

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	2018 Sidewalk Prioritization Plan		
DEPARTMENT:	Public Works		
PRESENTED BY:	Nora Daley-Peng, Senior Transportation Planner		
ACTION:	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input checked="" type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

PROBLEM/ISSUE STATEMENT:

The City is nearing the end of a year-long process to update the Sidewalk Prioritization Plan. The major components of the process were the creation of a data-driven system for updating and reprioritizing projects in the City's 2011 Transportation Master Plan (TMP) Pedestrian System Plan and researching and recommending ways to fund them. The process included input from a citizen Sidewalk Advisory Committee (SAC) and multiple opportunities for providing public input through two open houses and online surveys.

At the April 23, 2018 Council meeting, staff presented the Draft Sidewalk Prioritization Plan which included the SAC's preliminary recommendations and funding recommendations for repair of existing sidewalks and the construction of new sidewalks. Council provided feedback on the Draft Plan and asked staff to return with the Final Plan and the SAC's final recommendations. In addition, Council asked staff to return with an ordinance for funding sidewalk repairs and maintenance with an increased vehicle license fee and a sales tax ballot measure resolution to fund new sidewalk construction.

Tonight, staff is returning to Council with staff's recommended Final Sidewalk Prioritization Plan. The Final Plan will move into the Comprehensive Plan Amendment process and will be the basis for developing a list of projects for a ballot measure funding package. Staff will also include a presentation of the Sidewalk Advisory Committee's (SAC's) final recommendations in the discussion tonight.

FINANCIAL IMPACT:

There is no financial impact associated with approval of the 2018 Sidewalk Prioritization Plan. Discussion of funding sidewalk repair and maintenance with an increased vehicle license fee and a ballot measure to fund new sidewalk construction are separately moving forward for Council discussion and action.

RECOMMENDATION

Staff recommends that Council approve the 2018 Sidewalk Prioritization Plan through consensus. Approval will allow staff to move the Plan into the Comprehensive Plan Amendment process.

Approved By: City Manager **DT** City Attorney **MK**

BACKGROUND

In June 2017, the City began a year-long process to create a Sidewalk Prioritization Plan, as directed by the City Council. Major components of the project include developing a data-driven process for prioritizing pedestrian improvements and researching and recommending ways to fund them. The process included input from the citizen Sidewalk Advisory Committee (SAC), Council feedback, as well as public input through two open houses and online surveys.

Staff used the Council feedback, the SAC draft recommendations, public feedback, as well as project technical analysis, to develop the Draft Sidewalk Prioritization Scorecard and Plan that was presented to Council on April 23, 2018. The staff report for the April 23, 2018 Council presentation can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2018/staffreport042318-8b.pdf>.

Staff have further refined the Plan based on Council feedback received on April 23, 2018, analysis of public survey results, and the SAC's final recommendations. Tonight, staff will present the results and recommendations from this year-long iterative process that has yielded the 2018 Sidewalk Prioritization Plan ("Final Plan") and scorecard as well as the SAC Final Recommendations.

DISCUSSION

This section of the staff report documents the development of the Plan from the start of the process, to the creation of the Draft Plan, and ultimately to the Final Plan presented tonight.

Updating the Sidewalk Prioritization Scorecard and Plan

With the help of the SAC, the 2011 TMP sidewalk prioritization criteria has been updated to identify needs and prioritize sidewalk improvements based on safety, equity, proximity, and connectivity. Over a year-long process, the SAC developed measurable metrics to support each criteria based on readily available data from the 2005 U.S. Census, the City's collision history, street classifications, transit route plans, and Shoreline's geographic/amenity features (e.g. parks, streets, and schools), etc. The Final Sidewalk Prioritization Scorecard (Attachment A) 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 existing (2011) Pedestrian System Plan to create the Draft Sidewalk Prioritization Plan (Attachment B). This Draft Plan was reviewed by the City Council on April 23, 2018. A summary of the sidewalk projects in the Draft Sidewalk Prioritization Plan (before adjustments or additional sidewalk segments were incorporated) is provided in the table below:

Priority	Score Range	Number of Projects	Approx. mileage	Est. Cost (millions)
High	12 to 18	26	19	\$112
Medium	8 to 11	45	25	\$147
Low	2 to 7	47	20	\$118
Total	N/A	118	64	\$377

Recommended Adjustments and Additions to the Final Sidewalk Prioritization Plan

While the Sidewalk Prioritization Scorecard’s data-driven process produced an objective, transparent, and substantive Draft Plan of the priorities, staff has developed recommended adjustments to the updated Sidewalk Prioritization Plan by examining whether projects in the High, Medium and Low priority categories may be more appropriately placed in another category (without changing the score itself) and whether additions to the plan should be made. Proposed additions were evaluated using the scoring criteria and placed in their priority category, which were then reviewed for appropriate placement.

Specifically, staff took a closer look at factors beyond the scorecard criteria that may influence the priority ranking of improvement projects, such as physical condition of roadways, geographic distribution across the city, and planned capital improvement projects. Staff also considered additions to the Draft Plan based on community input, changes (or anticipated changes) in land use and transportation, and completing gaps in the planned sidewalk network.

Recommended Adjustments

Staff reviewed the Draft Plan and identified adjustments needed to balance the geographic distribution of high priority projects across the city, account for anticipated redevelopment, capitalize on small, but impactful projects, and provide access to key community destinations. Although most recommended modifications were to elevate the priority category a project was placed in, some were reduced. In addition, three sidewalk segments were broken into a series of shorter segments to better reflect the characteristics of the road and reflect fundability. They are projects #6, #47, and #106 (refer to table below for more details).

The following table summarizes the recommended adjustments to the Plan, which are also shown on a map of recommended adjustments in Attachment C.

Proj. #	Street	From	To	Change	Reason
4	20 th Ave NW	Saltwater Park	NW 195 th St	Low to High	Access to Regional Park
6	NW 196 th St	Richmond Beach Dr. Way	23 rd Ave NW	See 6a and 6b	Split into 2 segments to prioritize 6a
6a	NW 196 th St	21 st Ave NW	23 rd Ave NW	Medium to High	Access to park and library
6b	NW 196 th St	Richmond Beach Dr. Way	NW 195 th PI	Remains Medium	Segment scored as a medium priority
42	N 200 th St	3 rd Ave NW	Aurora	High to Medium	To Prioritize Improvements on N 195 th St.
47	Fremont Ave N	N 165 th St	NE 205 th St	See 47a, 47b, 47c, and 47d	Split into 4 segments for more manageable sized projects
47a	Fremont Ave N	N 165 th St	N 175 th St	High to Low	Segment scored as a low priority
47b	Fremont Ave N	N 175 th St	N 185 th St	Remains High	Segment scored as a high priority
47c	Fremont Ave N	N 185 th St	N 195 th St	High to Medium	Segment scored as a medium priority
47d	Fremont Ave N	N 195 th St	N 205 th St	High to Medium	Segment scored as a medium priority
58	1st Ave NE	NE 192 nd St	NE 195 th St	Low to High	Close Gap
75	25 th Ave NE	NE 192 nd St	NE 205 th St	Medium to High	Geo-Distribution
76	NE 200 th St	Brugger's Bog	30 th Ave NE	Low to Medium	Access to School & Park
106	27 th Ave NE	NE 145 th St	NE 158 th St	See 106a and 106b	Split into 2 segments to prioritize 106a
106a	27 th Ave NE	NE 155 th St	NE 158 th St	Low to Medium	Access to School
106b	27 th Ave NE	NE 145 th St	NE 155 th St	Remains Low	Split into 2 segments to prioritize 6a

Recommended Additions

Staff, with the SAC, reviewed open house and survey input on possible additions to the current Pedestrian System Plan for prioritization using the updated Scorecard criteria as well as considering the frequency of requested additions at a location. The following table summarizes the recommended additions to the Plan, which are also shown on a map of recommended additions in Attachment D.

Proj. #	Street	From	To	Change	Reason
201	NW 190 th St	NW Richmond Beach Rd	8 th Ave NW	Added as Medium	Access to School
202	NW 185 th St	8 th Ave NW	Dayton Ave N	Added as Low	Geo-distribution
203	Linden Ave N	Firlands Way N	N 195 th St	Added as High	Close Gap
204a	N 183 rd St	Stone Ave N	Ashworth Ave N	Added as High	Access to Activity Center
204b	N 183 rd St	Ashworth Ave N	Meridian Ave N	Added as Medium	Access to Park
205	16 th Ave NE	24 th Ave NE	NE Perkins Way	Added as High	Access to Activity Center
206	N 195 th St	Aurora Ave	Echo Lake	Added as High	Access to Park
207	NE 180 th St	Trail Along the Rail	10 th Ave NE	Added as Medium	Subarea Redevelopment
208	NE 177 th St	NE Serpentine Pl	25 th Ave NE	Added as Low	Geo-distribution
209	8 th Ave NE	NE 165 th St	NE 170 th St	Added as Low	Street Network Connectivity
210	8 th Ave NE	NE 155 th St	NE 160 th St	Added as Medium	Street Network Connectivity
211	12 th Ave NE	NE 155 th St	NE 165 th St	Added as Low	Street Network Connectivity
212	12 th Ave NE	NE 145 th St	NE 152 nd St	Added as High	Street Network Connectivity
213a	NE 148 th St	5 th Ave NE	8 th Ave NE	Added as Medium	Subarea Redevelopment
213b	8 th Ave NE	NE 145 th St	NE 152 nd St	Added as Medium	Subarea Redevelopment
214	Densmore Ave N	N 150 th St	N 155 th St	Added as Medium	Access to School
215	Wallingford Ave N	N 145 th St	N 150 th St	Added as Medium	Access to School

2018 Sidewalk Prioritization Plan

The 2018 Sidewalk Prioritization Plan has been developed from the existing Plan using the new scorecard and including the recommended adjustments and the additions. The Plan can be found in Attachment E and will be used as the basis for developing a list of projects to include in a potential ballot measure funding package, future grant applications, and uncommitted City funds. The projects selected for funding may consider other factors such as coordination with other City plans (e.g. the PROS plan), new issues, and updated City goals. It is important to note that if the Council does opt

to put a sales tax measure on the ballot to fund new sidewalks, and voters do approve the measure, that the funding generated will only fund a small portion of the sidewalk segments identified in the Plan. The funding would likely fund less than 30% of the high priority sidewalks.

The following table provides a summary of the updated priority categories after adjustments and additions with the cost for each priority category.

Priority	Score Range	Number of Projects	Approx. mileage	Est. Cost (millions)
High	12 to 18	33	16	\$95
Medium	8 to 11	55	31	\$183
Low	2 to 7	50	23	\$136
Total	N/A	138	70	\$414

Attachment F is the Pedestrian Improvements Prioritization Matrix that supports the 2018 Plan. If adopted, it would replace the TMP's Appendix H via the Comprehensive Plan Amendment process. The 2018 Plan will be included in the upcoming TMP update. Future updates to the Plan will coincide with TMP updates.

Sidewalk Advisory Committee Final Recommendations

In June 2017, through an open solicitation for SAC volunteers, the City Manager appointed 15 citizens to serve on the SAC from a diverse cross section of Shoreline neighborhoods with a broad range of interests. The SAC's main role was to help analyze how to prioritize installation of new sidewalks and repairs of existing sidewalks and ramps, alternative pedestrian treatments, and fund repair of existing sidewalks and installation of new sidewalks.

Over this year-long process, the work of the SAC has been an involved and iterative process and included 12 SAC meetings, four subcommittees meetings, two open houses, two Council dinner meetings, a video about Shoreline sidewalks, and a Sidewalk Prioritization Plan FAQ was developed and shared with the public.

On May 10, 2018, the SAC held their last committee meeting and culminated their year-long efforts into a Final Recommendations Memo to the City Manager (Attachment G). The salient points of the SAC's final recommendations to the City Manager are summarized under the following seven subtopics:

1. Prioritization Scorecard and Plan:
 - o The data-driven process has yielded a creditable, objective, and transparent prioritization of the citywide sidewalk expansion plan. Although the SAC advised staff to further examine some sidewalk projects based on factors outside of the scorecard criteria, the SAC considers the Final Scorecard to be a useful and accurate tool in the development of the Final Plan (map) of prioritized new sidewalk projects.

- Within each prioritization level (i.e. high, medium, and low); organize projects for efficiencies, ease of construction (i.e. quick wins), and distribution across the city.
2. Additions to the Plan:
 - Based on the SAC’s review of public outreach survey results and their collective local knowledge of the citywide street network, the SAC recommends that staff consider strategic additions that improve overall street grid connectivity, address site-specific challenges such as steep topography, ditches, and flooding; and respond to changes (or anticipated changes) in the city.
 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 an 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 solution when used in the right context. This should be considered in the design of each project.
 4. Funding:
 - Funding sidewalk repairs and ADA deficiencies should be a top priority – Pursue either a 0.1% or 0.2% increase in the sales and use tax to fund sidewalk repairs and ADA retrofits, and continue the current level of City general fund contribution in addition to these new funds.
 - Funding new sidewalks projects is important but a lower priority than existing sidewalk repairs – Pursue combined funding for new sidewalks with the PROS Plan priorities on the same property tax funding measure in 2019. The funding for new sidewalks should, in the measure, include \$100 million to allow significant progress on the high priority projects.
 - The SAC also recommends that the City not put two sidewalk measures on the same ballot (e.g. one for new sidewalk and another for repair/ADA); and to use separate funding sources for new sidewalks and sidewalk repairs/ADA deficiencies.
 5. Plan Implementation:
 - The SAC recommends when developing an implementation plan for building new sidewalks that the city consider the geographic distribution of project (especially if funding is planned or available to initiate several projects), seek quick wins, consider whether there is an existing sidewalk on the street, go out of sequence when appropriate – especially to fill a gap, and to package projects to reduce costs.
 6. Communications:
 - Communicate plans and priorities effectively and celebrate completed work to build public awareness of progress.

7. Performance Measures:

- Develop a periodic performance report that is direct and engaging and shares the work completed on both repairs of existing sidewalks and development of new sidewalks, cost performance.
- Conduct before and after surveys that capture the public sense of changes in how walking in a project area feels (especially safety), changes in usage with the improvements, changes in travel (driving to walking), etc.
- Evaluate if the projects are meeting scorecard goals.

STAKEHOLDER OUTREACH

Staff used public feedback from two open houses, two online surveys, and the SAC's recommendations, as well as project technical analysis to develop and finalize the Sidewalk Prioritization Scorecard and Plan (map). To help keep the public informed and engaged throughout the process, the project webpage was regularly updated and a Frequently Asked Questions (FAQs) was disseminated at the open houses and City Hall's Public Work's information carousel and posted to the webpage. The Sidewalk Prioritization Plan webpage can be found at the following link:

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

On October 17, 2017, the City held its first open house for the Sidewalk Prioritization Plan and ADA Transition Plan projects. Approximately 30 people from neighborhoods throughout Shoreline attended. At the open house, City staff presented an overview of the Sidewalk Prioritization Plan and ADA Transition Plan projects and highlighted a data-driven process for prioritizing projects and identifying ways to fund them. After the presentation and Q&A session, attendees participated in two activities to identify areas in need of improvements (Attachment H) and provided their preferences on the four draft prioritization criteria: safety, equity, proximity, and connectivity (Attachment I).

On March 22, 2018, the City held a second open house on Sidewalk Prioritization. About 30 people from across Shoreline attended to review and comment on the Draft Prioritization Scorecard and Plan, as well as learn about options to fund improvements. After the presentation and Q&A session, attendees participated in two activities to identify potential additions to the Plan (Attachment J) and provide their preferences on funding options (Attachment K).

After each open house, an online survey with questions that mirrored the open house activities was provided so people who couldn't attend the open houses could provide their input. A total of 224 community members participated in Open House 1 and the first online survey and a total of 577 community members participated in Open House 2 and the second online survey (Attachment L). Staff, with the SAC, reviewed public input from the open houses and surveys and used it to inform the development of the Final Prioritization Scorecard and Plan.

COUNCIL GOAL(S) ADDRESSED

This item addresses the following 2017-2019 City Council Goals:

- Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public services; Action Step 1 – Identify and advocate for funding, including grant opportunities, to support construction of new and maintenance of existing sidewalks and other non-motorized facilities, and Action Step 8 – Update the Transportation Master Plan (TMP) Pedestrian System Plan and sidewalk prioritization process and move the Master Street Plan from the TMP to Title 12 of the Shoreline Municipal Code.
- Goal 4: Expand the City's focus on equity and inclusion to enhance opportunities for community engagement; Action Step 3 – Ensure continued compliance with federal and state anti-discrimination laws, including Title VI of the Civil Rights Act, the Civil Rights Restoration Act, the American with Disability Act, and Washington's Law Against Discrimination, so as to ensure all Shoreline residents benefit from the City's programs and activities, and Action Step 4 – Conduct community meetings with residents to discuss current issues, City policy and other changes that may impact the community.

FINANCIAL IMPACT

There is no financial impact associated with approval of the 2018 Sidewalk Prioritization Plan. Discussion of funding sidewalk repair and maintenance with an increased vehicle license fee and a ballot measure to fund new sidewalk construction are separately moving forward for Council discussion and action.

RECOMMENDATION





Staff recommends that Council approve the 2018 Sidewalk Prioritization Plan through consensus. Approval will allow staff to move the Plan into the Comprehensive Plan Amendment process.

ATTACHMENTS

Attachment A: Final Sidewalk Prioritization Scorecard
Attachment B: Draft Sidewalk Prioritization Plan (Map)
Attachment C: Sidewalk Prioritization Plan with Recommended Adjustments (Map)
Attachment D: Sidewalk Prioritization with Recommended Additions (Map)
Attachment E: 2018 Sidewalk Prioritization Plan (Map)
Attachment F: 2018 Pedestrian Improvements Prioritization Matrix
Attachment G: SAC Final Recommendations Memo
Attachment H: Public Engagement Activity – Where Are Improvements Needed
Attachment I: Public Engagement Activity – Prioritization Criteria
Attachment J: Public Engagement Activity – Potential Additions to Plan
Attachment K: Public Engagement Activity – Funding Options
Attachment L: Open House and Online Survey Participation

Shoreline Sidewalk Prioritization Scorecard

Date: 5/22/18

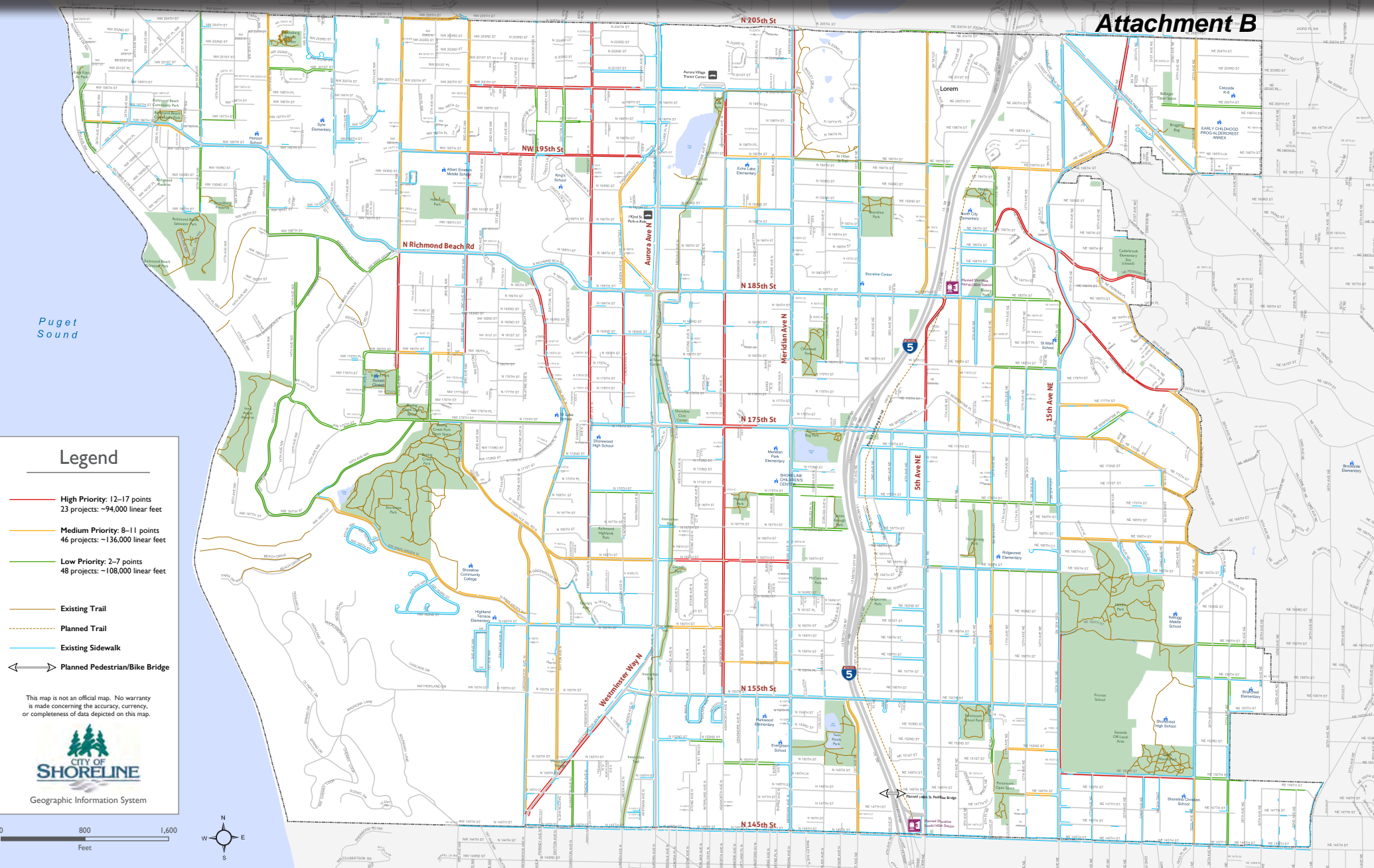
Criterion	Metric	Max.	Actual
Safety		9	
 Safety	Location has a collision history (auto and/or pedestrian):		
	(1 Point) At least one injury collision within the past five years	1	
	(1 Point) At least one pedestrian/auto collision within the past five years	1	
	(1 Point) Two or more pedestrian/auto collisions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

* 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".

Draft Sidewalk Prioritization Plan

Attachment B

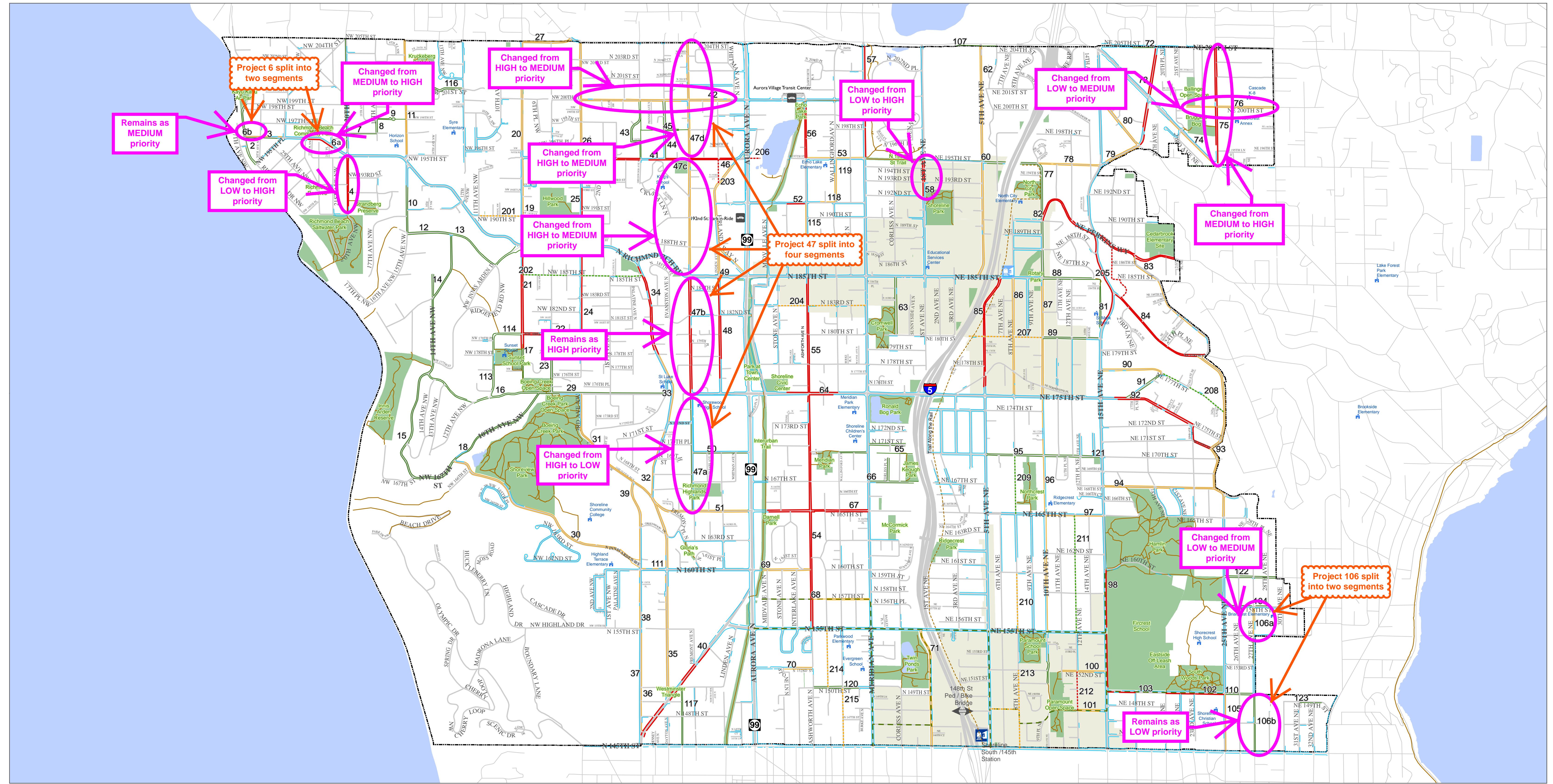


Legend

- High Priority: 12-17 points
23 projects: ~94,000 linear feet
- Medium Priority: 8-11 points
46 projects: ~136,000 linear feet
- Low Priority: 2-7 points
48 projects: ~108,000 linear feet
- Existing Trail
- - - Planned Trail
- Existing Sidewalk
- ⇄ Planned Pedestrian/Bike Bridge

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Date: 5/21/2018

Request: 15064

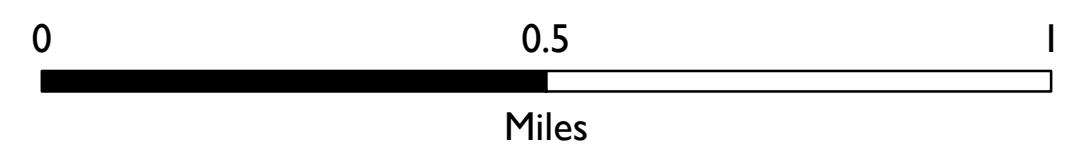
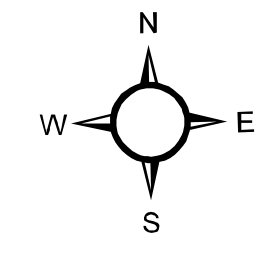


Sidewalk Prioritization Plan

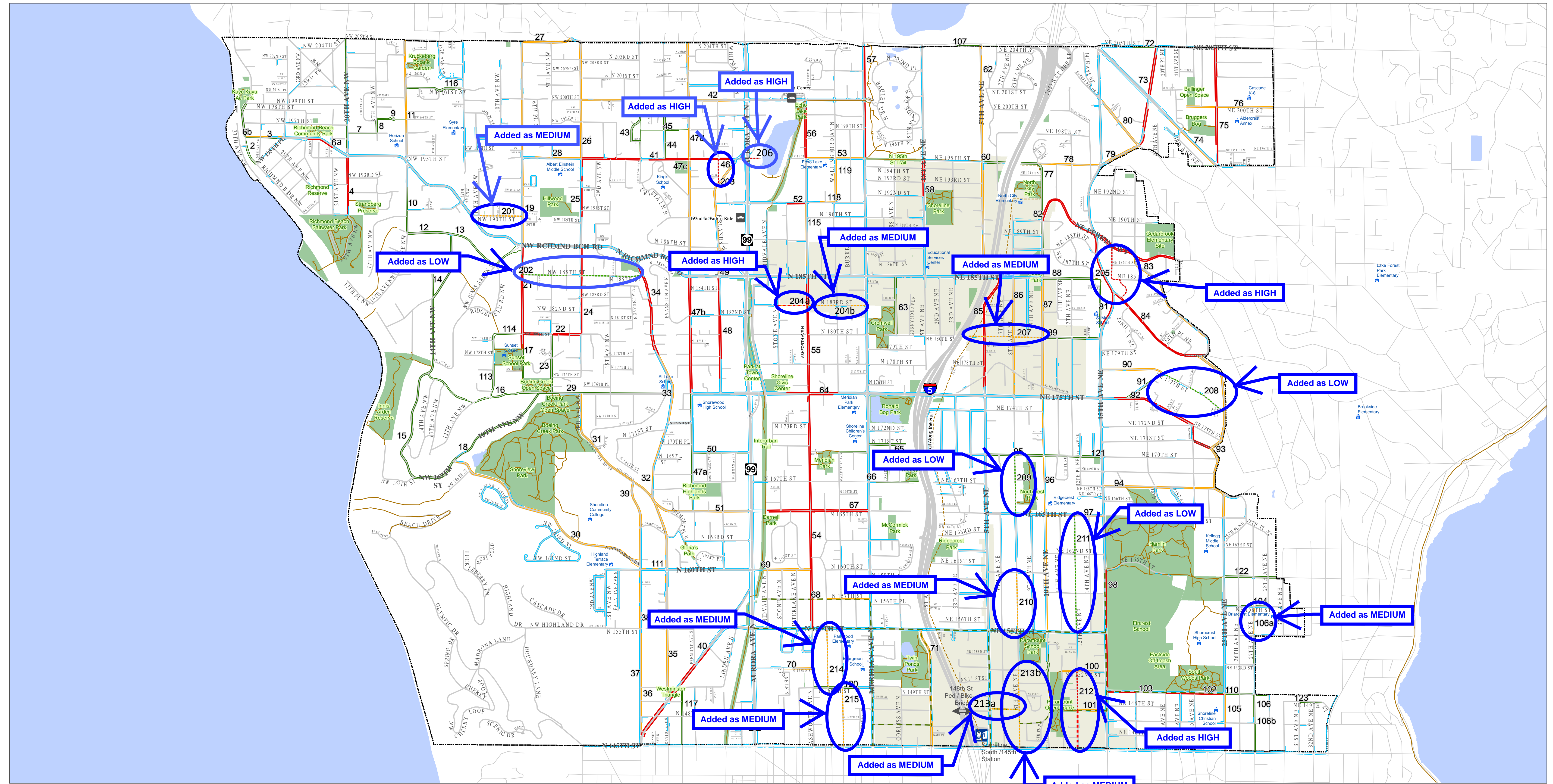
With City Staff Recommended Adjustments and Project Numbers

Legend

TMP Projects	Recommended Additions	Existing Trail
— High	--- High	— Planned Trail
— Medium	--- Medium	— Green Network
— Low	--- Low	— Existing Sidewalk
		— Planned Pedestrian/Bike Bridge
		— Light Rail Station Zoning



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Date: 5/21/2018

Request: 15064

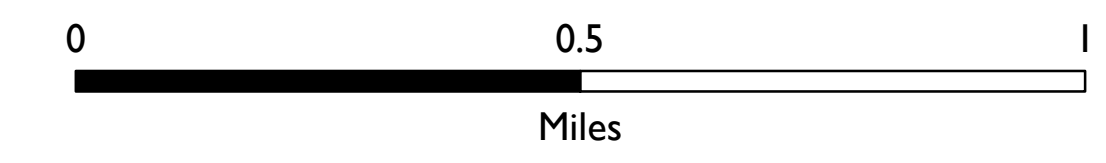
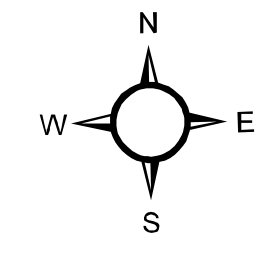


Sidewalk Prioritization Plan

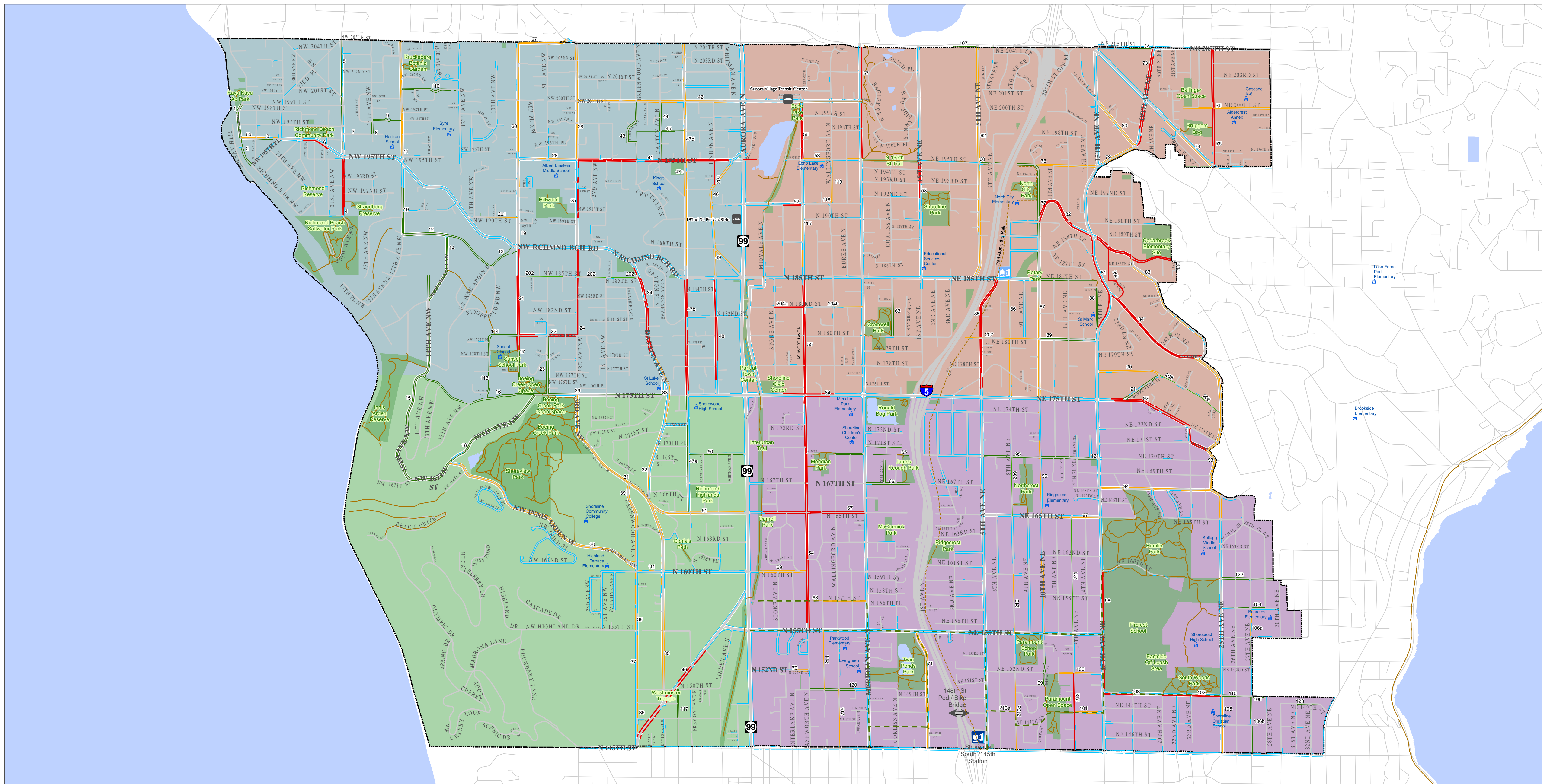
With City Staff Recommended Additions and Project Numbers

Legend

TMP Projects	Recommended Additions	Existing Trail
High	High	Existing Trail
Medium	Medium	Planned Trail
Low	Low	Green Network
		Existing Sidewalk
		Planned Pedestrian/Bike Bridge
		Light Rail Station Zoning



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Date: 6/1/2018

Request: 15064



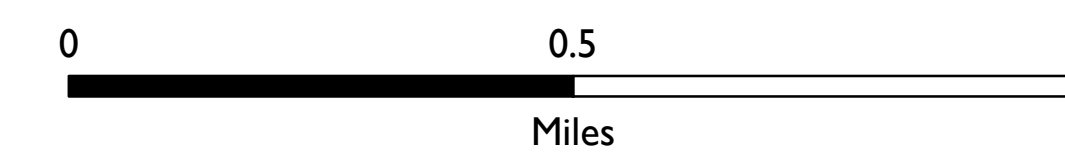
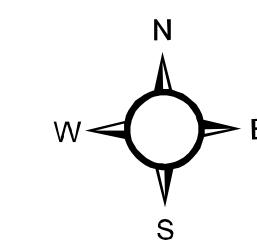
Geographic Information System

2018 Sidewalk Prioritization Plan

with Project Numbers and Quadrant Overlay

Legend

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



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2018 PEDESTRIAN IMPROVEMENTS PRIORITIZATION MATRIX							SAFETY					EQUITY					PROXIMITY					CONNECTIVITY		TOTALS					QUAD.					
LINE #	PROJECT #	STREET	FROM	TO	STREET CLASSIFICATION	DESCRIPTION	1 Injury Collision	1 Ped/ Auto Collision	2+ Ped/ Auto Collisions	Street Classification	Speed Limit	Alternative to travel	Age - Children	Age - Older Adults	Income	Community of Color	Disabilities	Limited English Speakers	School Walkshed	1/4 mile Park	1/4 mile Activity Center	Along a Street w/ a Transit Stop	1/4 mile bus stop	1/2 mile BRT or Light Rail Station	Extends	Closes Gap	Total Safety	Total Equity	Total Proximity	Total Connectivity	Total Score	Adjusted Score	Quadrant - NE, SE, SW, NW of 175th St. & Aurora Ave	
1	64	N 175th St	Stone Ave N	Meridian Ave N	Principal Arterial	Construct sidewalks on the north and south sides of the street and improve existing sidewalks. Replace the existing asphalt walkway adjacent to Meridian Park Elementary School with a sidewalk.	1	0	0	3	2	0	0	0	1	1	1	1	1	1	1	1	1	1	0	2	6	4	6	2	18	18	SE NE	
2	98	15th Ave NE	NE 150th St	NE 160th St	Principal Arterial	Construct sidewalks on the east side of the street	1	1	0	3	2	0	0	0	1	1	1	1	1	1	1	1	0	1	0	7	4	5	1	17	17	SE		
3	81	15th Ave NE	NE 181st St	NE 196th St	Principal Arterial	Construct and improve sidewalks on the west and east sides of the street,	1	0	0	3	2	0	0	0	1	0	1	1	1	1	1	1	1	1	0	2	6	3	6	2	17	17	NE	
4	57	Meridian Ave N	N 194th St	N 205th St	Minor Arterial	Construct sidewalks on the east side of the street	1	1	1	2	2	0	1	0	0	0	0	1	1	1	0	1	1	1	0	2	7	2	5	2	16	16	NE	
5	73	19th Ave NE	NE 196th St	NE 205th St	Minor Arterial	Construct sidewalks on west and east sides of the street, where needed.	1	1	1	2	1	0	1	0	1	0	0	0	1	1	1	1	1	0	0	2	6	2	5	2	15	15	NE	
6	34	Dayton Ave N	N 178th St	N Richmond Beach Rd	Minor Arterial	Construct sidewalks on one side of the street	1	0	0	2	1	0	1	1	1	0	1	1	1	1	1	1	1	1	0	0	4	5	6	0	15	15	NW	
7	21	8th Ave NW	North side of Sunset Park	Richmond Beach Rd NW	Collector Arterial	Construct sidewalks on east side of the street	1	1	0	1	1	0	1	1	1	0	1	1	1	1	1	0	1	0	0	2	4	5	4	2	15	15	NW	
8	48	Linden Ave N	N 175th St	N 185th St	Local Secondary	Construct sidewalks on the east side of the street from N 175th St to N 177th St, on	1	1	1	0	0	0	1	0	1	1	1	1	1	1	1	0	1	1	1	0	0	3	5	5	1	14	14	NW
9	40	Westminster Way N	N 145th St	N 153rd St	Principal Arterial	Construct sidewalks on both sides of the street	1	1	0	3	2	0	0	0	1	0	0	0	1	1	0	1	1	1	1	0	0	7	1	5	1	14	14	SW
10	25	3rd Ave NW	NW 189th St	NW 195th St	Collector Arterial	Construct sidewalks to fill in gaps on the east side of the street	1	1	0	1	1	0	0	1	1	0	1	0	1	1	1	1	1	0	0	2	4	3	5	2	14	14	NW	

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11	102	NE 150th St	15th Ave NE	25th Ave NE	Collector Arterial	Construct sidewalks on south side of the street (excludes segment from 18th Ave NE to 20th Ave NE, Project #103)	1	0	0	1	1	0	1	1	1	1	0	1	1	1	1	1	1	0	0	0	3	5	5	0	13	13	SE	
12	85	5th Ave NE	NE 175th St	NE 185th St	Minor Arterial	Construct sidewalks on the west and east sides of the street	1	1	0	2	1	1	1	0	0	0	0	0	0	1	1	1	1	1	1	0	0	6	1	5	1	13	13	NE
13	82	Perkins Way NE	10th Ave NE	21st Ave NE	Collector Arterial	Construct sidewalks on the south side of the street from 10th Ave NE to 21st Ave NE	1	0	0	1	0	0	0	1	1	1	1	1	1	1	0	0	1	1	0	2	2	5	4	2	13	13	NE	
14	67	N 165th St	Interurban Trail	Meridian Ave N	Local Primary	Construct sidewalks on the north and south sides of the street and improve pedestrian path in the unimproved right-of-way	1	0	0	0	0	1	0	1	1	1	1	1	1	1	1	0	1	1	1	0	0	2	5	5	1	13	13	SE
15	56	Ashworth Ave N	N 195th St	N 200th St	Collector Arterial	Construct sidewalks on the west and east sides of the street.	1	0	0	1	1	0	1	0	1	1	1	1	1	1	1	0	1	1	0	0	3	5	5	0	13	13	NE	
16	55	Ashworth Ave N	N 175th St	N 185th St	Collector Arterial	Construct sidewalks on the west and east sides of the street	1	0	0	1	1	0	1	0	1	1	1	1	1	1	1	0	1	1	0	0	3	5	5	0	13	13	NE	
17	41	NW 195th St	3rd Ave NW	Linden Ave N	Collector Arterial	Construct sidewalks on the north and south sides of the street	1	1	0	1	0	0	1	1	1	1	1	1	1	1	0	0	1	1	1	0	0	3	5	4	1	13	13	NW
18	24	3rd Ave NW	NW 180th St	NW Richmond Beach Rd	Collector Arterial	Construct sidewalks on the east side of the street	1	1	1	1	0	0	1	1	1	0	1	1	1	1	1	0	1	0	0	0	4	5	4	0	13	13	NW	
19	6a	NW 196th St	23rd Ave NW	21st Ave NW	Collector Arterial	Construct sidewalks on the south side of the street	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	2	2	0	4	2	8	12	NW	
20	47b	Fremont Ave N	N 175th St	N 185th St	Collector Arterial	Construct sidewalks on both sides of street	1	0	0	1	0	0	1	0	1	1	1	1	1	1	1	1	1	0	0	0	2	5	5	0	12	12	NW	
21	204a	N 183RD ST	STONE AVE N	Ashworth Ave N	Local Secondary	Construct sidewalks on both sides of the street	1	0	0	0	0	0	1	0	1	1	1	1	1	1	1	0	1	0	0	2	1	5	4	2	12	12	NE	
22	212	12TH AVE NE	NE 152ND ST	NE 145TH ST	Local Secondary	Construct sidewalks on both sides of the street	1	0	0	0	0	0	1	1	1	1	1	1	0	1	0	0	1	1	0	2	1	6	3	2	12	12	SE	

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23	206	N 195TH ST	AURORA AVE N	Dead End (Echo Lake)	Local Secondary	Construct sidewalks on both sides of the street	1	0	0	0	0	0	1	0	1	1	1	1	0	1	1	0	1	1	1	0	0	1	5	4	1	11	12	NE
24	205	16TH AVE NE/ NE 185TH ST	NE PERKINS WAY	24th Ave NE	Local Secondary	Construct sidewalks on both sides of the street	1	0	0	0	0	0	0	1	1	1	1	1	0	0	1	0	1	1	1	1	0	1	5	3	1	10	12	NE
25	203	LINDEN AVE N	N 195TH ST	Firlands Way N	Local Secondary	Construct sidewalks on both sides of the street	1	0	0	0	0	0	0	1	0	1	0	1	0	1	0	0	1	1	0	0	0	1	3	3	0	7	12	NW
26	92	NE 175th St	15th Ave NE	22nd Ave NE	Collector Arterial	Construct sidewalks on both sides of the streets, where needed, to complete sidewalks on both sides of the streets	1	0	0	1	1	0	1	0	1	0	1	0	1	1	1	0	1	0	0	2	3	3	4	2	12	12	SE NE	
27	84	24th Ave NE	15th Ave NE	25th Ave NE	Minor Arterial	Construct sidewalks on both sides of the street	1	0	0	2	1	0	0	1	1	1	1	1	0	1	1	0	1	0	0	0	4	5	3	0	12	12	NE	
28	75	25th Ave NE	NE 195th St	NE 205th St	Local Primary	Construct sidewalks on the west and east sides of the street	1	0	0	0	1	0	1	0	1	0	0	0	1	1	1	0	1	0	0	0	0	2	2	4	0	8	12	NE
29	58	1st Ave NE	NE 192nd St	NE 195th St	Local Secondary	Construct sidewalks on the west and east sides of the street	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	0	2	1	0	4	2	7	12	NE	
30	54	Ashworth Ave N	N 155th St	N 175th St	Collector Arterial	Construct sidewalks on the west and east sides of the street	1	0	0	1	1	0	0	1	1	0	1	1	1	1	1	0	1	1	0	0	3	4	5	0	12	12	SE	
31	52	N 192nd	Interurban Trail	Ashworth Ave N	Collector Arterial	Construct sidewalks on the south side of the street from the Interurban Trail to Ashworth Avenue N	1	0	0	1	0	0	1	0	1	1	1	1	1	1	0	0	0	1	0	2	2	5	3	2	12	12	NE	
32	22	NW 180th St	3rd Ave NW	8th Ave NW	Collector Arterial	Construct sidewalks on one side of the street	1	1	0	1	0	0	1	1	1	0	1	1	1	1	0	0	0	0	0	2	3	5	2	2	12	12	NW	
33	4	20th Ave NW	Saltwater Park entrance	NW 195th St	Local Primary	Construct sidewalks on one side of the street	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	2	0	3	0	5	12	NW	

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34	118	N 192nd St	Ashworth Ave N	Wallingford Ave N	Local Secondary	Construct sidewalks on the south side of the street	1	0	0	0	0	0	1	0	1	1	1	1	1	1	0	0	1	1	1	1	0	1	5	4	1	11	11	NE
35	111	N 160th St	Dayton Ave N	Greenwood Ave N	Collector Arterial	Construct a sidewalk on the north side of the street to fill in the gap	1	1	0	1	1	0	0	0	0	0	0	0	1	1	1	0	1	1	0	2	4	0	5	2	11	11	SW	
36	105	25th Ave NE	NE 145th St	NE 150th St	Collector Arterial	Construct sidewalks on the east side of the street	1	0	0	1	1	0	0	0	1	1	0	1	1	1	1	1	1	0	0	0	3	3	5	0	11	11	SE	
37	100	NE 152nd St	11th Ave NE	15th Ave NE	Local Secondary	Construct sidewalks on the north and south sides of the street	1	0	0	0	0	0	1	1	1	1	1	1	0	1	1	0	1	1	0	0	1	6	4	0	11	11	SE	
38	93	25th Ave NE	NE 165th St	NE 178th St	Collector Arterial	Construct sidewalks on the west and east sides of the street. Reduce sidewalk width or construct shoulder when topography is restrictive	1	0	0	1	1	0	1	1	1	1	1	1	1	1	0	0	0	0	0	0	3	6	2	0	11	11	SE	
39	83	25th Ave NE	Perkins Way NE	NE 178th Street	Collector Arterial	Construct sidewalks on both sides of the street	1	0	0	3	0	0	0	1	1	1	1	1	0	1	0	0	1	0	0	0	4	5	2	0	11	11	NE	
40	74	Ballinger Way NE	19th Ave NE	25th Ave NE	Local Secondary	Construct sidewalks on the southwest side of the street where needed	1	0	0	0	2	0	1	0	1	0	0	0	1	1	1	1	1	0	1	0	3	2	5	1	11	11	NE	
41	46	Firlands Way N	N 185th St	N 195th St	Local Secondary	Construct sidewalks on the west and east sides of the street	1	0	0	0	0	0	0	1	1	1	0	1	1	1	0	1	1	1	1	0	1	4	5	1	11	11	NW	
42	42	NW 200th St	3rd Ave NW	Aurora Ave N	Collector Arterial	Construct sidewalks on the north and south sides of the street	1	0	0	1	0	0	0	1	0	1	0	1	1	1	1	1	1	1	1	1	2	3	6	1	12	11	NW	
43	35	Dayton Ave N	Westminster Way N	N 165th St	Local Secondary	Construct sidewalks on the west and east sides of the street	1	1	0	0	2	0	0	0	1	0	0	0	1	1	1	1	1	1	0	0	4	1	6	0	11	11	SW	
44	31	3rd Ave NW/Carlyle Hall Rd NW	N 175th St	Dayton Ave N	Collector Arterial	Construct sidewalks on the east side of the street and the west side of the street, where needed	1	1	0	1	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	2	3	0	6	2	11	11	SW	
45	26	3rd Ave NW	NW 195th St	NW 205th St	Collector Arterial	Construct sidewalks on the west and east sides of the street	1	1	0	1	1	0	0	1	1	0	1	0	1	1	0	1	1	0	0	0	4	3	4	0	11	11	NW	

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46	6b	NW 196th St	Richmond Beach Dr NW	21st Ave NW	Collector Arterial	Construct sidewalks on the north side of the street and fill in gaps on the side of the street	1	1	0	1	1	0	0	0	0	0	0	0	0	1	1	1	1	0	0	2	4	0	4	2	10	10	NW	
47	106a	27th Ave NE	NE 155th St	NE 158th St	Local Secondary	Construct and improve sidewalks on the west and east sides of the street, where needed.	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	2	0	3	10	SE	
48	119	Wallingford Ave N	N 192nd St	N 195th St	Local Secondary	Construct sidewalks on the east side of the street	1	0	0	0	0	0	1	0	1	1	1	1	1	1	0	0	1	1	0	0	0	1	5	4	0	10	10	NE
49	101	NE 148th St	12th Ave NE	15th Ave NE	Local Secondary	Construct sidewalks on the north and south sides of the street	1	0	0	0	0	0	1	1	1	1	0	1	0	1	1	0	1	1	0	0	1	5	4	0	10	10	SE	
50	71	1st Ave NE	NE 145th St	NE 155th St	Collector Arterial	Construct sidewalks on east and west sides of the street, where needed.	1	0	0	1	1	0	0	0	0	0	0	0	1	1	1	0	1	1	0	2	3	0	5	2	10	10	SE	
51	69	N 160th St	Aurora Ave N	Ashworth Ave N	Local Secondary	Construct sidewalks on the north and south sides of the street	1	1	0	0	0	0	0	1	0	0	1	0	1	1	1	0	1	1	1	1	0	2	2	5	1	10	10	SE
52	68	N 157th St	Ashworth Ave N	Meridian Ave N	Local Secondary	Construct sidewalks on the north and south sides of the street and improve pedestrian path in the unimproved right-of-way	1	1	0	0	0	1	0	1	0	1	1	0	1	1	0	0	1	1	0	0	0	3	3	4	0	10	10	SE
53	53	N 195th St	Ashworth Ave N	Meridian Ave N	Local Secondary	Construct sidewalks on the north side of the street from Ashworth Avenue N to Wallingford Avenue N and on the north-side of the	1	0	0	0	0	0	1	0	1	1	1	1	1	1	1	0	0	1	1	0	0	1	5	4	0	10	10	NE
54	49	Linden Ave N	N 185th St	N 188th St	Collector Arterial	Construct sidewalks on the west and east sides of the street	1	1	1	1	0	0	0	0	1	0	0	0	1	1	1	0	1	1	0	0	4	1	5	0	10	10	NW	
55	38	Greenwood Ave N	N 155th St	N 160th St	Collector Arterial	Construct sidewalks on the west side of the street and fill in gaps on the east side of the street	1	1	0	1	2	0	0	0	0	0	0	0	1	1	1	0	1	1	0	0	5	0	5	0	10	10	SW	

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56	30	N Innis Arden Way	10th Ave NW	Greenwood Ave N	Collector Arterial	Construct sidewalks on the north and south sides of the street	1	0	0	1	1	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	0	3	0	6	1	10	10	SW
57	28	NW 195th St	8th Ave NW	3rd Ave NW	Collector Arterial	Construct sidewalks on the north side of the street and fill in gaps on the south side of the street	1	1	0	1	1	0	0	0	0	0	0	0	1	1	1	0	1	0	0	2	4	0	4	2	10	10	NW	
58	204b	N 183RD ST	Ashworth Ave N	Meridian Ave N	Local Secondary	Construct sidewalks on both sides of the street	1	1	0	0	0	0	0	0	0	1	1	0	1	1	1	0	1	0	0	2	2	2	4	2	10	10	NE	
59	47c	Fremont Ave N	N 185th St	N 195th St	Collector Arterial	Construct sidewalks on both sides of street	1	0	0	1	0	0	1	1	1	0	1	0	1	0	1	1	1	1	0	0	2	3	4	0	9	9	NW	
60	115	Ashworth Ave N	N 185th St	N 192nd St	Collector Arterial	Construct sidewalks on the west side of the street, where needed	1	0	0	1	1	0	0	0	1	0	0	0	1	1	1	0	1	1	0	0	3	1	5	0	9	9	NE	
61	94	NE 168th St	15th Ave NE	25th Ave NE	Collector Arterial	Construct sidewalks on the north and south sides of the street	1	1	1	1	1	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	5	0	4	0	9	9	SE	
62	87	10th Ave NE	NE 175th St	NE 185th St	Collector Arterial	Construct sidewalks on the west and east sides of the street	1	1	0	1	1	0	1	0	0	0	0	0	0	1	1	0	1	1	0	0	4	1	4	0	9	9	NE	
63	80	Forest Park Drive NE	15th Ave NE	19th Ave NE	Collector Arterial	Construct sidewalks on both sides of the street	1	1	0	1	0	0	0	0	1	0	0	0	0	1	1	0	1	0	0	2	3	1	3	2	9	9	NE	
64	39	Greenwood Ave N	N 160th St	Carlyle Hall Road N	Collector Arterial	Construct sidewalks on the west and east sides of the street	1	0	0	1	1	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	3	0	6	0	9	9	SW	
65	32	Dayton Ave N	N 165th St	N 171st St	Minor Arterial	Construct sidewalks on the west side of the street	1	0	0	2	1	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	4	0	5	0	9	9	SW	
66	27	NW 205th St	8th Ave NW	3rd Ave NW	Minor Arterial	Construct sidewalks on the north and south sides of the street	1	0	0	2	1	0	0	0	0	0	0	0	1	1	0	1	1	0	1	0	4	0	4	1	9	9	NW	
67	11	15th Ave NW	NW 195th St	NW 205th St	Collector Arterial	Construct sidewalks on the west and east sides of the street	1	0	0	1	0	0	0	1	1	0	1	0	1	1	1	0	1	0	0	0	2	3	4	0	9	9	NW	
68	210	8TH AVE NE	NE 155TH ST	NE 160TH ST	Local Secondary	Construct sidewalks on both sides of the street	1	1	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	1	0	2	2	1	4	2	9	9	SE	
69	47d	Fremont Ave N	N 195th St	N 205th St	Collector Arterial	Construct sidewalks on both sides of street	1	0	0	1	0	0	0	1	0	1	0	1	1	0	0	1	1	0	0	0	2	3	3	0	8	8	NW	

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70	213 a & b	NE 148TH ST/8TH AVE NE	5TH AVE NE/NE 145TH ST	8TH AVE NE/NE 152ND ST	Local Secondary	Construct sidewalks on both sides of the street	1	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	1	1	0	0	2	1	2	3	2	8	8	SE
71	215	WALLINGFORD AVE N	NE 145TH ST	N 150TH ST	Local Secondary	Construct sidewalks on both sides of the street	1	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	1	0	1	1	3	1	6	8	SE	
72	214	DENSMORE AVE N	N 150TH ST	N 155TH ST	Local Secondary	Construct sidewalks on both sides of the street	1	1	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	1	0	1	2	1	3	1	7	8	SE
73	207	NE 180TH ST	I-5/ Trail Along the Rail	10th Ave NE	Local Secondary	Construct sidewalks on both sides of the street	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	2	1	0	3	2	6	8	NE	
74	201	NW 190TH ST	N Richmond Beach Rd.	8TH AVE NW	Local Secondary	Construct sidewalks on one side of the street	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	2	1	0	4	2	7	8	NW	
75	97	NE 165th St	10th Ave NE	15th Ave NE	Local Secondary	Construct sidewalks on the south side of the street	1	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	1	0	0	2	1	1	4	2	8	8	SE	
76	96	10th Ave NE	NE 155th St	NE 175th St	Local Primary	Construct and improve sidewalks on the west and east sides of the street, where needed, to complete sidewalks on both sides of the street	1	1	0	0	0	0	1	0	0	1	0	0	1	1	1	0	1	0	0	0	0	2	2	4	0	8	8	SE
77	90	NE 177th St	15th Ave NE	Serpentine Place NE	Local Secondary	Construct sidewalks on the north and south sides of the street	1	0	0	0	0	0	1	1	1	1	1	1	0	0	1	0	0	0	0	0	1	6	1	0	8	8	NE	
78	86	8th Ave NE	NE 175th St	NE 185th St	Local Secondary	Construct sidewalks on the west and east sides of the street	1	1	1	0	0	0	1	0	0	0	0	0	0	1	1	0	1	1	0	0	0	3	1	4	0	8	8	NE
79	79	NE 196th St	15th Ave NE	19th Ave NE	Minor Arterial	Construct sidewalks on the north and south sides of the street	1	0	0	2	0	0	1	0	1	0	0	0	0	1	1	0	1	0	0	0	0	3	2	3	0	8	8	NE
80	78	NE 195th St	10th Ave NE	15th Ave NE	Collector Arterial	Construct sidewalks on the north and south sides of the street and construct pedestrian path in the unimproved right-of-way	1	1	0	1	0	1	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	4	1	3	0	8	8	NE

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81	70	N 152nd St	Aurora Ave N	Ashworth Ave N	Local Primary	Construct sidewalks on north and south sides of the street, where needed, to complete sidewalks on both sides of the street	1	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	1	0	0	2	1	1	4	2	8	8	SE
82	62	5th Ave NE	NE 185th St	NE 205th St	Collector Arterial	Construct sidewalks on the west and east sides of the street, where needed, to complete sidewalks on both sides of the street	1	1	0	1	1	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	4	0	4	0	8	8	NE
83	51	Carlyle Hall Rd N / N 165th St	Dayton Ave N	Aurora Ave N	Collector Arterial	Construct sidewalks on the north and south sides of the street	1	1	0	1	0	0	0	0	1	0	0	0	0	1	1	0	1	1	0	0	0	3	1	4	0	8	8	SW
84	37	Greenwood Ave N	N 150th St	N 155th St	Collector Arterial	Construct and improve sidewalks on the west and east sides of the street	1	0	0	1	2	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	4	0	4	0	8	8	SW
85	36	Greenwood Ave N	N 145th St	N 150th St	Collector Arterial	Construct sidewalks on the east side of the street	1	0	0	1	2	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	4	0	4	0	8	8	SW
86	33	Dayton Ave N	N 171st St	N 178th St	Minor Arterial	Construct sidewalks on the east side of the street	1	0	0	2	1	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	4	0	4	0	8	8	NW
87	20	8th Ave NW	NW 195th St	NW 205th St	Collector Arterial	Construct sidewalks on the west and east sides of the street	1	0	0	1	1	0	0	0	0	0	0	0	1	1	0	1	1	0	1	0	0	3	0	4	1	8	8	NW
88	19	8th Ave NW	Richmond Beach Rd NW	NW 195th St	Collector Arterial	Construct sidewalks on the east side of the street	1	0	0	1	1	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	3	0	5	0	8	8	NW
89	120	N 150th St	Ashworth Ave N	Burke Ave N	Local Secondary	Construct sidewalks on the south side of the street	1	1	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	1	0	0	0	2	1	4	0	7	7	SE
90	107	NE 205th St	3rd Ave NE	6th Ave NE	Minor Arterial	Construct sidewalks on the south side of the street, in conjunction with the	1	0	0	2	1	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	4	0	3	0	7	7	NE	
91	99	10th Ave NE	NE 151st St	East side of Paramount Park	Local Secondary	Construct sidewalks on the west and east sides of the street and improve pedestrian path in the unimproved right-of-way	1	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	1	1	0	0	0	2	2	3	0	7	7	SE
92	91	Serpentine Place NE	NE 175th St	NE 177th St	Local Secondary	Construct and improve sidewalks on the northwest and southeast sides of the street, where needed.	1	0	0	0	0	0	1	0	1	0	1	0	0	1	1	0	1	0	0	0	0	1	3	3	0	7	7	NE
93	89	NE 180th St	10th Ave NE	15th Ave NE	Collector Arterial	Construct sidewalks on the north and south sides of the street	1	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	3	0	4	0	7	7	NE

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94	77	NE 195th St/10th Ave NE	Interstate 5	NE 185th St	Collector Arterial	Construct sidewalks on both sides of the street	1	0	0	1	1	0	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	3	1	3	0	7	7	NE
95	76	NE 200th St	North side of Bruggers Bog (ap	30th Ave NE	Local Secondary	Construct sidewalks on the north and south sides of the street	1	0	0	0	0	0	1	0	1	0	0	0	1	1	1	0	1	0	0	0	1	2	4	0	7	7	NE	
96	65	NE 171st St/Corliss Pl N/N 170th S	Meridian Ave N	North side of James Keough Park	Local Secondary	Construct sidewalks on both sides of each street and construct/improve pedestrian path in the unimproved right-of-way	1	1	0	0	0	1	0	0	0	0	0	0	1	1	0	0	1	1	0	0	3	0	4	0	7	7	SE	
97	45	NW 198th Street	Dayton Ave N	Fremont Ave N	Local Secondary	Construct sidewalks on the north and south sides of the street and improve pedestrian path in unimproved right-of-way	1	0	0	0	0	1	0	1	0	0	0	0	1	1	0	0	1	1	0	0	2	1	4	0	7	7	NW	
98	43	Greenwood Ave N	NW 195th St	NW 200th St	Local Secondary	Construct sidewalks on the west and east sides of the street and improve pedestrian path in the unimproved right-of-way	1	0	0	0	0	1	0	1	0	0	0	0	1	1	0	0	1	1	0	0	2	1	4	0	7	7	NW	
99	10	15th Ave NW	NW 188th St	NW 192nd St	Collector Arterial	Construct sidewalks on the west and east sides of the street	1	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	0	3	0	3	1	7	7	NW	
100	5	20th Ave NW	NW 195th St	NW 205th St	Collector Arterial	Construct sidewalks on the west side of the street	1	0	0	1	0	0	0	1	0	0	0	0	1	1	1	0	1	0	0	0	2	1	4	0	7	7	NW	
101	3	NW 196th St	Richmond Beach Dr NW	24th Ave NW	Collector Arterial	Construct sidewalks on the south side of the street	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1	1	1	0	1	0	2	0	4	1	7	7	NW	
102	209	8TH AVE NE	NE 165TH ST	NE 170TH St	Local Secondary	Construct sidewalks on both sides of the street	1	1	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	1	0	2	0	4	1	7	7	SE	
103	208	NE 177TH ST	NE SERPENTINE PL	25th Ave NE	Local Secondary	Construct sidewalks on both sides of the street	1	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	1	6	0	2	9	7	NE	
104	211	12TH AVE NE	NE 155TH ST	NE 165TH ST	Local Secondary	Construct sidewalks on both sides of the street	1	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	1	1	3	2	7	7	SE	
105	47a	Fremont Ave N	N 165th St	N 175th St	Collector Arterial	Construct sidewalks on the west side of the street	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	2	0	4	0	6	6	NW	

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106	121	NE 170th St	11th Ave NE	15th Ave NE	Local Secondary	Construct sidewalks on the south side of the street	1	0	0	0	0	0	1	0	0	0	0	0	1	1	1	0	1	0	0	0	0	1	1	4	0	6	6	SE
107	117	Evanston Ave N	N 145th St	N 150th St	Local Secondary	Construct sidewalks on the west side of the street	1	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	1	0	0	2	1	3	0	6	6	SW	
108	116	NW 201st St	12th Ave NW	15th Ave NW	Local Secondary	Construct sidewalks on the south side of the street	1	0	0	0	0	0	1	1	0	0	1	0	1	1	0	0	0	0	0	0	1	3	2	0	6	6	NW	
109	95	NE 170th St	5th Ave NE	10th Ave NE	Local Secondary	Construct sidewalks on the north and south sides of the street	1	0	0	0	0	0	1	0	0	0	0	0	1	1	1	0	1	0	0	0	1	1	4	0	6	6	SE	
110	88	NE 185th St/15th PI NE	10th Ave NE	NE 180th St	Local Secondary	Construct sidewalks on both sides of the street and construct pedestrian path in the unimproved right-of-way	1	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	1	1	0	0	2	0	4	0	6	6	NE	
111	72	NE 205th St	17th Ave NE	19th Ave NE	Local Secondary	Construct sidewalks on the south side of the street	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	1	0	0	1	1	3	1	6	6	NE		
112	63	Corliss Ave N	N 180th St	N 185th St	Collector Arterial	Construct sidewalks on the west and east sides of the street	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	2	0	4	0	6	6	NE	
113	60	NE 195th St	5th Ave NE	Interstate 5	Local Secondary	Construct sidewalks on the north and south sides of the street	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	2	2	2	6	6	NE		
114	50	N 170th St	Fremont Ave N	Aurora Ave N	Collector Arterial	Construct sidewalks on the north and south sides of the street	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	2	0	4	0	6	6	SW	
115	44	Dayton Avenue N	NW 195th St	NW 200th St	Local Secondary	Construct sidewalks on the east side of the street from NW 195th Street to NW 198th Street and on the west and east sides of the street from NW 198th Street to NW 200th Street	1	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	1	1	0	0	1	1	4	0	6	6	NW	
116	13	Ridgefield Rd NW/ NW Innis Arden Drive	Springdale Ct NW	8th Ave NW	Collector Arterial	Construct sidewalks on the north and south sides of the street	1	0	0	1	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	2	0	4	0	6	6	NW	
117	106b	27th Ave NE	NE 145th St	NE 155th St	Local Secondary	Construct and improve sidewalks on the west and east sides of the street, where needed.	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	1	0	4	0	5	5	SE	
118	123	NE 148th St	31st Ave NE	Bothell Way NE	Local Secondary	Construct sidewalks on the south side of the street	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	1	0	4	0	5	5	SE	

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119	114	NW 180th St	10th Ave NW	8th Ave NW	Collector Arterial	Construct sidewalks on the north and south sides of the street	1	1	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3	0	2	0	5	5	NW
120	110	NE 150th St	25th Ave NE	28th Ave NE	Local Secondary	Construct sidewalks on the north and south sides of the street	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	1	0	4	0	5	5	SE
121	66	N 167th St	Interurban Trail	South side of James Keough Park	Local Secondary	Construct sidewalks on the north and south sides of the street	1	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	2	0	3	0	5	5	SE
122	29	NW 175th St	6th Ave NW	St. Luke's Place N	Collector Arterial	Construct sidewalks on the north side of the street	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	2	0	3	0	5	5	NW SW
123	9	NW 198th St	18th Ave NW	15th Ave NW	Local Secondary	Construct sidewalks on the north and south sides of the street and improve pedestrian path in unimproved right-of-way between the NW 198th Street cul-de-sac bulb and 15th Ave NW	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	1	0	4	0	5	5	NW
124	8	18th Ave NW	NW 197th St	NW 198th St	Local Secondary	Construct sidewalks on the west and east sides of the street	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	1	0	4	0	5	5	NW
125	7	NW 197th St	20th Ave NW	18th Ave NW	Local Secondary	Construct sidewalks on the north and south sides of the street	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	1	0	4	0	5	5	NW
126	1	Richmond Beach Dr NW	NW 196th St	NW 199th St	Collector Arterial	Construct sidewalks on the west and east sides of the street	1	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	2	1	2	0	5	5	NW
127	122	NE 160th St	25th Ave NE	31st Ave NE	Local Secondary	Construct sidewalks on the south side of the street	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	2	0	4	4	SE
128	104	NE 158th St	25th Ave NE	28th Ave NE	Local Secondary	Construct sidewalks on the north and south sides of the street	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	2	0	4	4	SE
129	23	6th Ave NW	NW 175TH ST	NW 180TH ST	Local Secondary	Construct sidewalks on the west and east sides of the street	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	2	0	4	4	NW
130	14	Springdale Ct NW/ 14th Ave NW	NW 175TH ST	NW 188TH ST	Collector Arterial	Construct sidewalks on the west and east sides of the street	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	2	0	4	4	NW
131	12	NW 188th St	15th Ave NW	Springdale Ct NW	Collector Arterial	Construct sidewalks on the north and south sides of the street	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	2	0	4	4	NW

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132	2	Richmond Beach Dr NW	NW 195th ST	NW 196th ST	Local Primary	Construct sidewalks on the west and east sides of the street	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	0	3	0	4	4	NW
133	113	10th Ave NW	NW 175th St	NW 180th St	Local Primary	Construct and improve sidewalks on the west and east sides of the street, where needed.	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	2	0	3	3	NW	
134	18	10th Ave NW	NW Innis Arden Way	NW 175th St	Collector Arterial	Construct sidewalks on both sides of the street	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	1	0	3	3	SW	
135	16	NW 175th St	15th Ave NW	6th Ave NW	Collector Arterial	Construct sidewalks on the north and south sides of the street	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	1	0	3	3	NW SW	
136	15	15th Ave NW/NW 167th St	NW 175th St	NW Innis Arden Way	Collector Arterial	Construct sidewalks on both sides of the street	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	1	0	3	3	NW	
137	202	N/NW 185TH ST	8TH AVE NW	Dayton Ave N	Local Secondary	Construct sidewalks on both sides of the street	1	0	0	0	0	0	1	1	1	0	1	1	1	0	1	0	1	0	0	0	2	5	3	2	11	2	NW	
138	17	8th Ave NW	NW 175th St	South side of Sunset Park	Local Secondary	Construct pedestrian path	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	2	2	NW	



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

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 should 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	Prefer	OK	Don't Like
New Sidewalks	OK	Don't Like	Prefer

- **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



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

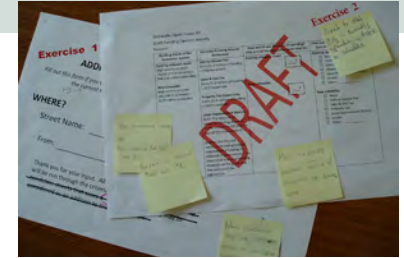
- Learn about roadway geometry; Street Light Master Plan; Parks, Recreation, and Open Space Plan; prioritizing existing repair



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

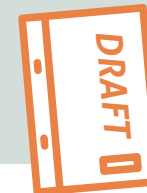


Council Dinner Meeting #2 with the Sidewalk Treatments and Funding Subcommittees

SAC 11

Meeting #11

- Refine Draft Plan and recommendations



SAC 12





Meeting #12

- Finalize Plan input and recommendations



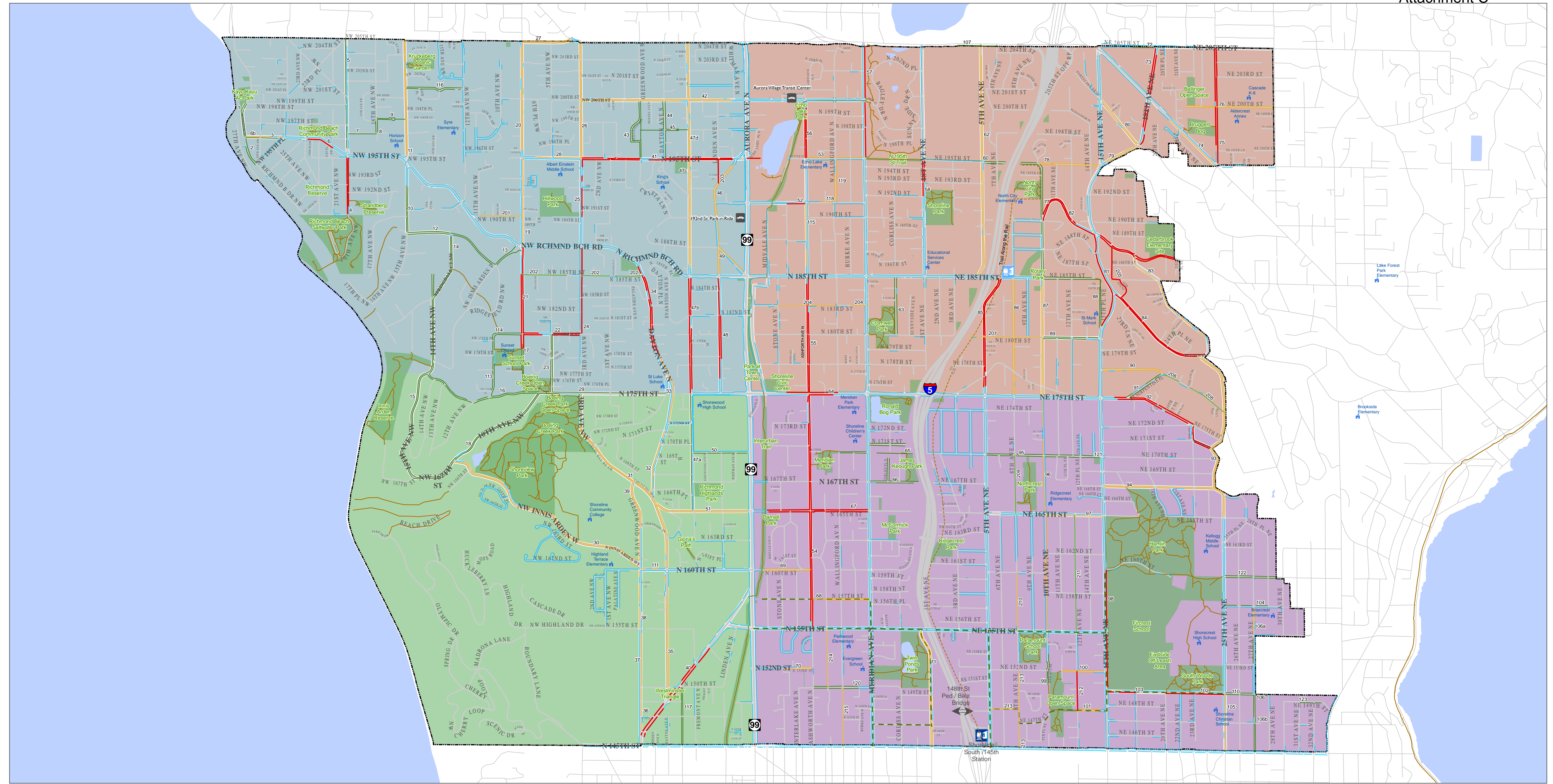
Shoreline Sidewalk Prioritization Scorecard

Date: 5/22/18

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

* 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: 5/25/2018

Request: 15064

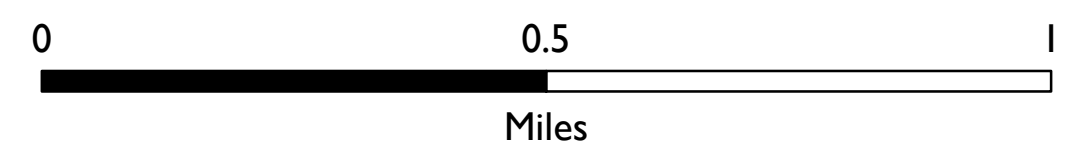
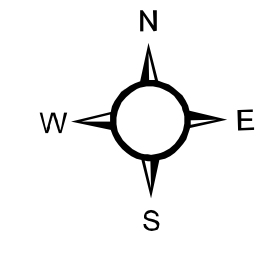


2018 Sidewalk Prioritization Plan

with Project Numbers and Quadrant Overlay

Legend

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



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



Wooded path provides an alternative route



Blind curves - no sidewalk



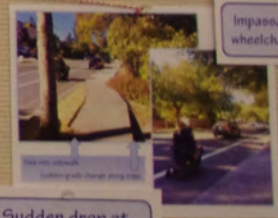
Poorly placed utility poles limit pedestrian movement



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

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

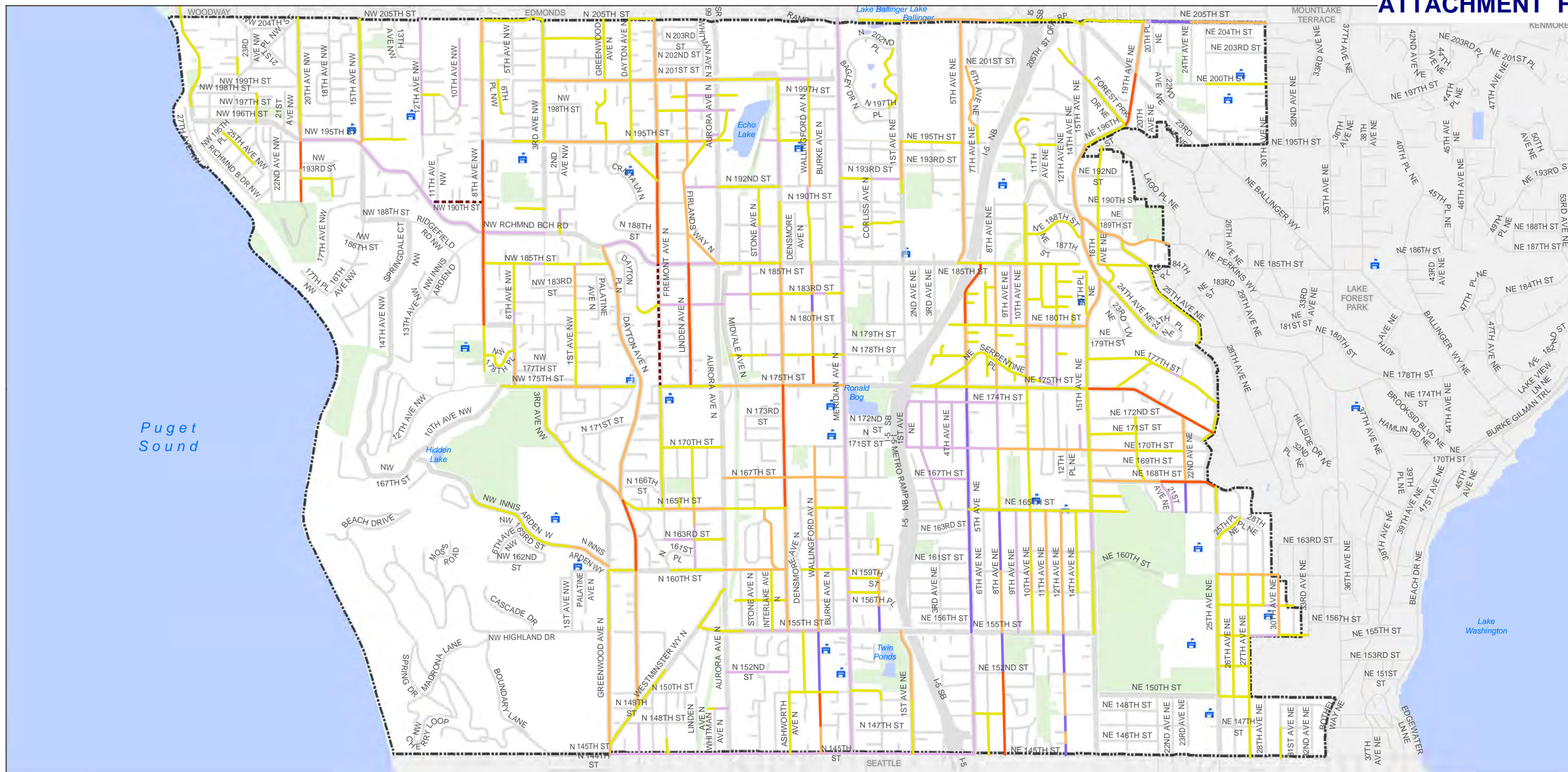
Pros

- + 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



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

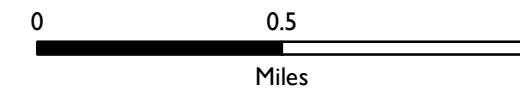
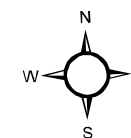
Legend

Sidewalks Needed

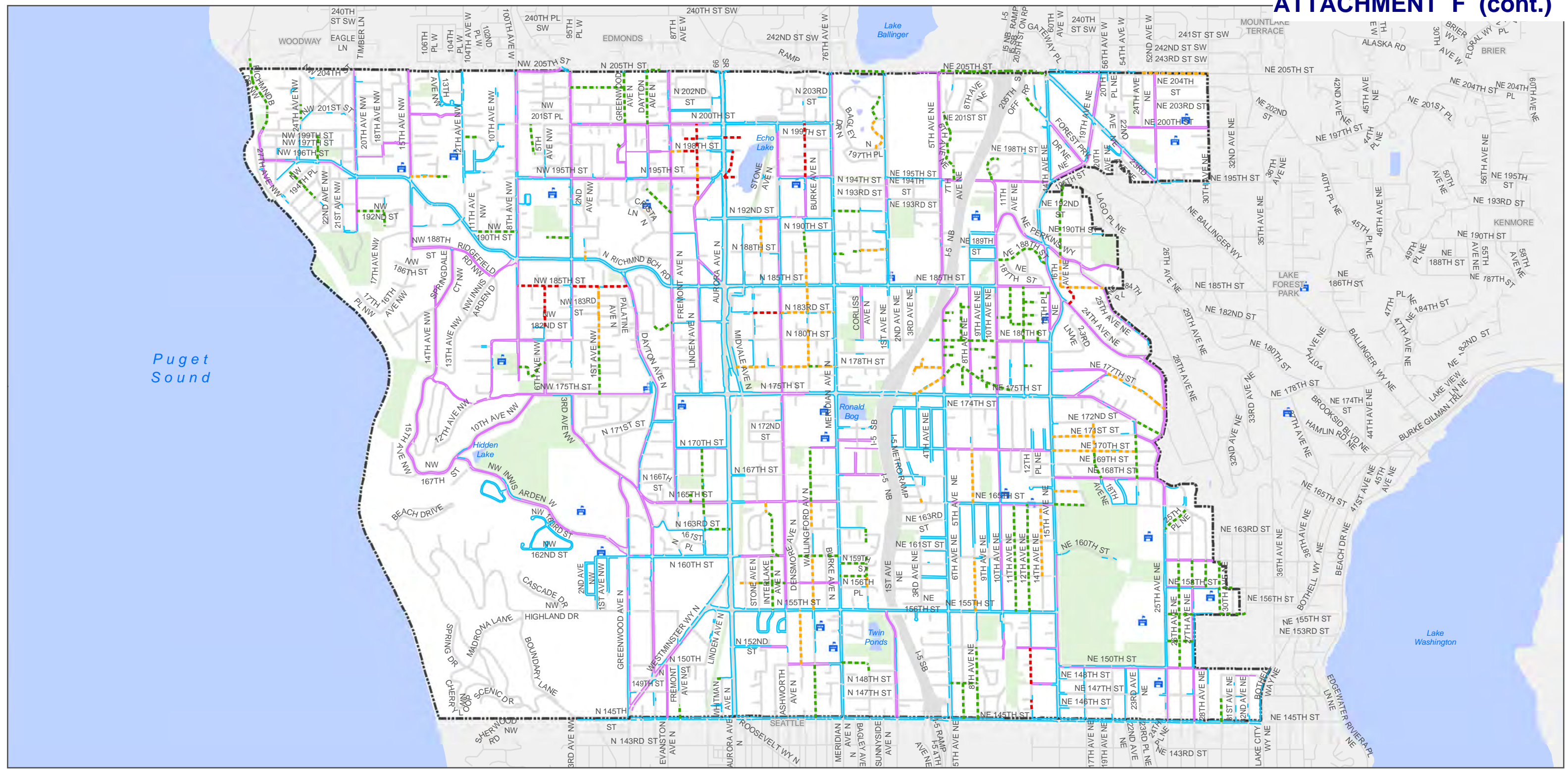
- 0 - 2
- 3 - 6
- 7 - 12
- - - 13 - 25

Sidewalks Needing Repair

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



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



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

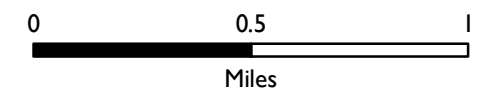
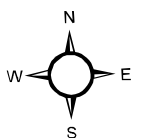
Legend

Outside of 2011 Pedestrian System

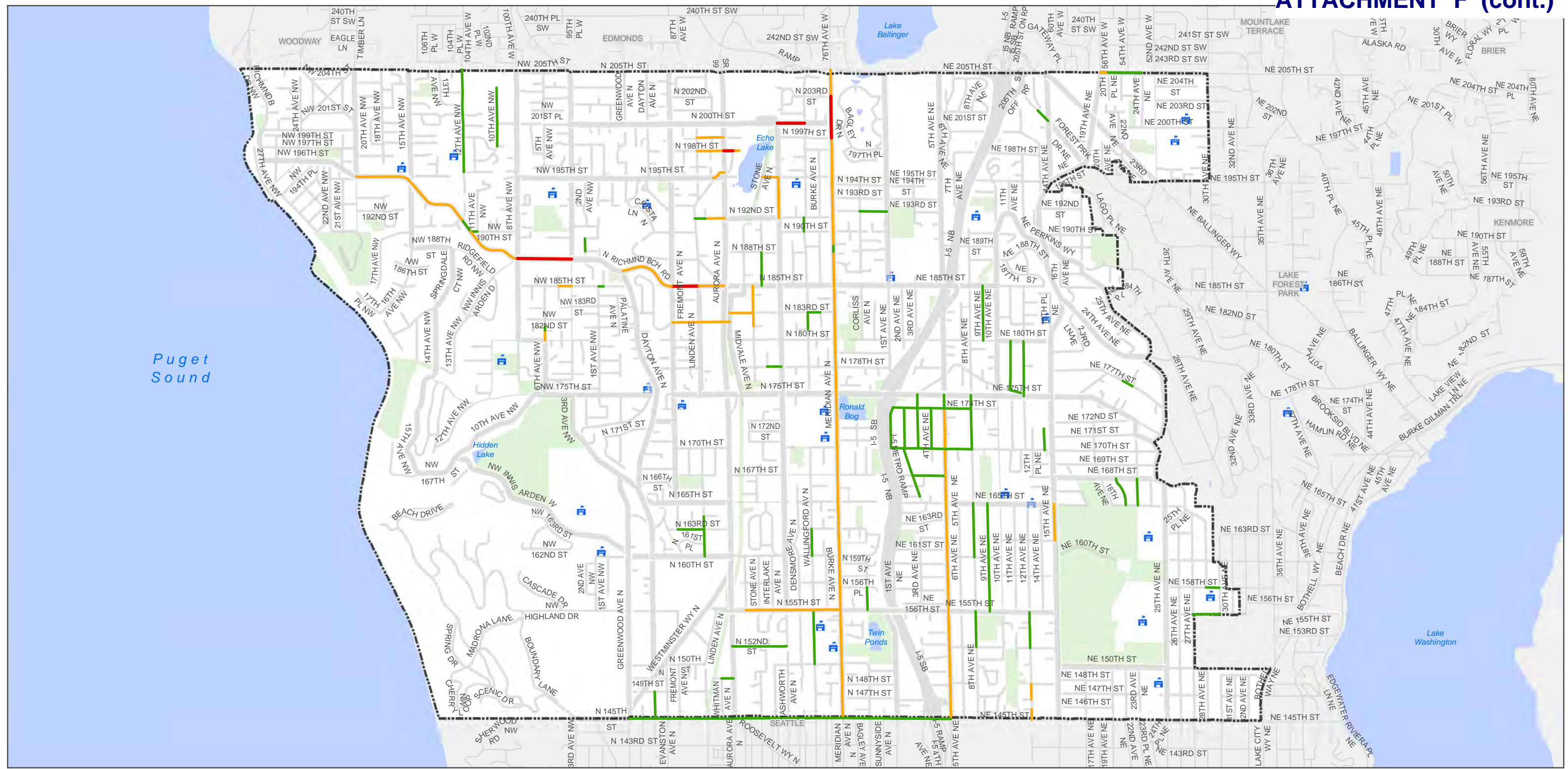
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- - - - - 2 - 5
- 9a-44**

Within the 2011 Pedestrian System

Existing Sidewalk



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



Date: 4/23/2018

Request: 14683



Existing Sidewalk Survey Results*

with Applied Prioritization Criteria

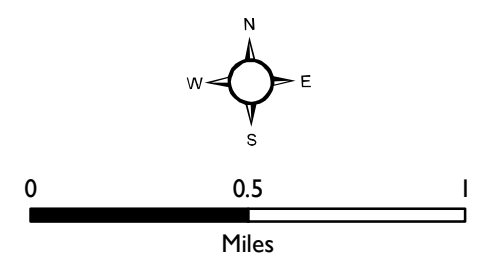
Geographic Information System

*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 15th Ave NE
To 25th 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 192nd St to
N 195th 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 of asphalt would make it a lot more convenient for walkers from King County housing or from the Interurban Trail and 195th St. shared-use path to walk to the pool area or future light rail station at 185th St.



194th and 1st NE looking north



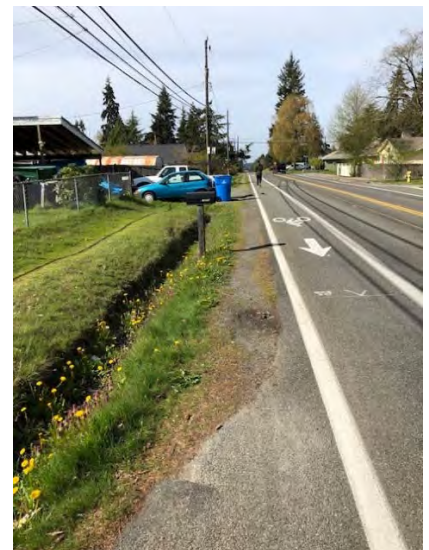
194th and 1st NE looking south



193rd and 1st looking north



193rd and 1st looking south



192nd and 1st looking north

Colored gravel path on south side of NW 195th

NW 195th Street

From 3rd 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 195th St.

Sidewalk Advisory Committee (SAC)

June 2017 - May 2018



David Daily

Cara Hutchison

Safety

Denise Lopez

Robin McClelland



Barry Feing

Equity

John Arthur

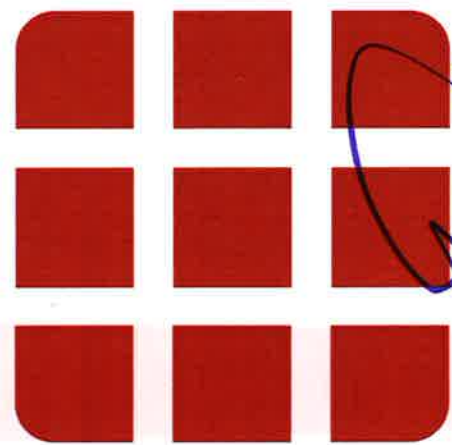


Proximity

Gene Miller and Marley!

Andrew Hellman

Lisa Vink



Gene Miller

Tam Cross

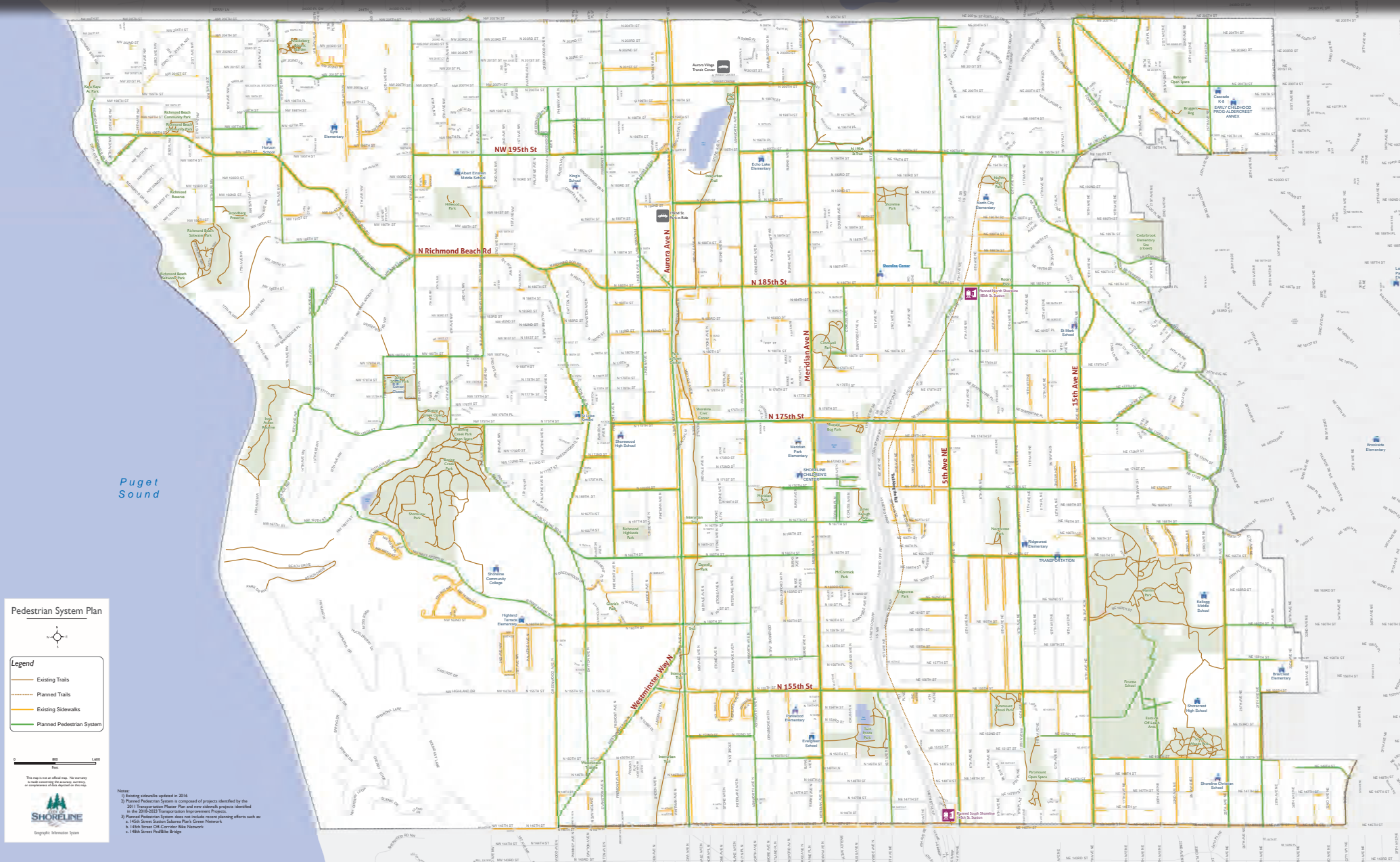
Connectivity

& Environment!



Stephanie Angelis

Where are Improvements Most Needed?



Pedestrian System Plan

Legend

- Existing Trails
- Planned Trails
- Existing Sidewalks
- Planned Pedestrian System

Scale: 0 to 1,000 feet

SHORELINE
Geographic Information System

This map is not an official map. No warranty is made concerning the accuracy, currency, completeness or suitability for any purpose.

Notes:
 1. Existing sidewalks updated in 2014.
 2. Planned Pedestrian System is composed of projects identified by the 2011 Transportation Master Plan and new sidewalk projects identified in the 2012-2022 Transportation Improvement Program.
 3. Planned Pedestrian System does not include recent planning efforts such as:
 a. 145th Street Corridor Sidewalk Park Corridor Network
 b. 145th Street Corridor Sidewalk Park Corridor Network
 c. 145th Street Corridor Sidewalk Park Corridor Network
 d. 145th Street Corridor Sidewalk Park Corridor Network
 e. 145th Street Corridor Sidewalk Park Corridor Network

What makes a high priority project?

Attachment I

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

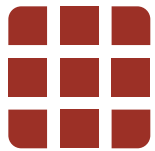
HIGH
PRIORITY



Safety



Equity



Connectivity



Walkability

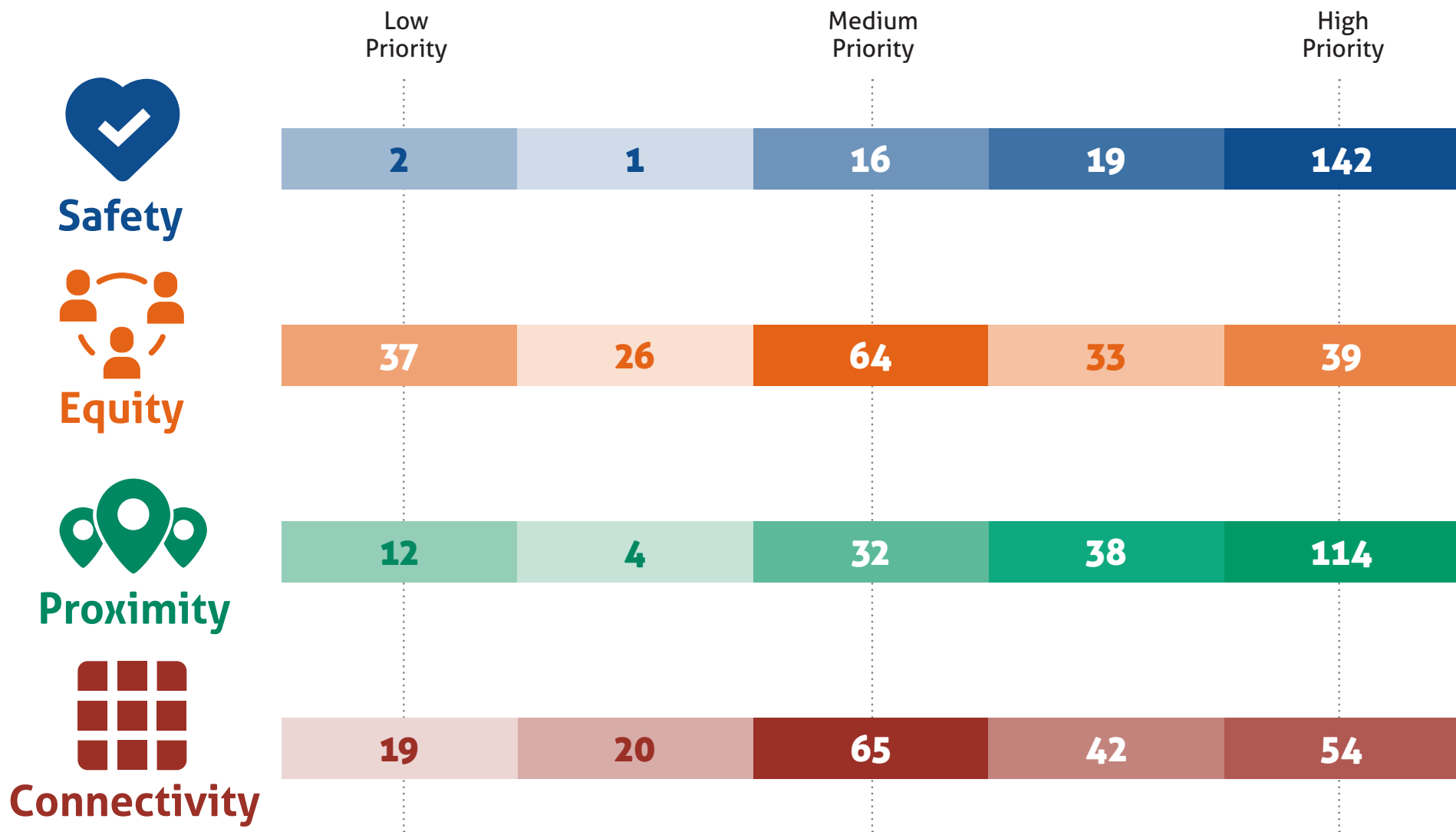


Survey #1 Results: Priority Criteria

Attachment I

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.



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).

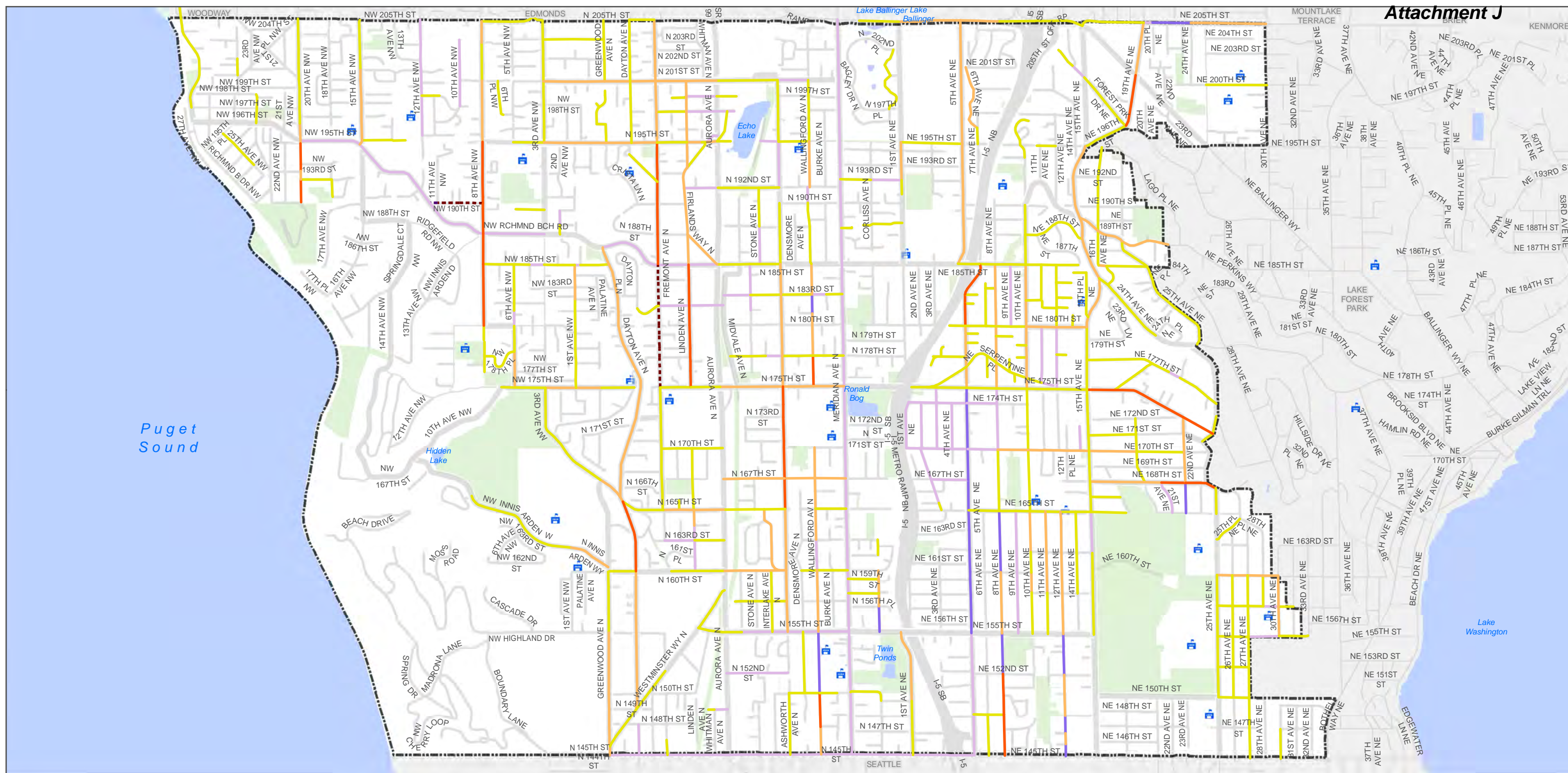
WHERE?

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.





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

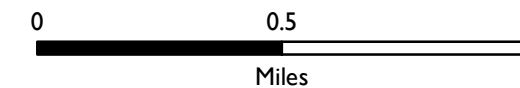
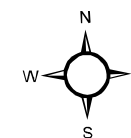
Legend

Sidewalks Needed

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

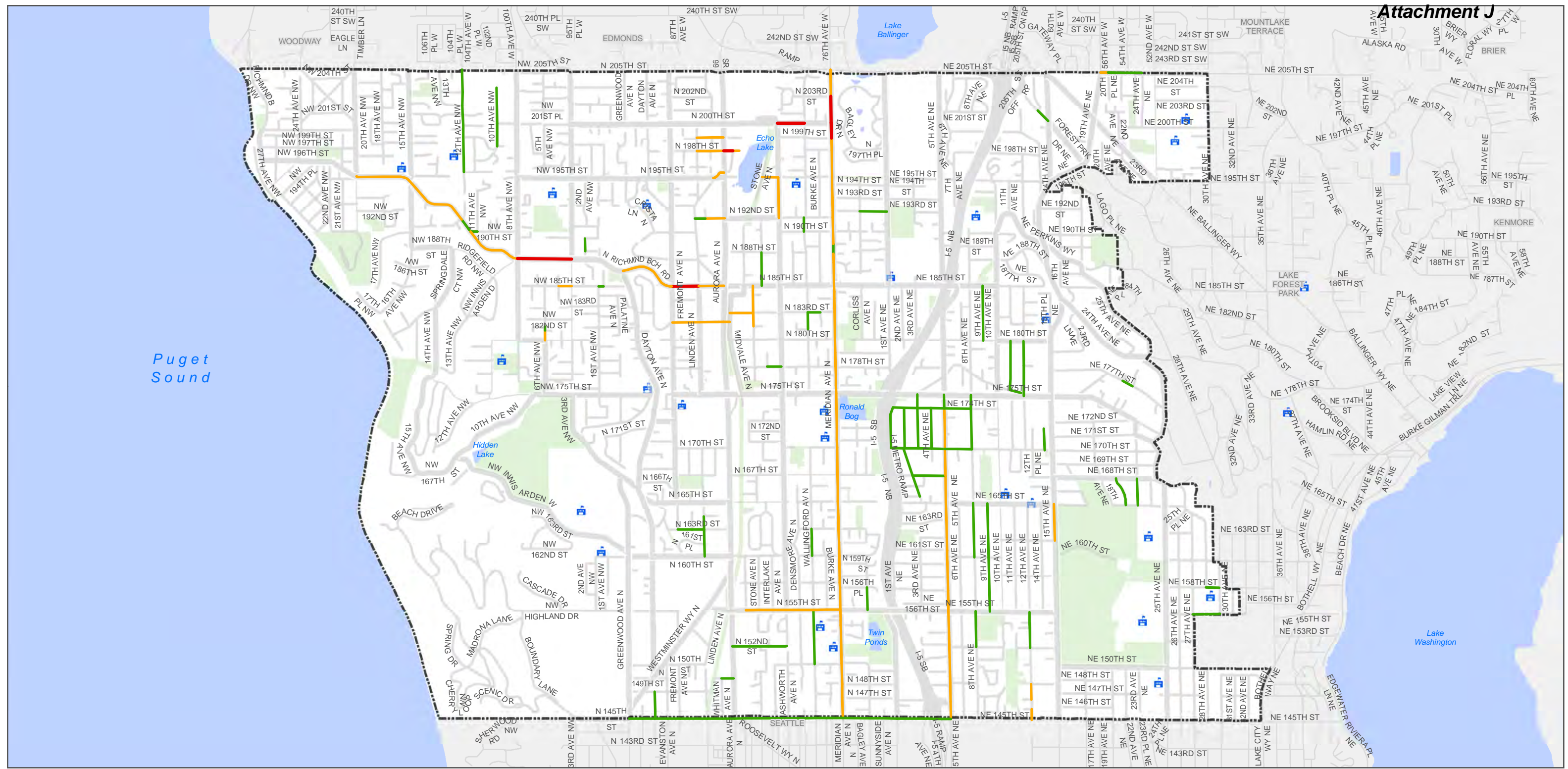
Sidewalks Needing Repair

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



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9a-54



Date: 4/23/2018

Request: 14683



Existing Sidewalk Survey Results*

with Applied Prioritization Criteria

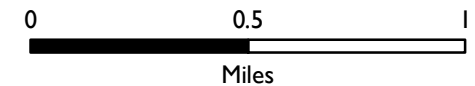
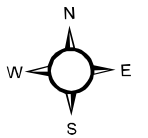
Geographic Information System

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

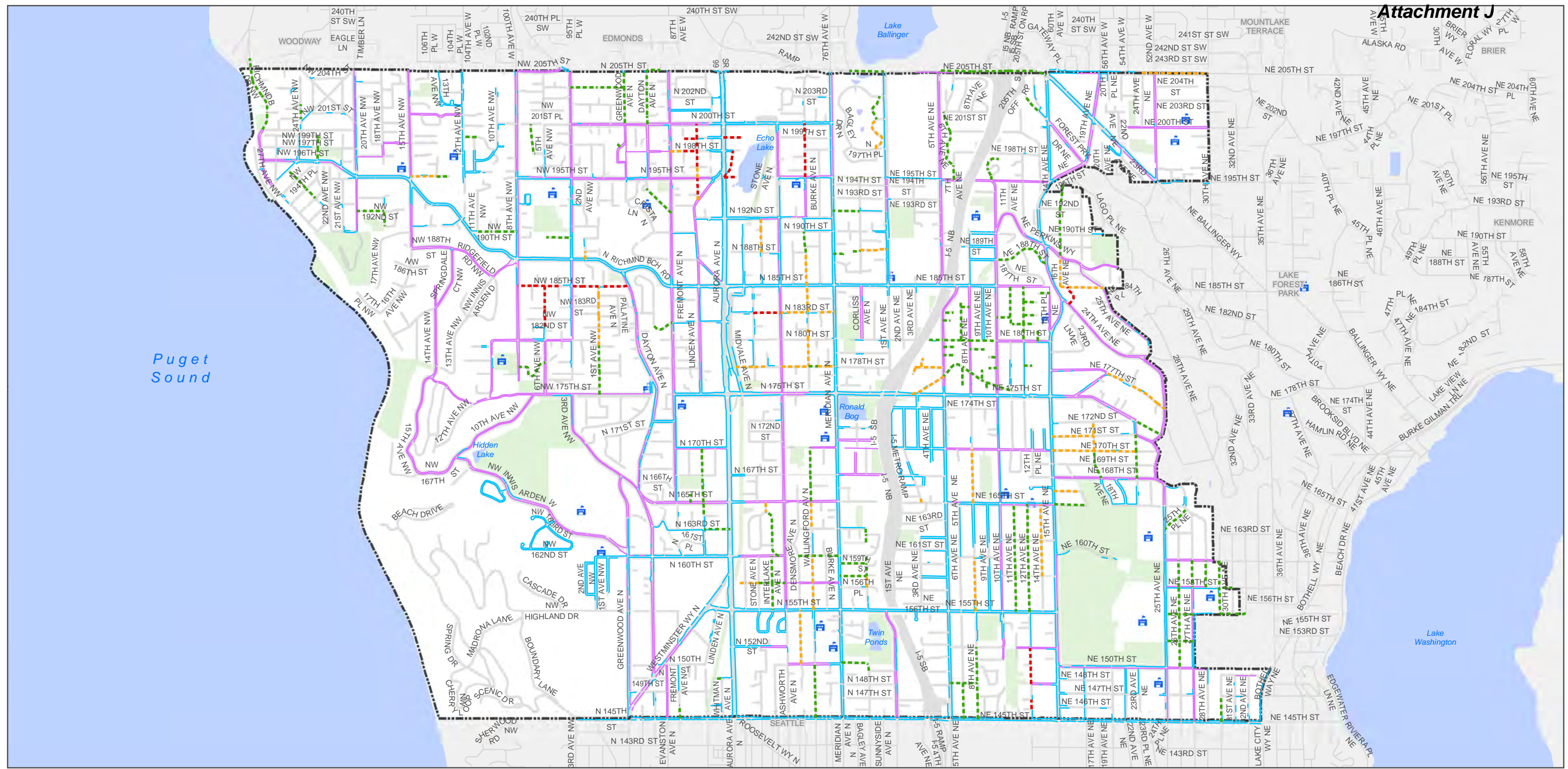
Legend

Sidewalk Prioritization Score

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



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Date: 4/26/2018

Request: 14683

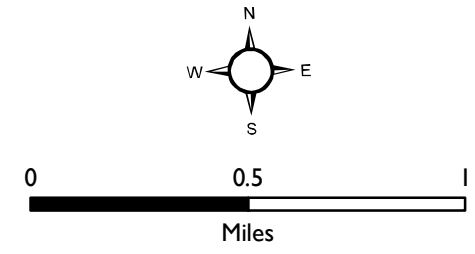


New Sidewalk Survey Results*

with Applied Prioritization Criteria

Legend

- 8 - 13 (Red dashed line)
- 6 - 7 (Orange dashed line)
- 2 - 5 (Green dashed line)
- 9a-56 (Green dashed line)
- Within the 2011 Pedestrian System (Purple solid line)
- Existing Sidewalk (Blue solid line)



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

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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

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.

9a-57

How would you fund improvements?

You may check multiple boxes

Existing sidewalk repair

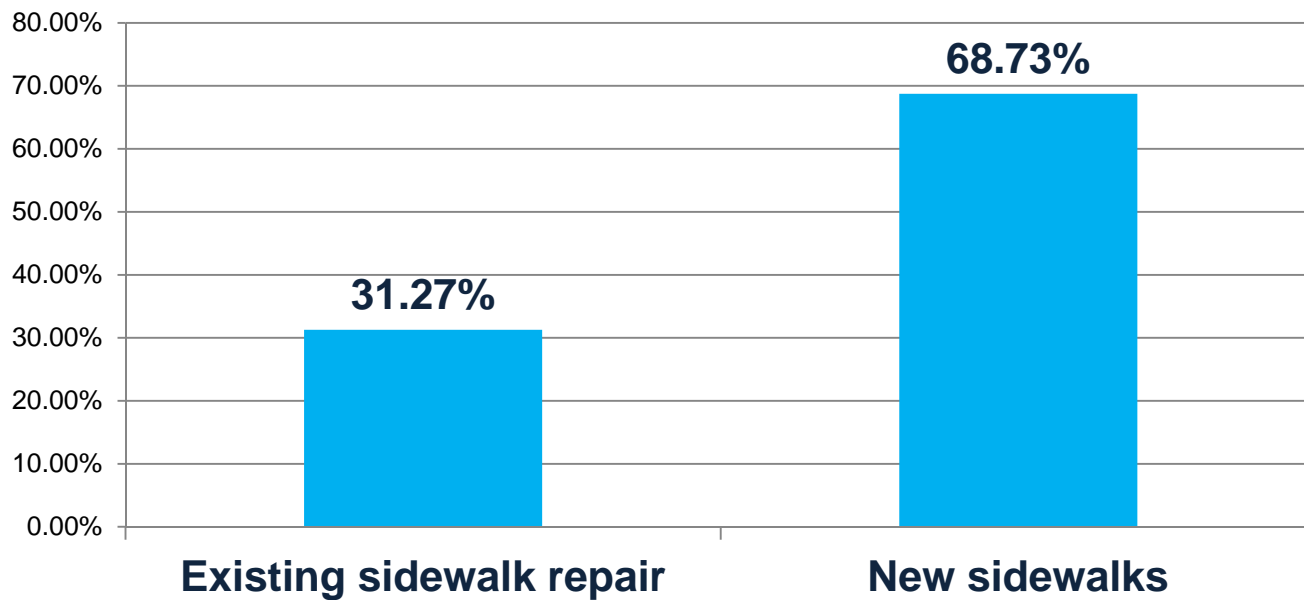
- Vehicle License Fee
- Sales & Use Tax
- Property Tax
- Other: _____
- Other: _____
- None: _____

New sidewalks

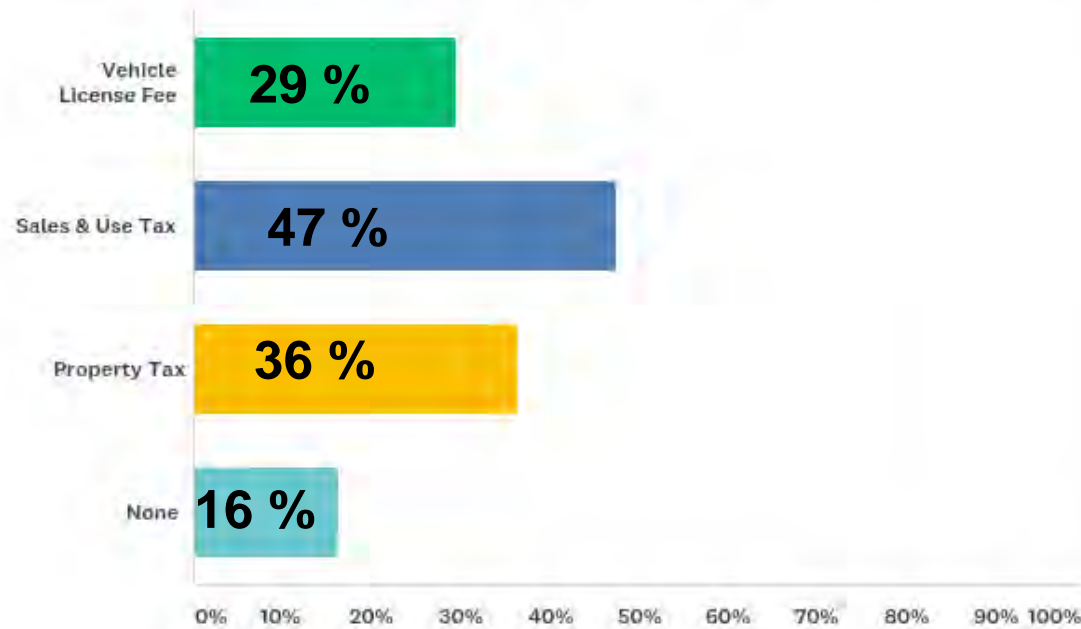
- Vehicle License Fee
- Sales & Use Tax
- Property Tax
- Other: _____
- Other: _____
- None: _____

How would you direct \$100 of spending?

(the split had to total 100)

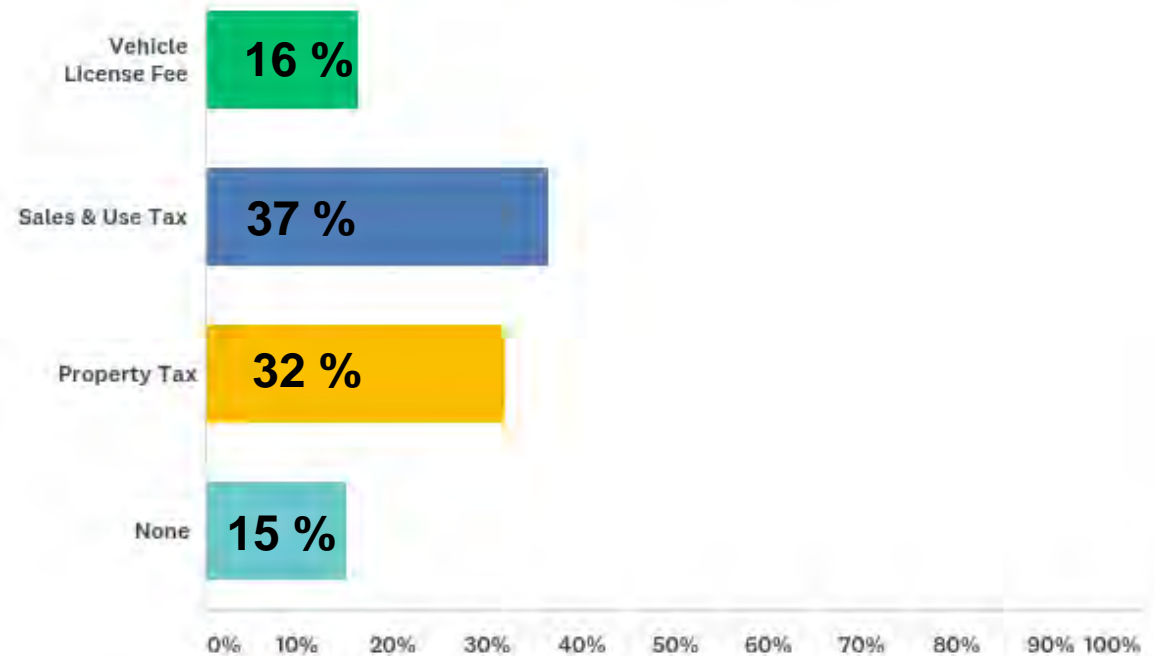


Q5 How would you fund existing sidewalk repair and maintenance?



- ***For Repair Funding, participants were able to select multiple choices, so percentages equal more than 100%.***

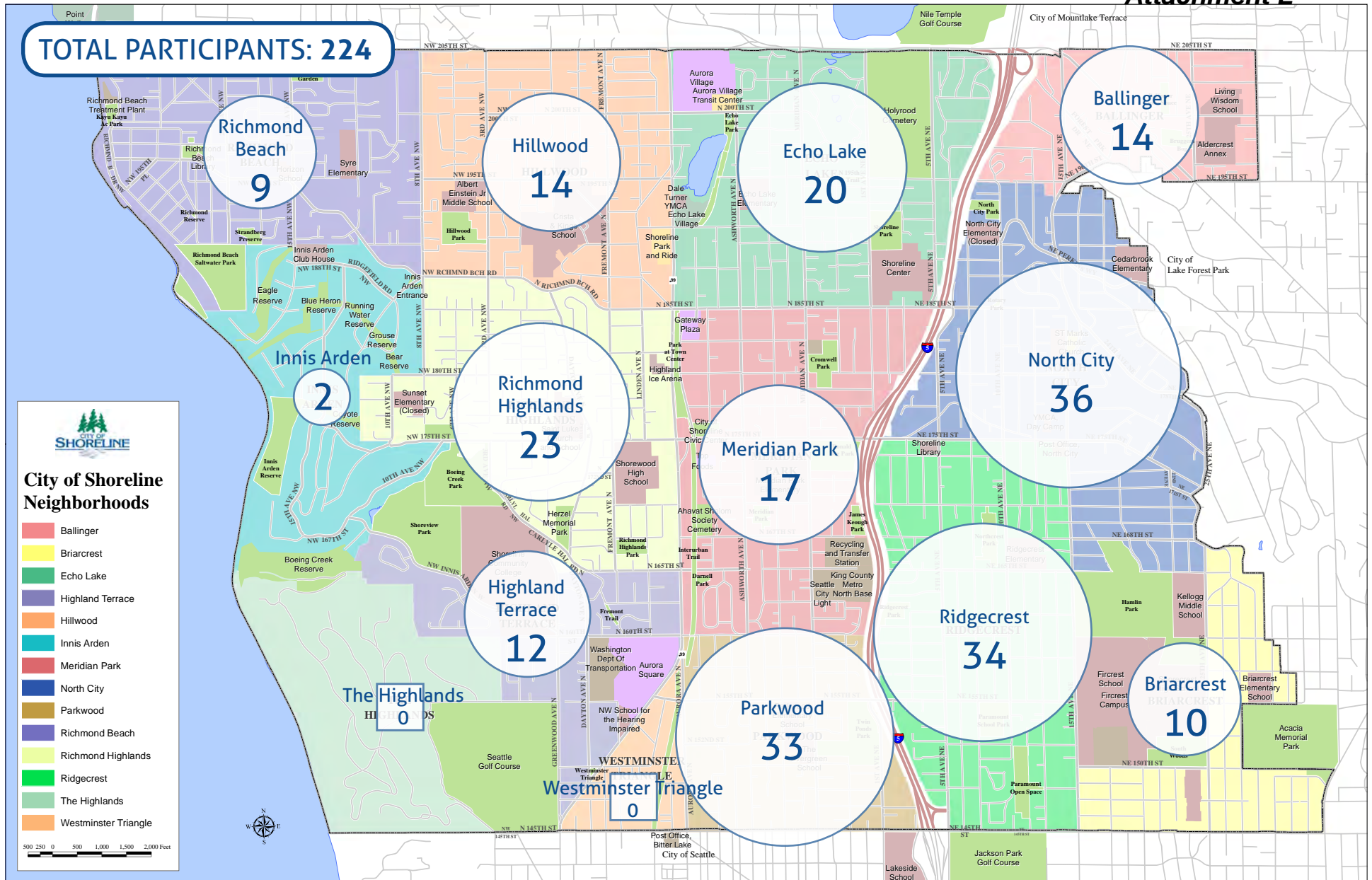
Q6 How would you fund new sidewalks?



- ***For New Sidewalk, participants were only able to select one, so totals equal 100%.***

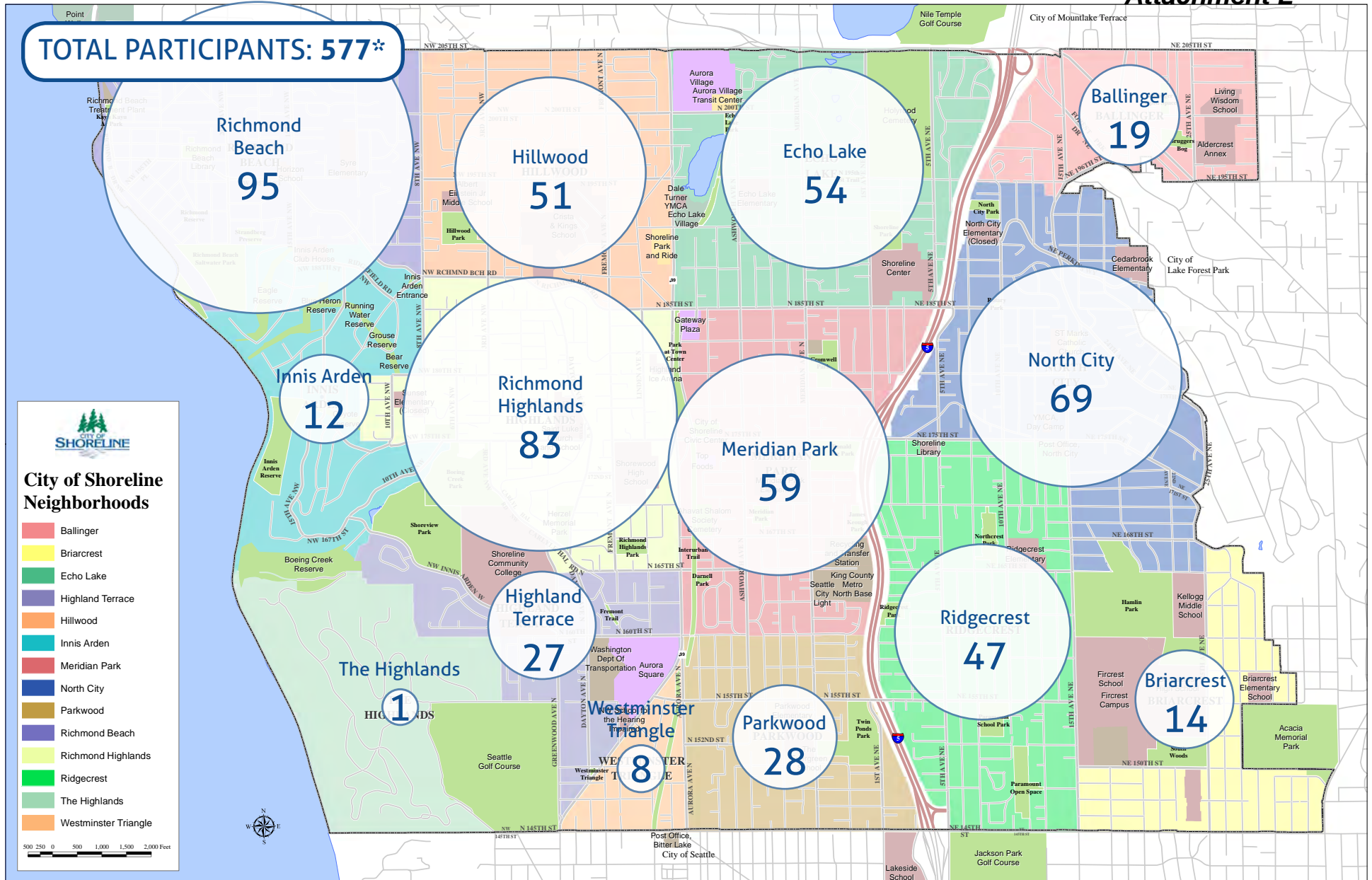
Open House 1 & Online Survey Participation

Attachment L



Open House 2 & Online Survey Participation

Attachment L



*10 participants choose not to affiliate themselves with a Shoreline neighborhood