

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

**AGENDA TITLE:** Sidewalks - 2006 Priority Routes, Scope, and Process

**DEPARTMENT:** Public Works

**PRESENTED BY:** Paul Haines, Public Works Director  
Jesus Sanchez, Operations Manager  
Jon Jordan, Capital Projects Manager

**BACKGROUND**

In the February 27, 2006 staff report we said we would provide an update to Council on March 20 with more information about this program, the 2006 schedule, and the public involvement process. That report was postponed for two additional weeks so that we could provide you with more detailed information. That information includes the attachments to this report that are part of the public involvement program and the project webpage and conceptual design plans discussed below which are under development and will be shared with Council on April 3.

**PROBLEM/ISSUE STATEMENT:** In 2005, City Council authorized funding for the newly formed Sidewalk Program to construct pedestrian facilities in priority areas identified in the Transportation Master Plan (TMP) and other areas identified through public process. Staff is pursuing a strategy to meet the aggressive timeline and allow for summer construction of the 2006 priority. Surveyors are mapping the routes and the engineering firm of KPFF is preparing conceptual design plans and specifications for bid in April. This bid package will provide the details and estimated quantities necessary for contractors to bid the projects. Changes to the bid plans based on public input and the final design will continue while the projects are on ad and we will coordinate changes with the successful contractor. Staff will seek Council authorization to award the construction contract in May and work will begin in June with the goal of completing construction by September 1, 2006.

**FINANCIAL IMPACT:** The "Sidewalks – Priority Routes" program in the 2006-2011 CIP sets aside \$5.4 million over the next six years to build pedestrian facilities in priority areas identified in the Transportation Master Plan (TMP). Constructing the entire list of projects identified in the Transportation Master Plan could cost as much as \$67 million for our standard sidewalks on both sides of the streets. Since the standard concrete gutter-curb-amenity zone-sidewalk configuration can be expensive and does not easily work in some areas, the City will utilize economical alternatives that will stretch budget dollars and provide more linear feet of pedestrian improvements.

The City CIP programmed \$900,000 to design and build the 2006 preliminary routes. This includes \$750,000 from the Roads Capital fund and a \$150,000 TIB grant. There are no TIB grants for 2006. As a result, we will use an additional \$150,000 of Roads Capital funds in 2006 and seek TIB or other grant funding for 2007 in the planned amount of \$150,000.

**SCHEDULE (2006):**

March	April	May	June
Develop conceptual plans and bid documents	Advertise for bids April 5	Council to award construction contract May 1	Begin construction
Develop webpage, exhibits, postcards and flyers	Public outreach and final design	Public outreach	Public outreach
July	August	September	October
Construction	Construction	Construction substantial completion September 1	Begin 2007 projects
Public outreach	Public outreach	Public outreach	Public outreach

The 2006 recommended routes and associated improvements in order of anticipated construction are: two by Einstein Middle School, one by Shorewood High School and St. Luke and one by Ridgecrest Elementary School.

Road	Segment	Improvements
10th Ave NE	NE 175th St – NE 170 <sup>th</sup> St	Concrete curb adjacent a 6'-8' wide asphalt pathway
	NE 170 <sup>th</sup> St – NE 167th St	Concrete curb, 2' to 3' green strip, and 5' to 6' wide asphalt pathway
3rd Ave NW	NW Richmond Bch Road - N 193rd St	Concrete curb, 2' to 3' green strip, and 5' to 6' wide asphalt pathway
Dayton Ave N	Carlyle Hall Rd N - N 172nd St	Concrete curb, 2' to 3' green strip, and 5' to 6' wide asphalt pathway
8th Ave NW	NW Richmond Bch Road - N 195th St	6' wide separated asphalt pathway

Potential additive routes may also be built in 2006 if the construction bids and schedule are favorable. These include Echo Lake Elementary School and Shorewood High School.

Road	Segment	Improvements
N 195th St	Wallingford Ave N - Meridian Ave N	Concrete curb with 4' amenity zone and 6' wide asphalt pathway.
Fremont Ave N	N 165th St - N 170th St	Concrete curb, 2' to 3' green strip, and 5' to 6' wide asphalt pathway

More on Public Involvement: Over the past several weeks, Paul Haines the Public Works Director, and Jesus Sanchez the Operations Manager, met with the School Superintendent, Principals, and PTA's regarding the 2006 Preliminary Pedestrian Projects to obtain their concerns and input.

Staff is implementing a public outreach program for the citizens of Shoreline potentially affected by these pedestrian improvements. The program is based on the development of informed consent and citizen participation by objectives. This approach, which is summarized in Attachments A, B, and C, will let the community know a) there is a problem; b) it is our responsibility to address it; c) the approach is sensible; and d) we will listen. Staff will work with individual property owners to address special design needs and minimize impacts. Staff has identified the following citizen participation techniques to facilitate information exchange and successfully implement this project.

These are:

1. Open exhibits in nearby schools and libraries
2. Producing and releasing materials to Potentially Affected Interests (PAI's) and the media
3. Working with the public in the city offices, respective homes, and or other public facilities.
4. Use existing: newsletters, other publications, media, etc.
5. Use existing: school systems; other institutions
6. Use a Responsiveness Summary/Listening Log to share input and responses
7. Using the telephone, the FAX, and E-mail
8. Creating, and using, a webpage on the City's internet website

The outreach program will include the project mission or overview, the problem solving/decision making process, a matrix of the potentially affected interests, maps and drawings of the planned improvements, and a responsiveness summary/listening log all available on the project webpage, at open exhibits in schools near the projects, and here at City Hall. The webpage for this project is ready for viewing now. It is a work in progress and new and updated information will be added as it becomes available.

### **RECOMMENDATION**

Staff recommends the Sidewalks - 2006 Priority Routes, Scope, and Process and is seeking Council concurrence on this recommendation.

Approved By:      City Manager  City Attorney \_\_\_\_\_

- Attachments:
- A Sidewalk Priority Routes Mission / Overview
  - B Problem Solving/Decision Making Process
  - C Potentially Affected Interests
  - D Alternative Pathway Concepts
  - E All Priority Projects Map
  - F 2006 Preliminary Routes Map
  - G Existing Sidewalk and Pathways Map

Note: On March 30, this information will be viewable on the project webpage at the following address: <http://www.cityofshoreline.com/cityhall/projects/sidewalks/index.cfm>

## **SIDEWALKS – PRIORITY ROUTES**

City of Shoreline Capital Improvement Project

### **MISSION / OVERVIEW**

#### ***Shoreline City Council 2005-2006 Work Plan Goal #3: Enhance our program for Safe and Friendly Streets***

One of the City's most important roles is to maintain and improve community infrastructure such as roads, parks, surface water systems and sidewalks. Although Shoreline is a relatively new city, its infrastructure is not. Shoreline neighborhoods were built to rural standards, primarily without sidewalks or even walkways. Only about one-third of the City's arterials and even fewer residential streets have sidewalks (refer to Existing Sidewalks and Pathways Map).

Throughout the years Shoreline residents and Council have identified adding sidewalks as a priority. The City has dedicated money in each year's budget to repair and replace deteriorating existing sidewalks and also ensures that sidewalks are built when property is redeveloped. In the 2006-2011 Capital Improvement Program (CIP), Council added money to begin building some of the priority sidewalk routes identified by the community in the recently completed Transportation Master Plan. Many of these priority routes are on arterials used by children walking to school.

The "Sidewalks – Priority Routes" program in the 2006-2001 CIP sets aside \$5.4 million over the next six years to build both standard sidewalks and other "pedestrian facilities". Constructing the entire list of projects identified in the Transportation Master Plan could cost as much as \$67 million for our standard concrete curb-gutter-amenity zone-sidewalk configuration on both sides of the streets. Since the standard configuration can be expensive and does not easily work in some areas, the City is considering economical alternatives that will stretch tax dollars and provide more linear feet of pedestrian improvements. Examples of these alternatives include concrete curbs with asphalt sidewalks and separated pathways. The City CIP programmed \$750,000 to design and build the 2006 preliminary routes. The Council subsequently identified their interest in moving forward future years CIP resources and target spending up to \$900,000 in 2006.

The 2006 recommended routes are: two by Einstein Middle School, one by Shorewood High School and St. Luke and one by Ridgecrest Elementary School. Depending on the outcome of the construction bids, the schedule, and available resources, two other potential additive routes may also be built in 2006: Echo Lake Elementary School and Shorewood High School. The City will be working with individual property owners other potentially affected interests to address special design needs and minimize impacts.

## **SIDEWALKS – PRIORITY ROUTES**

City of Shoreline Capital Improvement Project

### **PROBLEM SOLVING/DECISION MAKING PROCESS**

The City of Shoreline's Transportation Management Plan is the long-range blue print for travel and mobility, describing a vision for transportation that supports the City's adopted land use plan.

The TMP reflects policy directions from City Council, Planning Commission, public comments, and technical analysis of existing conditions and external requirements (such as federal and state mandates).

The TMP focuses on satisfying travel demand and making efficient use of the existing infrastructure and providing the facilities and services to encourage walking, cycling and transit as priority modes.

State and regional policy and requirements included within:

- The 1990 State Growth Management Act
- The City's adopted Land Use Plan
- The Comprehensive Plan objectives
- King County's County wide planning policies

### **PLANNING PROCESS**

The review and adoption process for the TMP, as well as the Comprehensive Plan and other Master Plans, included:

- Public open house and presentation of the Draft Comprehensive Plan and Master Plans
- Planning Commission Public Hearings and Plan Reviews
- Planning Commission Recommended Draft Comprehensive Plan and Master Plans
- City Council Public Hearings and Plan Reviews
- City Council Adoption of Comprehensive Plan and Master Plans

August 2002 – Bond Advisory Committee develops sidewalk project list around schools

September 2003 – City held public meetings early in the planning stage for public input on the plan

2003-2005 – City of Shoreline Planning Commission (Transportation Work Group) held a series of open meetings with the consultant team and city staff. Emphasis was put on pedestrian systems.

April 2005 – Staff report by Jill Marilley, City Engineer, “Sidewalk Comprehensive Study Interim Report.

June 2005 – City Council adopts the city’s comprehensive plan and adds \$5.4 million to the Sidewalks – Priority Routes CIP program.

July 11, 2005 – Draft Transportation Master Plan (TMP) adopted by Council (Resolution No. 234)

February 8, 2006 – Meeting with School District Superintendent, Principals, and PTA Representatives of Ridgecrest, Einstein, and Shorewood schools

### PEDESTRIAN GOALS AND POLICIES (taken from the TMP)

#### Transportation Goals

T.I.: Provide safe and friendly streets for Shoreline citizens.

T.IV: Provide a pedestrian system that is safe, connects to destinations, accesses transit, and is accessible by all.

#### Transportation Policies for Safe and Friendly Streets

T1: Make safety the first priority of citywide transportation planning and traffic management. Place a higher priority on pedestrian, bicycle, and automobile safety over vehicle capacity improvements at intersections.

#### Transportation Policies for Pedestrian System

T26: Provide adequate, predictable, and dedicated funding to construct pedestrian projects.

T27: Place high priority on sidewalk projects that abut or provide connections to schools, parks, transit, shopping, or large places of employment.

T29: Provide sidewalks on arterial streets and neighborhood collectors.

T30: Develop flexible sidewalk standards to fit a range of locations, needs and costs.

T31: Work with the School District to determine and construct high priority safe school walk routes. The City should partner with the School District to achieve these goals.

### EVALUATION PROCESS

In the sidewalk section of the TMP, this process considered all arterials in the City and combined quantitative project scoring and qualitative policy linked reviews. It used the weighted evaluation criteria below in a two-step ranking process of priority pedestrian routes.

The weighted criteria included school access issues, connections to parks, connections to existing sidewalks, linking 3 or more major destinations and connections to bus lines. It also addressed whether it was part of the 2002 Bond

Committee recommendation to the City Council. From this weighted criteria a list of priorities was created and Priority 1, 2 and 3 sidewalk lists were developed. Refer to the Priority Pedestrian Projects Map.

Table 5-1. Pedestrian Project Evaluation Criteria (from the TMP)

Criteria	1 <sup>st</sup> Screen	2 <sup>nd</sup> Screen
School Access. Will sidewalk be within 10 blocks of a school?	60 points	Yes
Located on an Arterial. Will sidewalk be located on an arterial?	30-40 points	Yes
Connects to Park. Will sidewalk connect to a Park?	40 points	
Connect to Existing Sidewalk. Will sidewalk connect to an existing sidewalk?	30-40 points	
Completes Shoreline Loop. Will sidewalk help complete a "loop" around the City?	35 points	
Connects to Bus Line. Will sidewalk provide access to a bus line?	30 points	
Links 3 Major Destinations. Will sidewalk connect homes to neighborhood businesses, schools, and other recreation facilities?	20 points	
Bond Advisory Committee Priority #1 and #2. Was the sidewalk a highest priority of the Bond Advisory Committee?		Yes

### PEDESTRIAN FACILITIES ANALYSIS

In the traditional method of public works construction, citizens are familiar with our standard concrete gutter, curb, amenity zone and sidewalk providing an area for pedestrians to be and remain separated from vehicular traffic. This project investigated alternative economical treatments for pedestrian facilities that were possible beyond the standard sidewalk configuration. Not all treatments are possible in all locations without considerable cost and, in trying to extend the impact of limited funding, it was important be creative in the solutions for every street.

In the 2006-2011 CIP the City Council created a significantly expanded "Sidewalks – Priority Routes" program to invest \$5.4 million over the next six years to construct both our standard sidewalks and alternative "pedestrian facilities". Constructing the entire list of projects identified in the TMP could cost as much as \$67 million for our standard concrete gutter-curb-amenity zone-sidewalk configuration on both sides of the street. Since the standard configuration can be expensive and does not easily work in some areas, the City is considering economical alternatives that will stretch tax dollars and provide more linear feet of pedestrian improvements. Examples of these alternatives



include concrete curbs with asphalt walkways, separated pathways, or widened shoulders. Using the alternative treatments analyzed for pedestrian facilities and the Priority Pedestrian Routes Map we then began a phase of gathering information along each route to determine which of the alternatives would be most effective for each segment to create a range of possible solutions and costs. Widened shoulders are not a strong recommendation and are only to be applied when no other solution can be built or financed. Coordination with the City's Traffic Engineer will help determine where this can be done inexpensively in advance of future sidewalks.

### PROPOSED PEDESTRIAN PROJECTS SELECTION STRATEGY FOR 2006

The City Council continues to emphasize the importance of sidewalks for safety, enhanced mobility, convenience, and recreation in Shoreline. This new CIP project will serve to enhance pedestrian safety near schools, parks, and bus lines to name a few, and to enhance our program for safe and friendly streets (Council Goal #2).

The City of Shoreline's Transportation Master Plan (TMP) is the long-range blueprint for travel and mobility and provides the guidance and prioritization for this and other projects in the CIP. The TMP project team together with City staff and a subcommittee from the Planning Commission identified potential sidewalk candidate projects and developed an evaluation process to prioritize these projects. This was last presented to Council on April 25, 2005 in a staff report entitled "Pedestrian Facility Comprehensive Study Interim Report"

In an effort to further refine the list of sidewalk projects in the TMP, staff developed a selection strategy for 2006 priority routes, subject to further review with the schools, Parent Teacher Association's, City Council, and citizen input. These routes were selected with the TMP goal and policies in mind and with the intent to:

- Build improvements on one side of the street to increase geographic coverage
- Seek first year sites that have minimal utility conflicts and other construction conflicts
- Focus improvements around schools, parks and community centers, transit, and existing and future trail systems with special emphasis on schools
- Utilize a mix of pedestrian facility types to increase coverage and save cost
- Focus on improvements that have a history of community interest and/or previous drainage improvements
- Focus on improvements where currently none exist or that are marginal

Referring to the 2006 Preliminary Pedestrian Projects Map, the 2006 recommended routes are:

Road	Segment	Criteria
10th Ave NE	NE 167th St - NE 175th St	Priority 2, School, High traffic volume, Community requests for improvements and involvement in the Neighborhood Transportation Action Plan which lists this segment as a high priority
3rd Ave NW	NW Richmond Bch Road - N 193rd St	Priority 1, Schools, Park, Transit, Commercial/Retail, Community requests for improvements
Dayton Ave N	Carlyle Hall Rd N - N 172nd St	Priority 1, Schools, Transit, High traffic volume
8th Ave NW	NW Richmond Bch Road - N 195th St	Priority 2, School, High traffic volume, Commercial/Retail

#### 2006 Potential Additive Routes

Road	Segment	Criteria
N 195th St	Wallingford Ave N - Meridian Ave N	Priority 1, School, Park, City Loop, Trail Connectivity
Fremont Ave N	N 165th St - N 170th St	Priority 1, School, Community Center, Transit

These two priority 1 routes are additive because of the estimated budget and schedule constraints and because of the lower speeds and volumes compared to the other routes. They may be added to the 2006 projects if funding and schedule allow. Otherwise they will be preliminary routes for construction in 2007. Two priority 2 routes are included in the preliminary list due the practicality that many priority 1 routes have long lead times for removal of utilities or construction of storm drainage facilities that preclude them from construction in the first year of this new program.

## SIDEWALKS – PRIORITY ROUTES

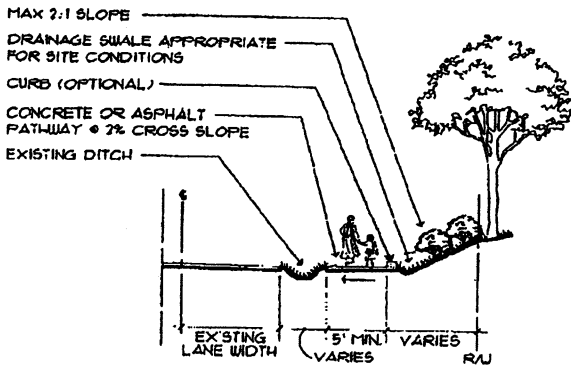
City of Shoreline Capital Improvement Project

### POTENTIALLY AFFECTED INTERESTS

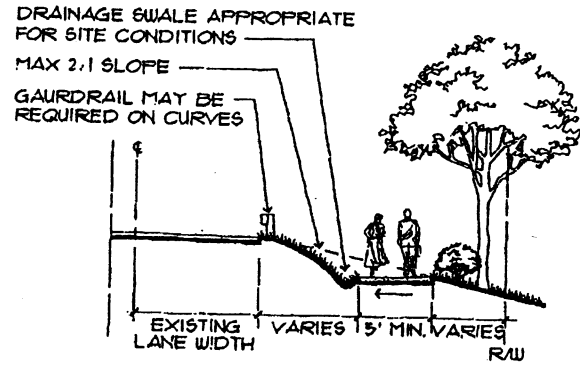
<div style="display: flex; justify-content: space-between;"> <span>PAIs</span> <span>Issues</span> </div>	For other Consent-Building tools and guidance, visit: <a href="http://www.ipmp-bleiker.com">www.ipmp-bleiker.com</a> or: <a href="http://www.consentbuilding.com">www.consentbuilding.com</a>	1) Fairness (which street gets sidewalks, which side of street)	2) Pedestrian Safety (improve conditions to enhance safety)	3) Access to Property (before, during, and after construction)	4) Construction Impacts (noise, dust, etc.)	5) Tax \$ used wisely (alternatives to traditional concrete curb, gutter, and sidewalk)	6) ADA Accessibility (curb ramps)	7) Traffic/Speed Control (volume, paint striping, road width, traffic calming)	8) Bicycle Safety/Access	9) Private Property Impacts (driveways,	10) Surface Water Drainage (must not create a drainage problem)	11) Tree Conflicts (save and protect or remove)	12) Parking Issues (on-street parking now and after?)	13) ROW Encroachments (landscaping, other improvements )	14) Easements
1) Property Owners		X	X	X	X	X			X	X	X	X	X	X	X
2) Residents		X	X	X	X	X		X	X	X	X	X			X
3) Businesses		X	X	X	X	X			X			X			
4) Parks & Park Users			X	X	X										
5) School District			X		X			X				X			
6) PSTA			X		X			X							X
7) Students			X	X	X			X	X			X			X
8) Neighborhood Groups & Associations		X	X		X	X		X			X				
9) City Staff		X	X		X	X		X	X	X	X	X	X	X	X



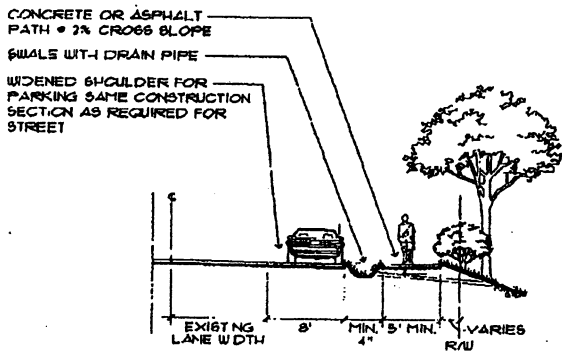
# Alternative Pathway Concepts



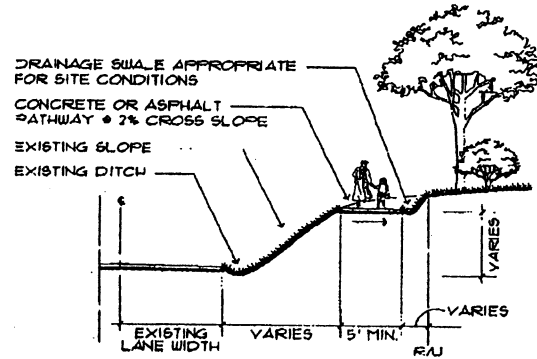
Separated Pathway with Swale



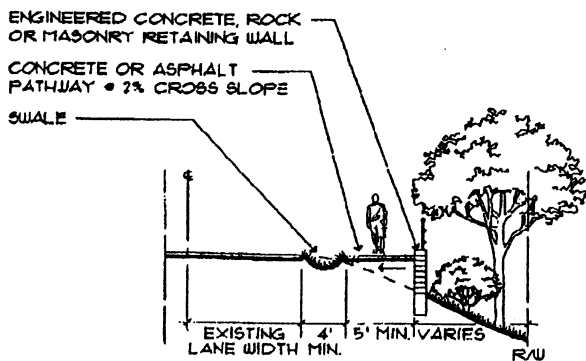
Separated Pathway below Road Grade



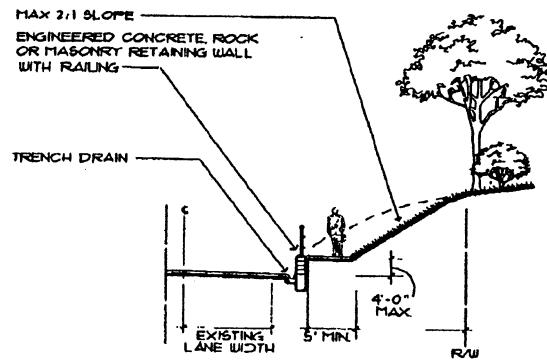
Separated Pathway with Swale or Planting Strip and On-Street Parking



Separated Pathway Above Roadway

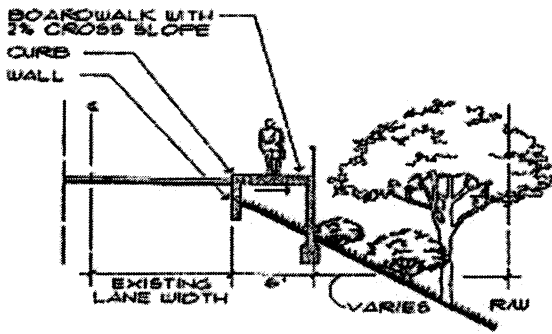


Separated Pathway on Fill or Wall with Swale

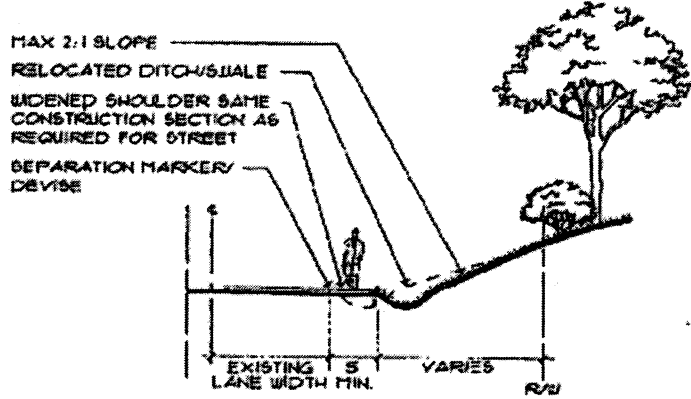


Separated Pathway on Wall

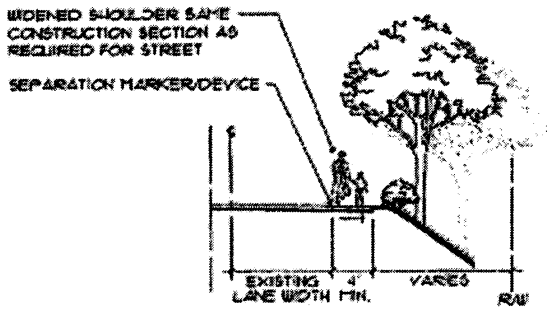
# Alternative Pathway Concepts



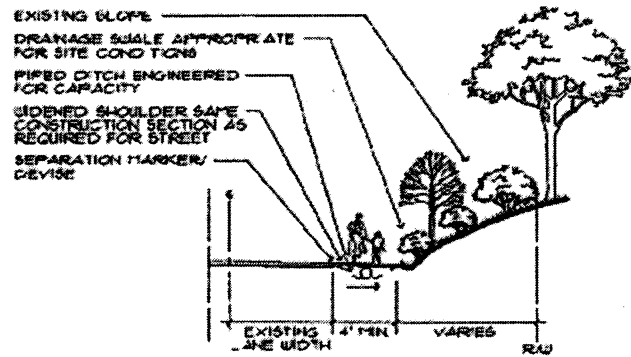
Separated Pathway on Boardwalk



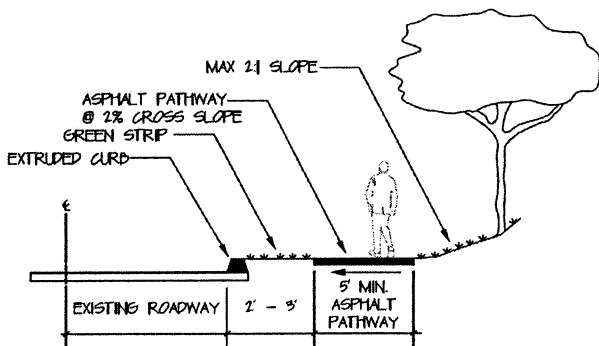
Widened Shoulder with Ditch or Swale



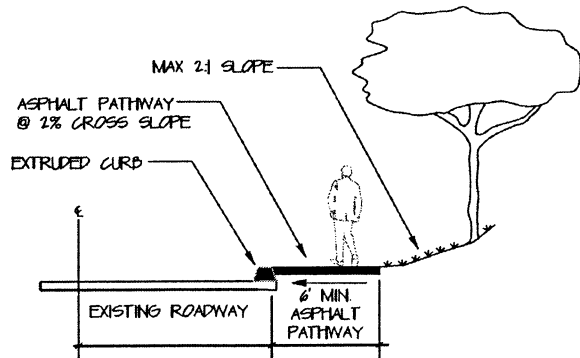
Widened Shoulder



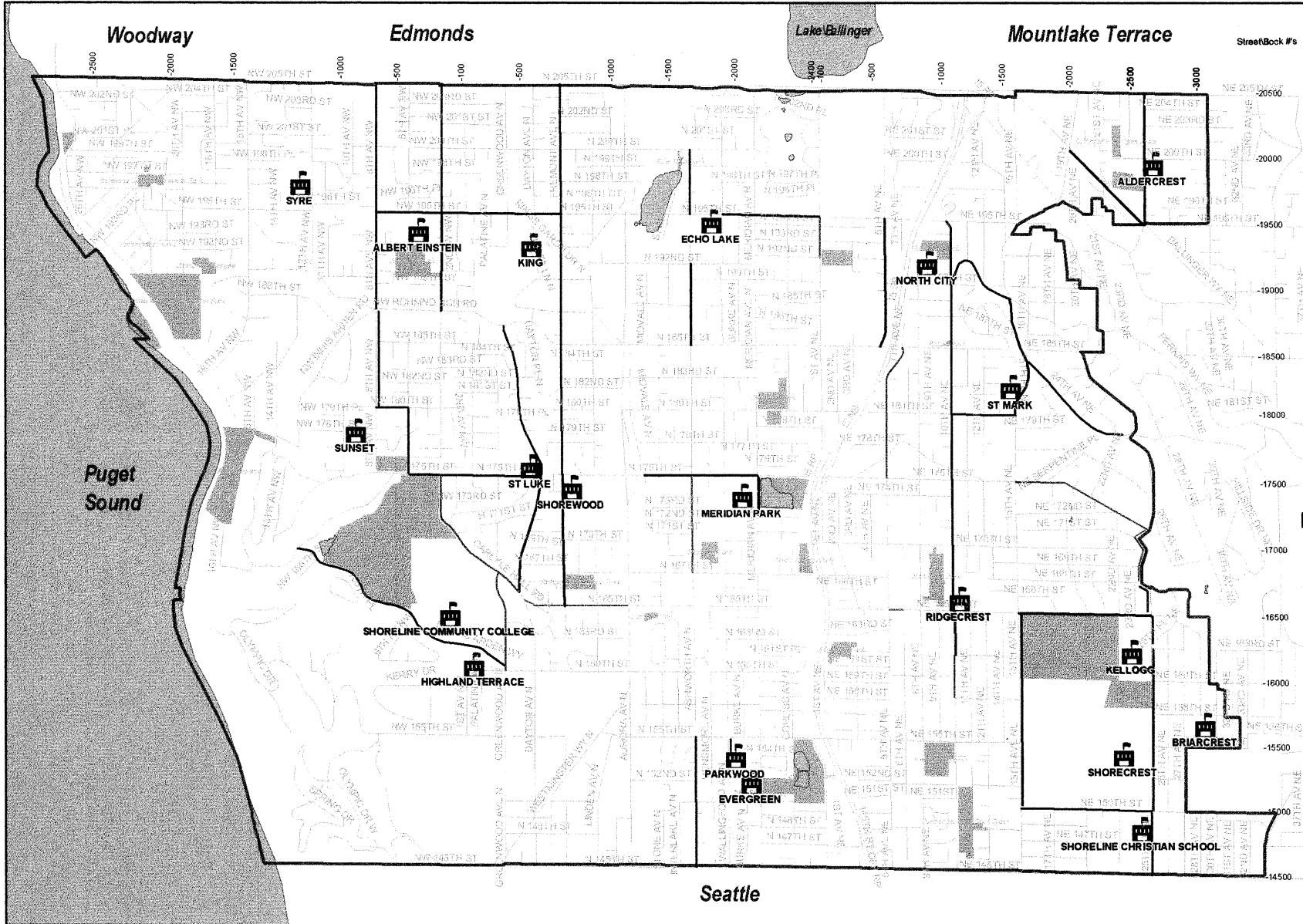
Widened Shoulder with Culvert



Separated Pathway with Extruded Curb and Green Strip



Extruded Curb with Pathway



**SHORELINE**  
Geographic Information System

**Priority Pedestrian Projects**

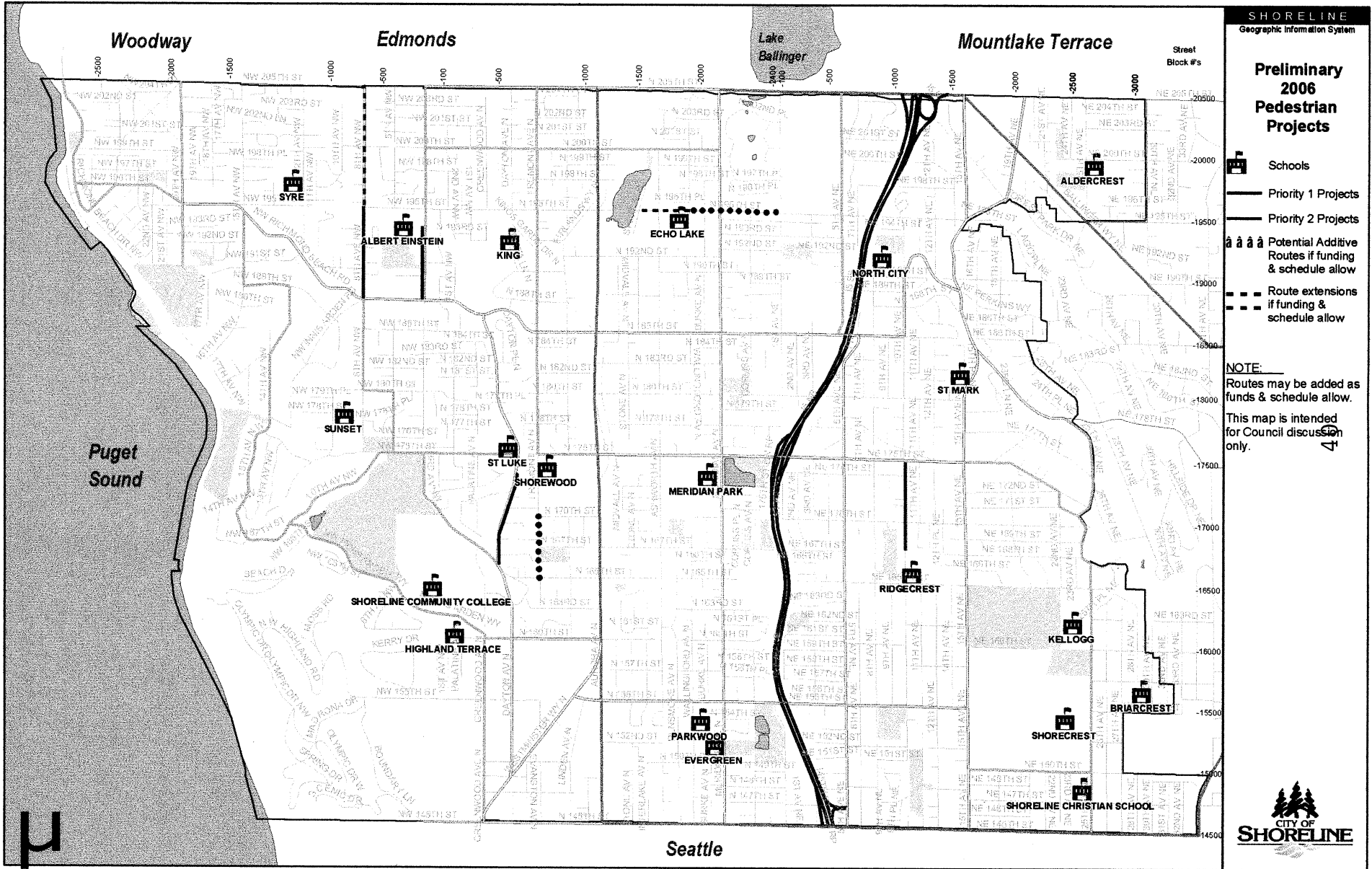
Pedestrian Projects  
Transportation Master Plan  
April 2004

- Priority 1 Projects  
11.5 Road Miles
- Priority 2 Project  
10.2 Road Miles
- Priority 3 Projects  
8.7 Road Miles

Schools



Plot Date: August 2, 2004  
No warranty is made, including accuracy, fitness, or merchantability, accompany the product.  
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Shoreline Pedestrian Projects



**SHORELINE**  
Geographic Information System

**Preliminary  
2006  
Pedestrian  
Projects**

- Schools
- Priority 1 Projects
- Priority 2 Projects
- Potential Additive Routes if funding & schedule allow
- Route extensions if funding & schedule allow

**NOTE:**  
Routes may be added as funds & schedule allow.  
This map is intended for Council discussion only.





