



SHORELINE CITY COUNCIL WORKSHOP DINNER MEETING

Monday, April 9, 2018
5:45 p.m.

Conference Room 303 · Shoreline City Hall
17500 Midvale Avenue North

SIDEWALK ADVISORY COMMITTEE

1. **CALL TO ORDER** 5:45 p.m.
2. **DISCUSSION ITEMS**
 - Welcome and Introductions
 - Project Status Update on the Draft Prioritization Scorecard and Plan
 - Sidewalk Treatments
 - Sidewalk Funding
3. **ADJOURNMENT** 6:45 p.m.

The Council meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at 801-2231 in advance for more information. For TTY service, call 546-0457. For up-to-date information on future agendas, call 801-2230 or see the web page at www.shorelinewa.gov. Council meetings are shown on Comcast Cable Services Channel 21 and Verizon Cable Services Channel 37 on Tuesdays at 12 noon and 8 p.m., and Wednesday through Sunday at 6 a.m., 12 noon and 8 p.m. Online Council meetings can also be viewed on the City's Web site at <http://www.shorelinewa.gov/government/council-meetings>.



Memorandum

DATE: March 28, 2018

TO: Shoreline City Council

FROM: Nora Daley-Peng, Senior Transportation Planner

RE: Dinner Meeting with the Sidewalk Advisory Committee

CC: Debbie Tarry, City Manager
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

This memo provides a brief primer for the City Council Dinner Meeting with the Sidewalk Advisory Committee (SAC) on April 9, 2018. This meeting will include presentations with supporting questions to the Council from the SAC Sidewalk Treatments and Funding Subcommittees. In addition, the Council will hear a project status update on the Draft Sidewalk Prioritization Scorecard and Plan; recent SAC accomplishments, and upcoming project milestones.

Origins of the Sidewalk Prioritization Plan

The City's 2011 Transportation Master Plan (TMP) includes a Pedestrian System Plan which identifies key roadways needing sidewalks to create a city-wide pedestrian network. The identified sidewalk needs were then ranked using the following criteria:

- Proximity to a school or park.
- Located on an arterial.
- Connects to an existing walkway or sidewalk.
- Connects to transit routes.
- Located in an activity center, such as Town Center, North City or Ballinger, or connects to Aurora Avenue N.
- Links major destinations.
- Can be combined with other capital projects or leverage other funding.

A lot has changed in Shoreline in the last seven years and it's time to update and re-prioritize the Pedestrian System Plan.

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

The City is developing 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. With the help of the SAC, the 2011 TMP criteria has been 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 Draft Sidewalk Prioritization Scorecard (see 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 this Draft Sidewalk Prioritization Scorecard to the Pedestrian System Plan to create the Draft Sidewalk Prioritization Plan (see Attachment B).

City staff will use the Council's feedback, the SAC's recommendations, public feedback, as well as project technical analysis to further refine the Sidewalk Prioritization Scorecard and Plan to present to City Council for discussion in late spring of 2018.

SAC Recent Accomplishments

Since the June 2017 SAC kickoff meeting, the SAC has dedicated time in and outside of committee meetings to advance the project. See Attachment C for an updated synopsis of the SAC's role and key activities. Since the January 29 Council Dinner Meeting, the SAC's recent accomplishments have included the following:

- Testing and tuning the prioritization scorecard via data-driven mapping exercises,
- Informing the development of the Plan,
- Analyzing funding options,
- Helping to create a video that highlights needed sidewalk repairs, treatment options, and explains the work of the SAC, and
- Preparing for and co-hosting Open House #2.

SAC Upcoming Milestones

Over the next three months, the SAC will be concluding their work with the following key activities:

- Considering how the public survey results from Open House #1 and #2 should inform the Sidewalk Prioritization Plan,
- Helping refine and finalize the Sidewalk Prioritization Plan, and
- Developing draft and final SAC recommendations to the City Manager on the Sidewalk Prioritization Plan and its funding options.

Summary of SAC Presentations at the January 29, 2018 Council Dinner Meeting

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. Mayor Hall opened the meeting with a special welcome to SAC members. Nora Daley-Peng provided a brief overview of SAC's role and highlighted SAC's accomplishments so far and their upcoming activities. SAC representatives then 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 January 29 dinner meeting discussion's highlights included how to repair and maintain existing sidewalks while looking at ways to expand the sidewalk network; what will success look like; how do we incorporate safety and equity into the prioritization process, and how do we communicate the value of sidewalks to Shoreline residents.

Overview of SAC Presentations at the April 9 Council Dinner Meeting

At the April 9 Council Dinner Meeting, the SAC will introduce the last two out of the four themes. SAC subcommittees will give presentations on these two themes and ask supporting questions about sidewalk treatments and funding. Below is an outline of the presentations and supporting questions:

A. Sidewalk Treatments Subcommittee - Spokesperson: Tim Friedrichsen

- Focus of Sidewalk Treatments Subcommittee
- The State of Existing Sidewalks
- Sidewalk Repair Recommendations
- Planning Tomorrow's Sidewalks
- Right Surface, Right Location Approach (See Attachment D for sidewalk alternative options)
- Sidewalk Expansion Recommendations

Supporting Questions for Council:

1. Does Council support expanding current sidewalk standards to include alternative treatments i.e. concrete vs. other surfaces?
2. Would Council find it helpful to have a list of suggested sites where creative solutions might be worth trying?
3. What information can the SAC provide to Council related to surface choices and green infrastructure?

B. Funding Subcommittee - Spokesperson: Ryan Gulick

- Overall Approach: Two Projects = Two Plans = Two Funding Approaches
- First Priority: Repair and Maintenance of Existing Sidewalks
- Recommended Scope, Measures of Success, and Funding Options
- Second Priority: Expansion of Sidewalk Network
- Recommended Scope, Measures of Success, and Funding Options

Supporting Questions for Council:

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

Upcoming Council Presentations

At the April 23 Council Meeting, City staff will present the Draft Sidewalk Prioritization Plan and SAC Draft Recommendations for discussion.

At the June 4 Council Meeting, City staff will present the Final Sidewalk Prioritization Plan and SAC Final Recommendations for discussion.

Attachments





Attachment A: Draft Sidewalk Prioritization Scorecard

Attachment B: Draft Sidewalk Prioritization Plan

Attachment C: Updated Sidewalk Advisory Committee's Role and Key Activities

Attachment D: Sidewalks & Alternative Options

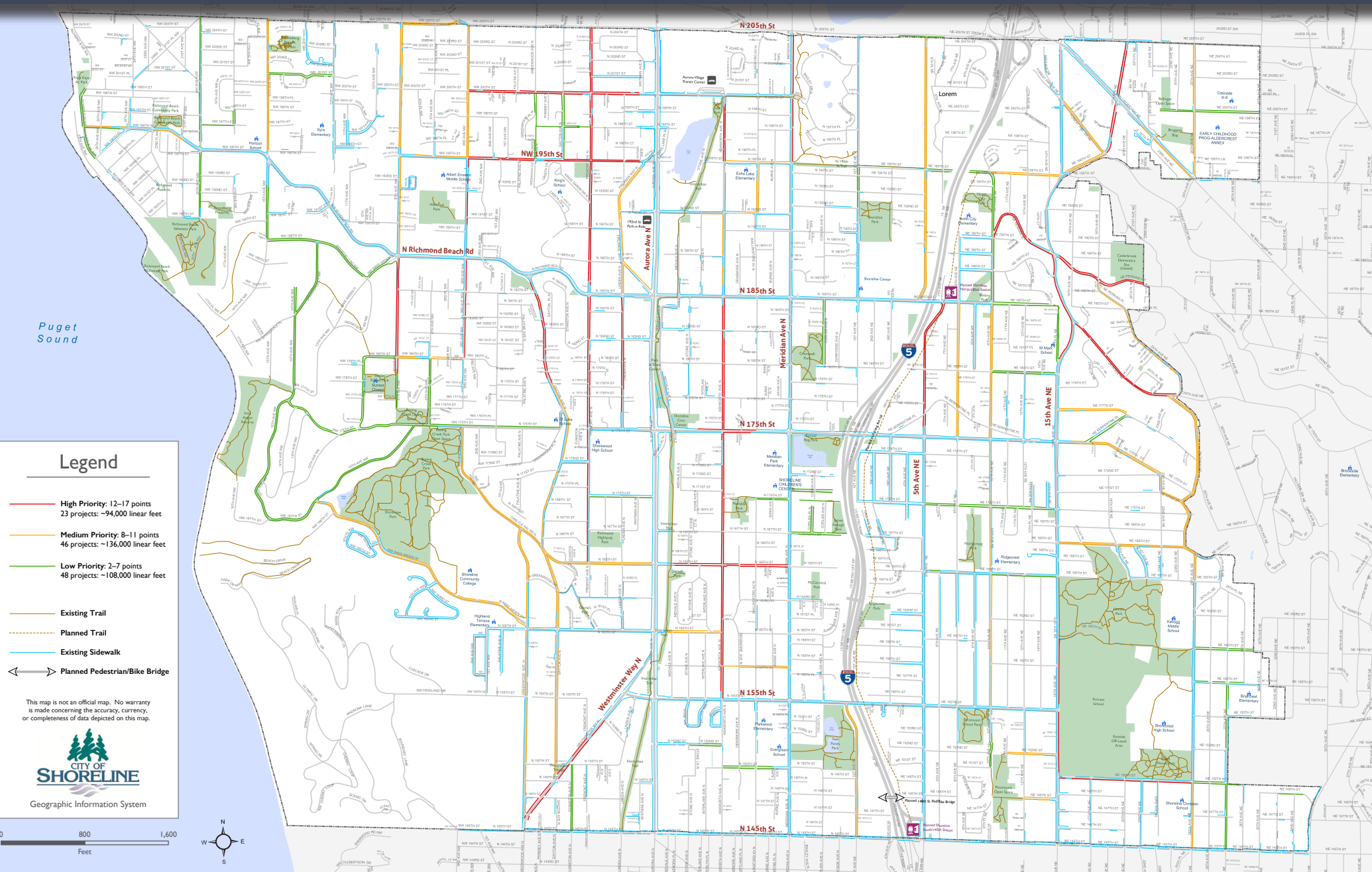
Draft Prioritization Criteria

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**	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



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

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 (SAC)

Who is the SAC?

The opportunity to join the Sidewalk Advisory Committee (SAC) was advertised via the City webpage, social media, *Currents*, and Council of Neighborhoods. Through an open application process, the City Manager appointed 15 volunteers to serve.

The committee consists of members from a range of Shoreline neighborhoods with a diverse set of interests.

Together, members are working on a city-wide plan that reflects the interests of the community as a whole rather than the specific neighborhoods in which the members live.

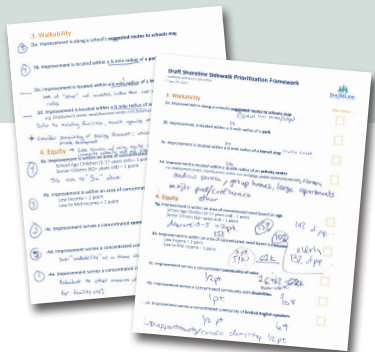
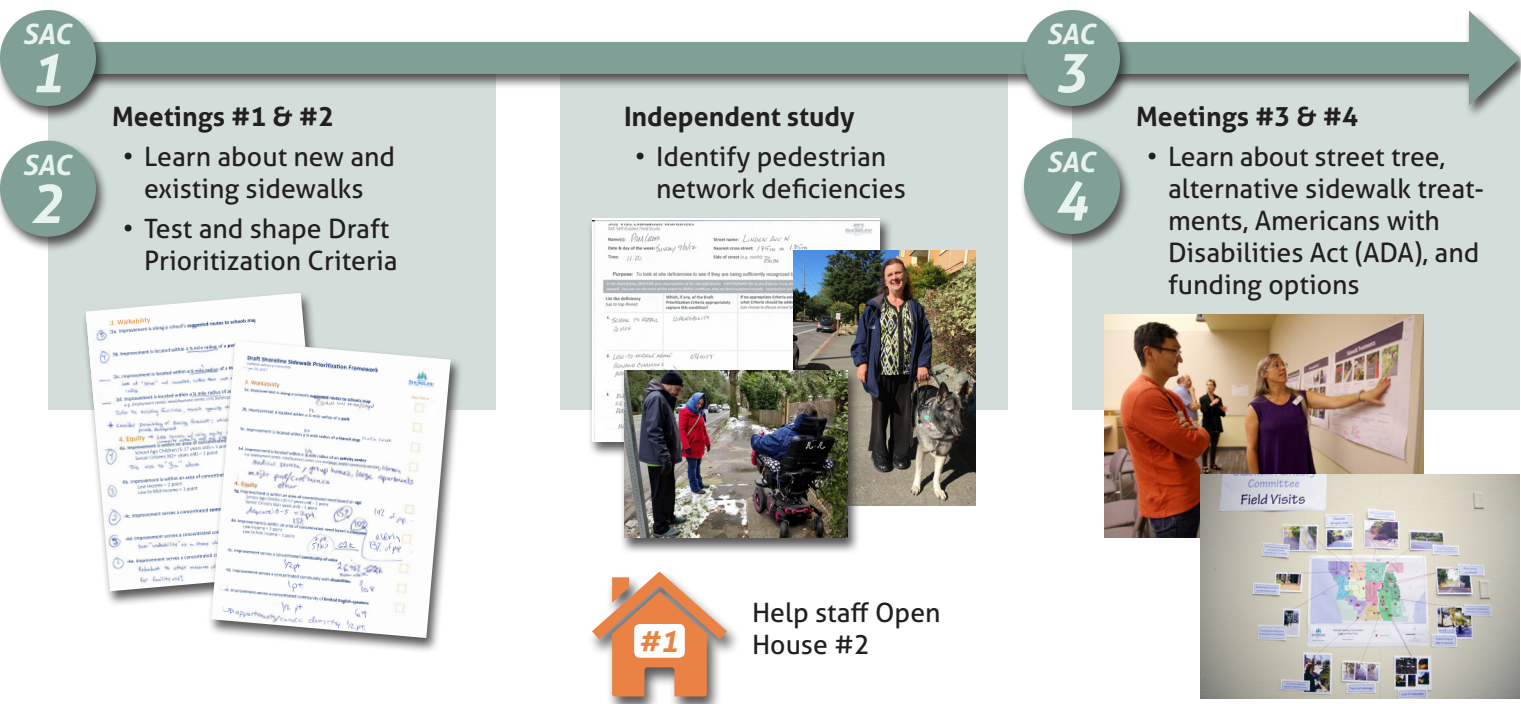
SAC Members

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

What role does the SAC play in the Sidewalk Prioritization Plan?

The SAC is analyzing how to prioritize and fund pedestrian needs for repair of existing sidewalks and installation of new sidewalks or alternative pedestrian treatments. Over the course of the year-long process, the SAC is

- Learning about existing sidewalk conditions and deficiencies
- Informing a data-driven prioritization process
- Providing input on a range of alternative sidewalk treatments
- Discussing pedestrian mobility and accessibility, pedestrian trip generators (e.g. schools, parks), safety, health and equity, street trees, and storm water management
- Considering how the City can financially support the long-term delivery of a city-wide pedestrian network
- Presenting findings to the City Manager who will make final recommendations to the City Council



Sidewalk Advisory Committee (Cont'd)

SAC 5

Meeting #5

- Learn about equity in the planning process
- Workshop Prioritization Scorecard



SAC 6

Meeting #6

- Learn about projects in the pipeline
- Build and test prioritization model



Council Dinner Meeting #1 with the Prioritization and Communications Subcommittees

SAC 7

Meeting #7

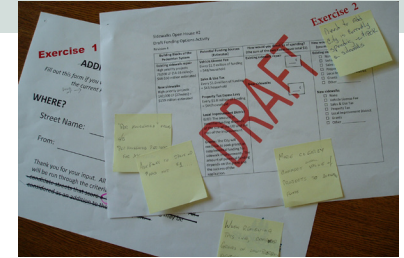
- Learn about roadway geometry; Street Light Master Plan; Parks, Recreation, and Open Space Plan; prioritizing existing repair



SAC 8

Meeting #8

- Explore funding options



SAC 9

Meeting #9

- Continue to discuss prioritization and funding options



Help staff Open House #2

SAC 10

Meeting #10

- Develop Draft Plan and recommendations



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

SAC 11

Meeting #11

- Refine Draft Plan and recommendations



SAC 12

Meeting #12

- Finalize Plan input and recommendations



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

- 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

- 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

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

Similar cost as standard sidewalks