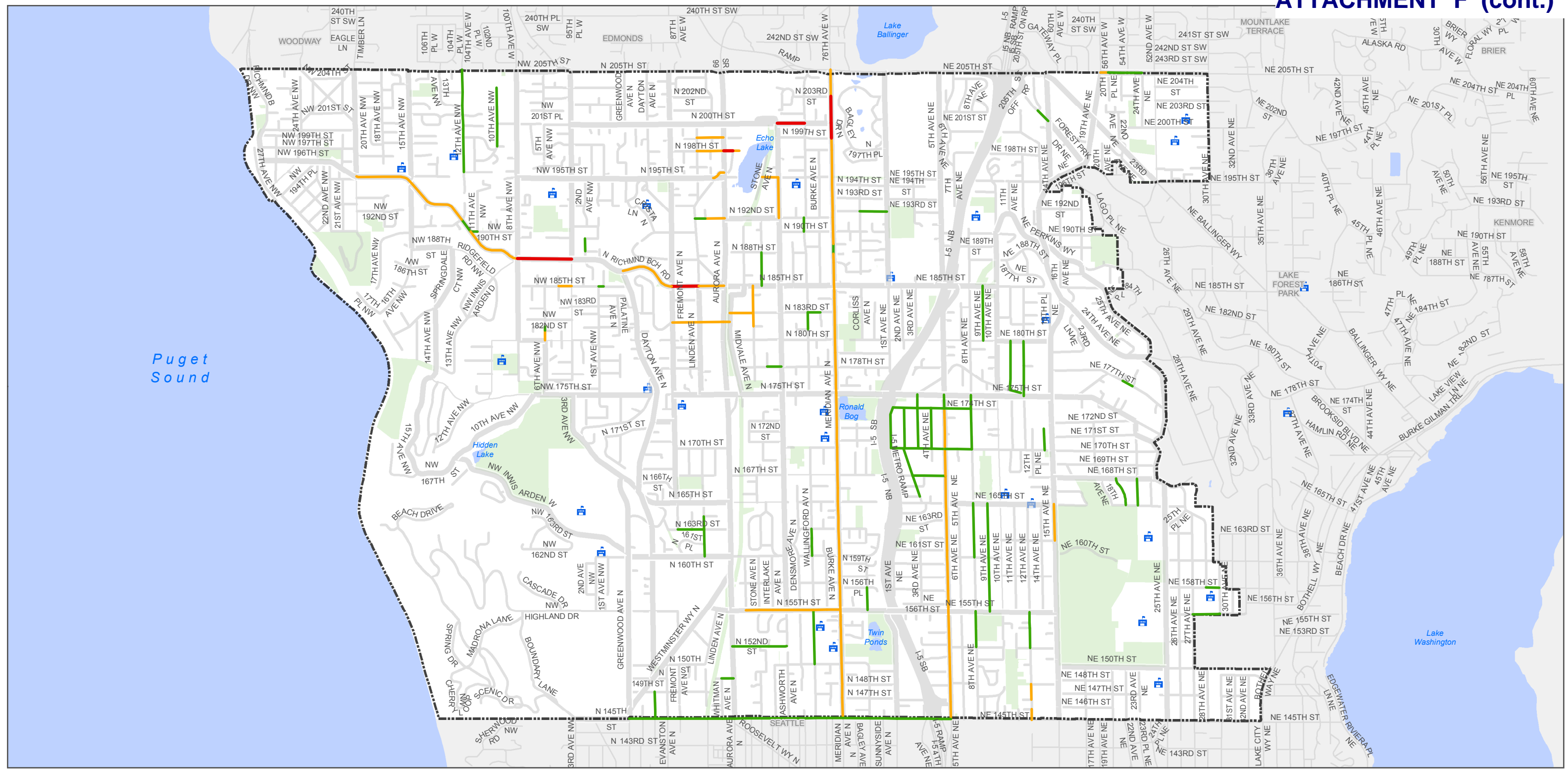
- 8 - 13
- 6 - 7
- 2 - 5

Within the 2011 Pedestrian System

Existing Sidewalk



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Date: 4/23/2018

Request: 14683



# Existing Sidewalk Survey Results\*

with Applied Prioritization Criteria

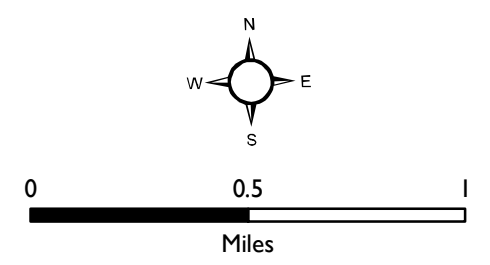
Geographic Information System

\*Responses from Online Sidewalks Survey 1 & 2, Sidewalk Open House 1 & 2, SAC Meeting 4, and Mail-In Comments. Compiled 4.11.2018

**Legend**

**Sidewalk Prioritization Score**

- 12 - 15
- 8 - 11
- 2 - 7



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## Locations of Possible Alternative Sidewalk Treatments

*Provided by Sidewalk Advisory Committee Members*

### **Treatment: Curbless Sidewalk**

**NW Innis Arden Way W**  
From Greenwood Ave N  
To 167th St NW

*Comment: There is already a section of Curbless Sidewalk along the Shoreline Community College property. Extending this east and west would make sense since there are only park (Shoreview Park) and wooded open lands visible from the street and there seems to be wide areas available for the meandering curbless sidewalk.*

*Comment: This medium priority stretch is largely along Shoreline Community College property and the Seattle Golf Club. Wide right of ways exist and relatively few home owners' buildings are close to the right of way. Seems like a logical place to use Curbless Sidewalks. There is already a section from 160th Street to Carlyle Hill Road with curbless sidewalks made of asphalt that are in very poor repair.*

**Greenwood Ave N**  
From Carlyle Hall Road N  
To 145th Street

### **Treatment: Widen asphalt roadway on one side and paint double white lines or add curb to separate walkway from cars.**

**24th Ave NE/NE 178th St and Perkins Way**  
From 15<sup>th</sup> Ave NE  
To 25<sup>th</sup> Ave NE

*Comment: Lake Forest Park (LFP) has a wide pedestrian/bike area but it stops at border of Shoreline as you walk up to 15th Ave NE. This incentivizes residents to walk from Shoreline to LFP and support the business in an adjacent city - I live in equal distance to North City's retail area, but have NEVER walked there with my kids due to lack of pathway.*



*Standing on south side of 24th Ave NE facing west*



*Walking eastbound on south side of NE 178th Street in LFP*



*DIY sidewalk*



**Treatment: Crushed gravel or asphalt**

**1st Ave NE  
(west side of street)  
From N 192<sup>nd</sup> St to  
N 195<sup>th</sup> St**

*Comment: There already is a worn dirt pathway (with an open ditch between path and road) on the west side of 1st Ave. The addition of a gravel pathway or asphalt would make it a lot more convenient for walkers from King County housing or from the Interurban Trail and 195<sup>th</sup> St. shared-use path to walk to the pool area or future light rail station at 185<sup>th</sup> St.*



*194th and 1st NE looking north*



*194th and 1st NE looking south*



*193rd and 1st looking north*



*193rd and 1st looking south*



*192nd and 1st looking north*



**Colored gravel path on south side of NW 195<sup>th</sup>**

**NW 195th Street**

From 3<sup>rd</sup> Ave NW

To Fremont Ave

*Comment: Why? This street is between Einstein Middle School and Kings Grade School. The road is relatively narrow with combined vehicle/bike lane. Speed limit 25mph. Lots of kid activity when schools open and close with heavy traffic from parents picking up children. North side of NW 195th St. has partial sidewalk but south side has wider shoulder where gravel has mostly disappeared.*



*Looking east from Einstein Middle School on NW 195<sup>th</sup> St.*

# Sidewalk Advisory Committee (SAC)

June 2017 - May 2018



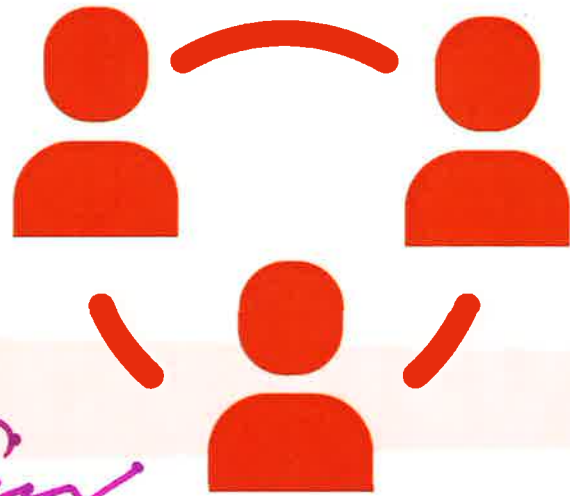
*David Daily*

*Cara Hutchison*

## Safety

*Denise Lopez*

*Robin McClelland*



*Rosalee Feery*

## Equity

*John Anthony*

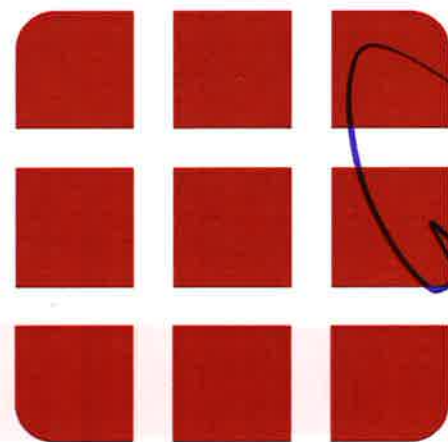


## Proximity

*Gene Miller and Marley!*

*Andrew Hellman*

*Lisa Lisa*



*Gene Miller*

*Tam Cross*

## Connectivity

*& Environment! ☺*

*Stephanie Angelis*