

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussing the Draft Sidewalk Prioritization Plan and Sidewalk and ADA Transition Plan Funding Recommendations		
DEPARTMENT:	Public Works and Administrative Services Department		
PRESENTED BY:	Nora Daley-Peng, Senior Transportation Planner Tricia Juhnke, City Engineer Sara Lane, Administrative Services Director		
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'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 Pedestrian System Plan includes a prioritized list of new sidewalk projects in the TMP's Appendix H. The TMP sets forth periodic updating of the Sidewalk Prioritization Plan and requires identification of funding for sidewalk system expansion, as well as repair and maintenance. To date, a sustainable or dedicated funding for sidewalks has not been implemented.

Title II of the Americans with Disabilities Act (ADA) requires public entities with more than 50 employees to perform a self-evaluation of current facilities, services, policies and practices to determine whether they comply with ADA requirements, and to create and implement a Transition Plan that results in full compliance with the ADA over time, including capital programming and priorities for removal of access barriers in the existing sidewalk system.

In the 2016 City survey of residents, 52 percent indicated that they are not satisfied with sidewalks on major streets. Council has long expressed an interest in greater investment to support maintenance and expansion of the sidewalk system.

In 2016, the City initiated an ADA compliance self-evaluation as a first step toward an ADA Transition Plan. Relevant to this Council discussion, the work involves assessing the City's facilities that are located in the public right of way, primarily the sidewalks, curb ramps and pedestrian signal equipment that most often present barriers to mobility along the City's streets. Preliminary review and analysis of the inspections indicate that it will cost \$44 to \$50 million to address the high priority repairs and retrofit of existing sidewalks and curb ramps to meet ADA standards.

In June 2017, the City began a process to update the Sidewalk Prioritization Plan. 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 includes input from the citizen Sidewalk Advisory Committee (SAC) and multiple opportunities for providing public input through two open houses and online surveys. This work has identified a rough order of magnitude cost to provide all the new sidewalks identified in the plan of approximately \$377 million.

These two efforts address the existing and proposed new sidewalks in the City. Although they are at different points in development, each has enough information to consider approval of plan elements and a methodology for funding improvements to the sidewalk system.

FINANCIAL IMPACT:

Funding for existing sidewalk repair, retrofitting and replacement which supports meeting the City's responsibilities in ADA is currently set at \$190,000 to \$200,000 dollars per year in the Capital Improvement Plan. There are currently no funds identified for new sidewalks outside of those funded through grants and/or development.

To date the staff analysis has identified 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 updated Sidewalk Prioritization Plan totals \$377 million for new sidewalks, with \$112 million representing the high priority new sidewalks.

To fund maintenance of existing sidewalks and the addition of new sidewalks, staff developed alternatives that would not impact current city fund allocations and create sustainable and dedicated funding sources. Alternatives considered include options allowed through the Transportation Benefit District including an administrative increase in the vehicle license fee and a voter approved sales tax increase; and a general property tax increase/levy lid lift. None of these alternatives can fund all the identified high priority needs and as such projects and activities will have to be prioritized and phased to match funding.

RECOMMENDATION

For the Sidewalk Prioritization Plan, no action is required. Staff seeks Council input on the prioritization scorecard and map prior to returning to Council on June 4, 2018 for consideration of additional streets to the plan and approval of the plan to move into the TMP update process.

For funding sidewalk repairs and addressing ADA deficiencies, staff recommends that the Council direct staff to draft an ordinance to increase vehicle license fees by \$20, with a collection date starting six-months after adoption. Staff also recommends that this funding replace the General Fund contribution to the Roads Capital Fund

For funding new sidewalks, staff recommends that the Council direct staff to draft an ordinance to place a voter approved sales tax increase of 0.2% on the November 2018 ballot.

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

INTRODUCTION

In the last couple of years, projects were initiated to determine whether the City complies with ADA requirements including removal of access barriers in the existing sidewalk system, and to update the City Sidewalk Prioritization Plan. Although the projects are at different points in development, each has enough information to consider approval of plan elements and consider a methodology for funding improvements to the sidewalk system.

Previous Council discussion on these issues (aside from Capital Improvement Program and Transportation Improvement Plan conversations) were:

- March 28, 2016 – Agreement for ADA Compliance Self-Evaluation and Transition Plan Assistance.
http://shoreline.granicus.com/MediaPlayer.php?view_id=&clip_id=680&meta_id=63254#
- March 3, 2017 – (Council Retreat) discussion on how to effectively address sidewalk needs in the City of Shoreline.
http://shoreline.granicus.com/MediaPlayer.php?view_id=&clip_id=751&meta_id=72320
- November 20, 2017 - Discussion of Funding for Sidewalk Repair, Retrofit and Maintenance.
http://shoreline.granicus.com/MediaPlayer.php?view_id=&clip_id=819&meta_id=78658#
- December 11, 2017 - Adoption of Ordinance No. 772 – Authorizing an Additional Vehicle License Fee of Twenty Dollars to Preserve, Maintain and Operate the Transportation Infrastructure of the City of Shoreline, Including Funding for Sidewalk Repairs and Retrofits. The Council did not approve this ordinance.
http://shoreline.granicus.com/MediaPlayer.php?view_id=&clip_id=822&meta_id=79170#
- January 29, 2018 - Dinner Meeting with the Sidewalk Advisory Committee
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/dinner/012918Dinner.pdf>
- March 16 and 17 – (Council Retreat) Sidewalk and Community – Aquatic Center Funding Sources [Sidewalk and Community-Aquatic Center Funding Sources Memo](#)
- March 26, 2018 - Amendment for Phase 2 of the ADA Compliance Self-Evaluation and Transition Plan Assistance for Rights-of-Way
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2018/staffreport032618-7e.pdf>
- April 9, 2018 - Dinner Meeting with the Sidewalk Advisory Committee
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/dinner/040918Dinner.pdf>

BACKGROUND

Sidewalk Prioritization Plan

The City's 2011 Transportation Master Plan (TMP) includes a Pedestrian System Plan <http://www.shorelinewa.gov/home/showdocument?id=38489> which identifies key roadways needing sidewalks to create a city-wide pedestrian network. The Pedestrian System Plan includes a prioritized list of new sidewalk projects in the TMP's Appendix H. <http://www.shorelinewa.gov/home/showdocument?id=11208> The TMP sets forth periodic updating of the Sidewalk Prioritization Plan and requires identification of funding for sidewalk system expansion, as well as repair and maintenance. To date, a sustainable or dedicated funding for sidewalks has not been implemented.

The City is nearing the end of a process to update the Sidewalk Prioritization Plan as directed by the City Council in March 2017. The major components of the process are creation of a data-driven system for prioritizing projects and researching and recommending ways to fund them. The process includes input from a citizen Sidewalk Advisory Committee (SAC) and multiple opportunities for providing public input.

Current Sidewalk Prioritization Plan

The current Pedestrian System Plan (see Attachment A) identifies key roadways needing sidewalks to create a city-wide pedestrian network. The identified sidewalk needs were ranked using the following criteria; proximity to a school or park, located on an arterial or in an activity center, connects to transit routes of an existing walkway or sidewalk, links major destinations and can be combined with other capital projects or leverage other funding.

Updating the Sidewalk Prioritization Scorecard and Plan

Starting with the current Pedestrian System Plan as the baseline for this update, a data-driven process 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.

- 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 Facility Improvements Prioritization Matrix, the Draft 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 this Draft Sidewalk Prioritization Scorecard to the Pedestrian System Plan to create the Draft Sidewalk Prioritization Plan (see Attachment C) and the Draft Pedestrian Improvements Prioritization Matrix (Attachment D).

Staff used 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.

Staff, with the SAC, are reviewing open house and survey input on possible additions to the current Pedestrian System Plan for prioritization using the updated prioritization criteria. The results and recommendations from this effort will be reported to the Council on June 4, 2018.

A summary of updated Sidewalk Prioritization Plan results (before new streets are added) are:

Priority	Score Range	Number	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

Sidewalk Advisory Committee

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's role is principally 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. The SAC recommendations to the City Manager inform the staff recommendations.

Over this year-long process, the SAC learned about the current Pedestrian System Plan and priorities, the condition of the City's existing sidewalks and where gaps exist in the pedestrian network. They have helped develop the measurable metrics to support each criterion, informed and test a data-driven mapping process using criteria and metrics to identify new sidewalk needs and prioritize improvements, provided input on alternative sidewalk treatments and communications with the public about sidewalk issues.

The SAC also reviewed sidewalk 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.

In addition, the SAC has studied methods to fund development of new sidewalks and repair of existing sidewalk and how the City might consider financially support the long-term delivery and maintenance of a city-wide interconnected pedestrian network. The SAC's motto is to provide "Access and Mobility for Everyone". At the end of the process, they will provide their recommendations to the City Manager who will make a recommendation to City Council.

The work of the SAC has been an involved and iterative process and included 10 SAC meetings, 4 Subcommittees meetings, 2 open houses, 2 Council dinner meetings, a video about Shoreline sidewalks and a Sidewalk Prioritization Plan FAQs was developed and shared with the public (Attachment E).

Highlights of the SAC's preliminary recommendations to the City Manager include the following:

- Use the prioritization scorecard and map
- Repair of existing sidewalks is a high priority
- Development of new sidewalks is important, but a lower priority than repairs
- Within prioritization levels; organize projects for efficiencies, ease of construction (i.e. quick "wins"), and distribution across city
- Communicate plans and priorities effectively and celebrate completed work
- Consider alternative treatments with a "right solution – right place" approach
- Recommendations on adding new streets to the Pedestrian System Plan will be reported to the Council on June 4, 2018
- The table below shows the SAC's funding preferences. Specific funding recommendations for new sidewalk and sidewalk repairs are discussed later in this report.

Activity	Sales Tax	Vehicle License Fee	Property Tax
Repairs/ADA	Prefer	OK	Don't Like
New Sidewalks	OK	Don't Like	Prefer

Repair, Retrofitting and Replacement of Existing Sidewalk Supporting the City responsibilities in ADA

There are approximately 75 miles of existing sidewalks throughout the City. These sidewalks were built at different times under different standards and are in need of repairs and retrofits. Title II of the Americans with Disabilities Act (ADA) requires public entities with more than 50 employees to perform a self-evaluation of current facilities, services, policies and practices to determine whether they comply with ADA requirements, and to create and implement a Transition Plan that results in full compliance with the ADA over time. The city started this work in 2016.

As a precursor to the development of the City's ADA Transition Plan, sidewalks throughout the City have been inspected for compliance with ADA standards. The sidewalk inspections are designed to identify key barriers and deficiencies in meeting

ADA standards. The attributes of sidewalks that are being inspected and evaluated include sidewalk widths cross slope and vertical and horizontal displacements.

Overall, only 10.8 miles (14.5%) of sidewalk in the City are fully compliant. The top priorities for retrofit are expected to focus on width and displacement defects because they tend to be the most significant barriers to access for disabled users and a safety concern for all users. While the magnitude of the problem to reach full compliance is significant, it is important to recognize that the inspection results are the initial step and significantly more work needs to be done to prioritize the improvements and to analyze the overall scale of improvements.

The ADA assessment reveals that 63.4 miles of sidewalks in Shoreline are not ADA compliant for a variety of reasons, including width, discontinuity, cross slope or a combination of these issues. The following table reflects the breakout of the various types of repairs needed.

ADA Evaluation Summary	Miles	Percentage
Fully Compliant	10.8	14.5%
Width, Cross Slope and Discontinuity	7.5	10.1%
Width and Discontinuity	3.0	4.1%
Cross Slope and Discontinuity	28.6	38.7%
Width and Cross Slope	1.5	2.0%
Width only	1.5	2.0%
Discontinuity only	2.3	3.1%
Cross Slope only	19.0	25.6%

Prioritization of repairs will begin later this month, but potential high priorities could entail repair or replacement of approximately 20-25% (14-16 miles) of the non-compliant sidewalks and curb ramps. A high level estimate of costs to repair these high priority sidewalks is between \$44 to \$50 million (this cost range uses a 20-year escalated average of \$593 per linear foot of sidewalk). It is worth noting that not all sidewalk repairs and retrofits will need to be accomplished through a sidewalk program or funding, capital projects and development (including the Sound Transit mitigation projects) will address some of this work.

The determination of the repair methodology and limits will be established in design. The scope of repairs is highly variable by location i.e. repairs may include replacement of full segments, isolated panels, and/or curb ramps as well as spot repairs such as ramping (e.g. a sloped asphalt patch) or grinding. Repairs will address ADA standards, but not necessarily meet City standards where they exceed ADA standards, especially for isolated panel replacements. It is difficult to estimate costs at this early stage, prioritizing the work and matching it to available funding is the proposed approach.

Current funding for sidewalk repair and maintenance is very limited. Historically \$152,000 from the general fund has been used for this annual program and recent six-year Capital Improvement Plans (CIPs) have increased the funding to approximately

\$200,000 per year, starting in 2020. Through this program, the City installs or replaces about five to ten curb ramps and repairs sidewalk defects on approximately one half mile of streets each year. There is a significant backlog of repair projects for sidewalks constructed prior to the City's incorporation and in the years following, prior to modern design approaches that seek to avoid maintenance and repair challenges such as tree damage.

Funding to address sidewalk repairs and ADA deficiencies will reduce risk to the City and its residents. Restoring the functionality of sidewalks that are in need of repair, will make them accessible for all users and reduce the chance of "trip and fall" accidents as a result of defects in the sidewalk infrastructure. In addition to addressing repair and maintenance needs, having and implementing an ADA Transition Plan meets minimum Federal ADA requirements.

Funding Alternatives for Sidewalk Expansion and/or Repair and Maintenance

Three funding alternatives that are considered viable for this work are discussed below.

TBD Vehicle License Fee (VLF) – Councilmanic Authority

RCW 82.80.140 provides the City's TBD the authority to impose an additional \$20 per VLF with a simple majority vote of the City Council. The additional \$20 VLF is estimated to generate approximately \$830,000 per year, depending on the number of vehicles registered in Shoreline. Assuming that a portion of the \$20 VLF is used to replace the general fund support of the Roads Capital Fund, this new revenue stream could bring the annual funding level for the Curb Ramp, Gutter and Sidewalk Maintenance Program to approximately \$730,000.

Additionally, after 24 months the City Council could choose to impose an additional \$10 VLF that could further accelerate the repairs or provide additional investment in the Plan. This additional revenue stream could bring the annual funding level for the Curb Ramp, Gutter and Sidewalk Maintenance Program to approximately \$1,145,000.

The following table reflects the revenue generated in 20 years and the estimated average annual cost per household:

<i>Additional Council Approved Vehicle License Fee</i>		
<i>Additional Fee</i>	<i>Revenue Generated in 20 Years</i>	<i>Average Annual Cost Per Household*</i>
\$20	\$14.6 million	\$34
\$30**	\$22.9 million	\$50
*assumes an average of 1.7 vehicles per household		
**additional \$10 imposed by Council after 24 months @ \$20		

Sales and Use Tax

Transportation Benefit Districts are authorized to impose a voter approved sales tax up to 0.2%. The estimated annual revenue for each 0.01% increase would generate approximately \$100K; a rate of 0.1% would generate approximately \$1 million per year a rate of 0.2% would generate approximately \$2 million per year. To levy the sales tax,

voter approval is required. The TBD statutes limit the sales tax implementation ten (10) years with the ability to place the same sales tax option before voters again for one additional ten-year period. It is collected on all taxable activity in Shoreline and hence the burden is not solely borne by residents. However sales tax is economically sensitive. If sales decline then the City would have less funds to perform work and, if debit were issued, care would need to be taken to ensure that future debt service payment amounts would not exceed an anticipated collection rate that took into the consideration such economic volatility. Our current estimates are based on our 10 year forecast which is purposely conservative in recognition of this volatility.

The following table reflects the revenue generated by the additional sales tax over a 20 year period and the estimated average annual cost per household:

<i>Additional Voter Approved TBD Sales & Use Tax</i>		
<i>Rate</i>	<i>Revenue Generated in 20 Years</i>	<i>Average Annual Cost Per Household*</i>
0.1%	\$28.4 million	\$57
0.2%	\$56.8 million	\$115

The following table reflects the sales tax rates for some other cities in the region:

City/Town Sales Tax Rates & Components			
Effective April 1 - June 30, 2018			
<i>Data compiled by MRSC from WA Department of Revenue</i>			
CITY/TOWN	COUNTY	TOTAL SALES TAX RATE	TBD
Bellevue (RTA)	King	10.0%	
Bothell (King)	King	10.0%	
Bothell (Snohomish)	Snohomish	10.3%	
Brier	Snohomish	10.3%	
Edmonds	Snohomish	10.3%	
Kenmore	King	10.0%	
Kirkland	King	10.0%	
Lake Forest Park	King	10.0%	
Lynnwood	Snohomish	10.4%	0.1%
Mill Creek	Snohomish	10.4%	
Mountlake Terrace	Snohomish	10.3%	
Mukilteo	Snohomish	10.4%	0.1%
Redmond (RTA)	King	10.0%	
Sammamish (RTA)	King	10.0%	
Seattle	King	10.1%	0.1%
Shoreline	King	10.0%	
Woodinville (RTA)	King	10.0%	
Woodway	Snohomish	10.3%	

Excess Property Tax Levy - Unlimited Tax General Obligation Bonds

The voter approved option that could provide the greatest level of funding dedicated to the Plan would be Voter Approved – Unlimited Tax General Obligation Bonds. Voter approved bonds require a 60% approval rate. To provide some context for consideration, the table below estimates the average impact on a median priced homeowner of a \$25, \$50 or \$100 million general obligation bond issue:

The following table reflects the impact of Voted Debt on Median Priced Home Property Tax

Amount of Voted Debt Issued	Ten Year Average Increase per Year/Month	
	20 Year Bonds	30 Year Bonds
\$25 Million Voted Debt	\$85 / \$7.08	\$69 / \$5.75
\$50 Million Voted Debt	\$170/\$14.16	\$138/\$11.5
\$100 Million Voted Debt	\$340/\$28.32	\$276/\$23

While the City could choose to issue voter approved debt using either a Levy Lid Lift or the Excess Levy, which only requires majority approval, analysis reveals that the amount of debt that a Levy Lid Lift could support would be limited to under \$25 million. Also this could impact the City's ability to fund general operations, as the excess levy has to fit within the City's maximum allowable general levy rate of \$1.60 per \$1,000 assessed valuation. This is a dedicated stable funding source that could be used, but would require the City to pay the debt service using general operating revenues should the City's property tax rate return to the City's maximum allowable levy rate of \$1.60, as occurred in 2012-2014.

SAC Preliminary Funding Recommendations

- Funding sidewalk repairs and ADA deficiencies – Use 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 - Combine funding for new sidewalks with Parks PROS Plan priorities and on the same property tax funding measure in 2019. The funding for new sidewalks should, in the measure, should not exceed \$100 million. \$100 million will 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.

Staff recommendation

- Funding sidewalk repairs and ADA deficiencies – Providing an adequate, reliable and sustainable funding source for repairing existing sidewalks and addressing ADA deficiencies should be the highest priority. Staff considered an increase in the

vehicle license fee as well as sales and use tax increase to address this need. The following table provides a summary of each alternative:

	Vehicle License Fee	Sales Tax
Voter Approval Required	No	Yes
Term Limit	No	Yes (10 year, with potential for another 10)
Considered Regressive	Yes	Yes
20 Year Revenue Generated	@ \$20 - \$14.6 million	@ 0.1% - \$28.4 million
	@ \$30 - \$22.9 million	@ 0.2% - \$56.8 million
Annual Impact per Household	@ \$20 - \$34/year	@ 0.1% - \$57/year
	@ \$30 - \$50/year	@ 0.2% - \$115/year

Staff recognizes that the sales tax could generate enough to address the high priority repairs, estimated collections of \$56.8 million over a twenty year period if voters were to approve a 0.2% increase. A vehicle license fee increase would generate only 25% of this amount of revenue, \$14.6 million at the \$20 fee increase level or 40% of the sales tax revenue if Council were to approve an additional \$10 increase in 24 months, for a total of \$30. The challenge is that voters may or may not approve the sales tax increase. If voters did not approve such a measure, would the Council be willing to approve an increase in the vehicle license fee to fund sidewalk repairs and maintenance given that voters had not approved a sales tax measure to fund this program?

Staff agrees that establishing a funding source for the repair and maintenance of the current sidewalk infrastructure should be the first priority. Although both revenue sources are viable, given the trade-offs between the two revenue options, especially the dependence of the sales tax on voter approval and the limited time period for which it can be assessed, staff would recommend that Council approve the additional \$20 vehicle license fee to fund the City's on-going sidewalk repair and maintenance program. Staff would further recommend that if Council does adopt the additional \$20 vehicle license fee, that Council adopt the additional \$10 after the required 24 month waiting period. Collection of the vehicle license fee has a six-month lag from the time that the Council authorizes collection of the fee. Staff also recommends that Council consider using this funding to replace the General Fund contribution to the Roads Capital Fund in conjunction with further evaluation of the City's 10 Year Financial Projections. Continued evaluation of the City's financial projections will be important in determining the time frame of when a replacement funding source will be needed and in evaluating the priorities for use of these funds. If the Council does not adopt the additional \$20 vehicle license fee, then staff would recommend initiating a voter approved sales tax increase for repairs and maintenance. If voters do not approve the measure then Council should reconsider the position on the vehicle license fee.

The increased vehicle license fees can be initiated quickly by the City Council and staff can begin to address existing sidewalk repair, retrofitting and replacement needs in 2019. This will not immediately address a significant portion the back log, but it will provide ongoing funding to allow the city to make progress on a portion of the high priority needs.

- Funding new sidewalks - Staff recognizes that expanding the sidewalk system is important and funding even just the high priority new sidewalks (\$112 Million) is a huge lift. Staff considered a sales and use tax as well as a property tax increase to address this need. Given the recent decision by the State Legislature to address education funding with an increase in the State's property tax rate, which on average increased a Shoreline property owners annual property tax by \$838, staff believes that passage of a property tax measure could be challenging and overly burdensome for property owners at this time, especially if the measure were targeted to generate \$100 million for new sidewalks, as the average annual impact to a household would be approximately \$340 over a twenty-year period.

For this reason, staff recommends that the Council direct staff to draft an ordinance to place a voter approved sales tax increase of 0.2% on the November 2018 ballot to fund new sidewalks. This assumes that Council utilizes their councilmanic authority to increase the vehicle license fee to fund sidewalk repairs and maintenance. If Council determines not to do this, and instead opts to seek voter approval for a sales tax increase to fund sidewalk repair and maintenance, then staff would not recommend going forward with any ballot measure for expansion of the City's sidewalk network.

Given the 10-year limitation with a sales tax measure, with the possibility of a renewal for another 10 years, the projected revenue generated for new sidewalks could be 28% (\$28 million) to 56% (\$56 million) of the \$100 million recommended by the SAC. Even though this is the case, it will provide funding to start addressing the need for expanding the sidewalk network in Shoreline. Additionally this funding source will provide grant match opportunities as the City continues to seek grant funding to construct sidewalks and development activity, through required frontage improvements, will continue to add to the City's sidewalk system. In essence, the sales tax funding would provide a funding source that will allow the City to make progress on the highest of the high priority needs.

Council Discussion and Guidance

Tonight staff is interested in the Council having a discussion and providing guidance on these issues:

- Priority of repair and maintenance compared to new sidewalks
- Funding options and timing for repair and maintenance:
 - Drafting of an Ordinance to approve a \$20 VLF increase to fund sidewalk repairs and ADA retrofits

- Developing a ballot measure regarding a 0.1% or 0.2% Sales and Use Tax to fund sidewalk repairs and ADA retrofits for the 2018 General Election (November).
- Funding options and timing for new sidewalks
 - Developing a ballot measure regarding a Property Tax for new sidewalks – Lid Lift or Excess Bond Levy
 - Developing a ballot measure regarding a Sales and Use Tax of 0.2% for new sidewalks
- Comments on the sidewalk prioritization Scorecard and Map

Next Steps

Dependent on the outcome of Council's discussion this evening, staff will return with the appropriate documents for Council's action on any of the revenue sources previously discussed.

In June, staff will return to City Council for:

- Review of new streets recommended to be added to the Pedestrian System Plan
- Approval of the Sidewalk Prioritization Plan and map for moving into the Comprehensive Plan Amendment process

COUNCIL GOAL(S) ADDRESSED

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

Goal 1: Strengthen Shoreline's economic base to maintain the public services that the community expects; Action Step 3 – Continue to implement the 10-year Financial Sustainability Plan to achieve sufficient fiscal capacity to fund and maintain priority public services, facilities, and infrastructure, with specific focus on Strategy 1 - encouraging a greater level of economic development, Strategy 5 - seeking to replace the General Fund support of the Roads Capital Fund with another dedicated funding source.

Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public services; Action Step 1 – Identify funding strategies, including grant opportunities, to implement the City's Transportation Master Plan including construction of new non-motorized improvements, Action Step 9 - Update and begin implementation of the Surface Water Master Plan, Transportation Master Plan and Parks, Recreation and Open Space Master Plan.

Goal 4: Expand the City's focus on equity and inclusion to enhance opportunities for community engagement; Action Step 4 – 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.

RECOMMENDATION

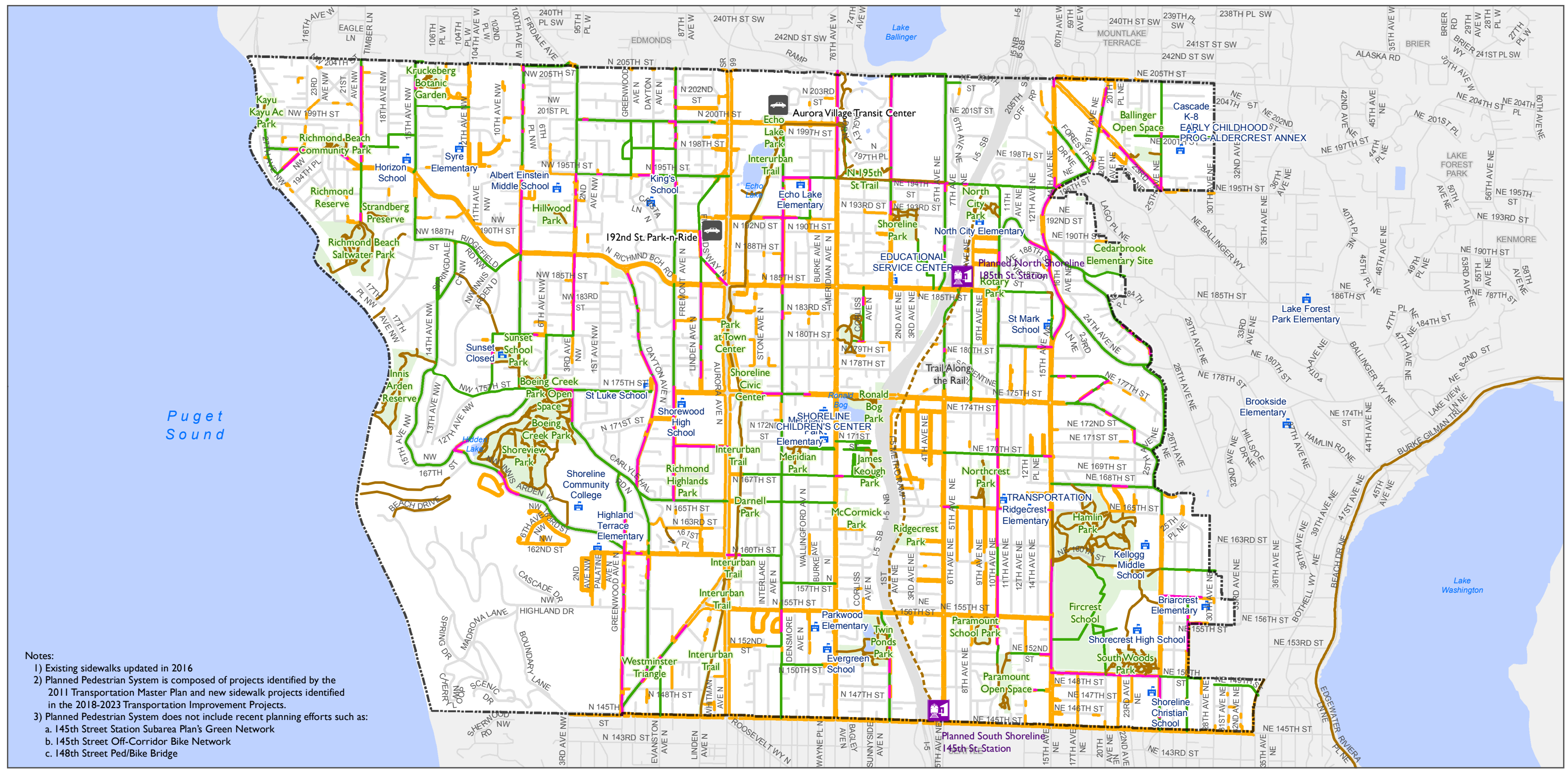
For the Sidewalk Prioritization Plan, no action is required. Staff seeks Council input on the prioritization scorecard and map prior to returning to Council on June 4, 2018 for consideration of additional streets to the plan and approval of the plan to move into the TMP update process

For funding sidewalk repairs and addressing ADA deficiencies, staff recommends that the Council direct staff to draft an ordinance to increase vehicle license fees by \$20, with a collection date starting six-months after adoption. Staff also recommends that this funding replace the General Fund contribution to the Roads Capital Fund

For funding new sidewalks, staff recommends that the Council direct staff to draft an ordinance to place a voter approved sales tax increase of 0.2% on the November 2018 ballot.

ATTACHMENTS






- Attachment A: Current Pedestrian System Plan
- Attachment B: Draft Sidewalk Prioritization Scorecard
- Attachment C: Draft Sidewalk Prioritization Plan (Map)
- Attachment D: Draft Pedestrian Improvements Prioritization Matrix
- Attachment E: Sidewalk Prioritization Plan FAQs



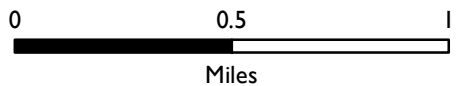
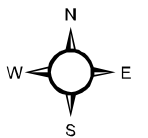
Geographic Information System

Pedestrian System Plan

Legend

- | | |
|---|---|
|  Planned Sidewalks on One-Side |  Existing Trails |
|  Planned Sidewalks on Both Sides |  Planned Trails |
|  Existing Sidewalks | |

8b-16



1:28,000

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





Shoreline Sidewalk Prioritization Scorecard

Sidewalk Advisory Committee

Revision Date: 3/13/18

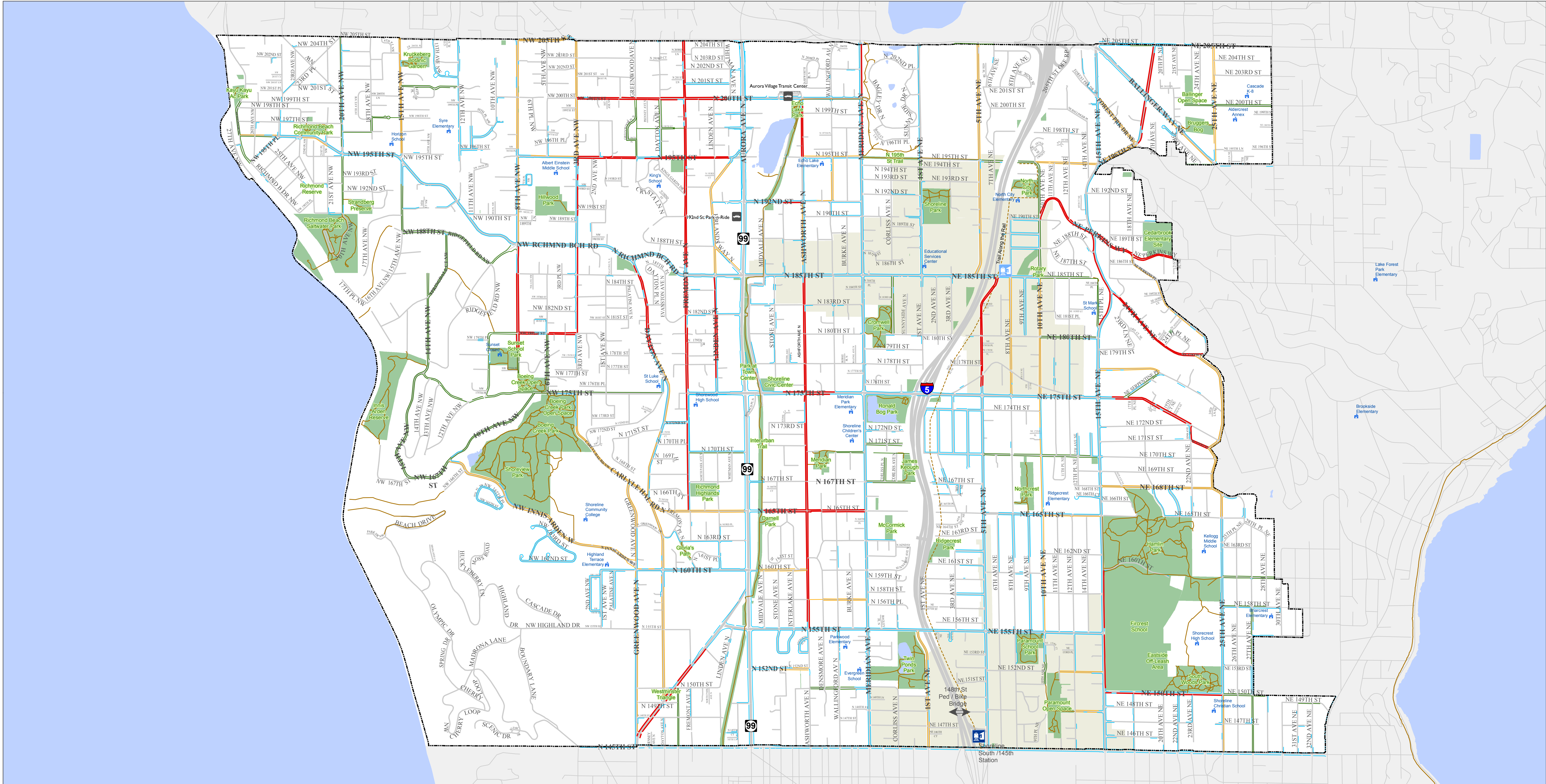
Attachment B

DRAFT

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".



Date: 4/13/2018

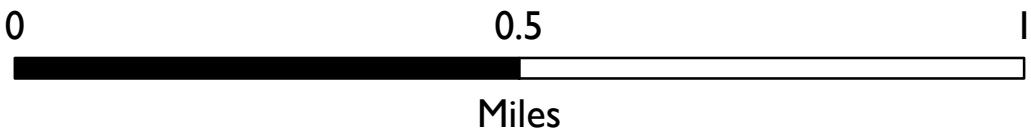
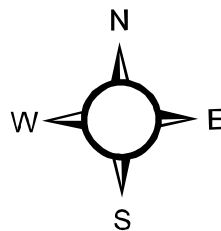
Request: 14554



Draft Sidewalk Prioritization Plan

Legend

- High Priority: 12 - 18 points;
26 projects; ~100,000 linear feet
- Medium Priority: 8 - 11 points;
45 projects; ~131,000 linear feet
- Low Priority: 2 - 7 points;
47 projects; ~108,000 linear feet
- Existing Trail
- Planned Trail
- Existing Sidewalk
- Planned Pedestrian/Bike Bridge
- Light Rail Station Zoning



DRAFT PEDESTRIAN IMPROVEMENTS PRIORITIZATION MATRIX						Safety						Equity						Proximity						Connectivity		Totals					
PROJECT #	STREET	FROM	TO	STREET CLASSIFICATION	PROJECT DESCRIPTION	1 Injury Collision	1 Ped/ Auto Collision	2+ Ped/ Auto Collisions	Speed Limit	Street Classification	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 Project Score	
64	N 175 th St	Stone Ave N	Meridian Ave N	Principal Arterial	Construct sidewalks on the north and south sides of the street and	1	0	0	2	3	0	0	0	1	1	1	1	1	1	1	1	1	1	0	2	6	4	6	2	18	
81	15 th Ave NE	NE 181 st St	NE 196 th St	Principal Arterial	Construct and improve sidewalks on the west and east	1	0	0	2	3	0	0	0	1	0	1	1	1	1	1	1	1	1	0	2	6	3	6	2	17	
98	15 th Ave NE	NE 150 th St	NE 160th St	Principal Arterial	Construct sidewalks on the east side of the street																										
						1	1	0	2	3	0	0	0	1	1	1	1	1	1	1	1	1	0	1	0	7	4	5	1	17	
57	Meridian Ave N	N 194 th St	N 205 th 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	
21	8 th Ave NW	North side of Sunset Park	NW Richmond Beach Rd	Local Street/Collector Arterial	Construct sidewalks on east side of the street and the west side,	1	1	0	1	1	0	1	1	1	0	1	1	1	1	1	1	0	1	0	0	2	4	5	4	2	15
34	Dayton Ave N	N 178 th St	N Richmond Beach Rd	Minor Arterial	Construct sidewalks on the west and east sides of the street	1	0	0	1	2	0	1	1	1	0	1	1	1	1	1	1	1	1	0	0	4	5	6	0	15	
73	19 th Ave NE	NE 196 th St	NE 205 th St	Minor 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	1	1	2	0	1	0	1	0	0	0	1	1	1	1	1	0	0	2	6	2	5	2	15	
103	NE 150 th St	Approx. 18 th Ave NE	20 th Ave NE	Collector Arterial	Construct a sidewalk on the north side of the street to fill in	1	0	0	1	1	0	1	1	1	1	0	1	1	1	1	1	1	1	0	0	2	3	5	5	2	15
25	3 rd Ave NW	NW 189 th St	NW 195 th 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	1	0	0	2	4	3	5	2	14
40	Westminster Way N	N 145 th St	N 153 rd St	Principal Arterial	Construct sidewalks on both sides of the street	1	1	0	2	3	0	0	0	1	0	0	0	1	1	0	1	1	1	1	0	7	1	5	1	14	
47	Fremont Ave N	N 165 th St	N 205 th St	Collector Arterial	Construct sidewalks on the west side of the street from N 165 th St to N 175 th St and on the west and east sides of the street from N 175 th St to N 205 th St																										
						1	0	0	1	1	0	1	1	1	1	1	1	1	1	1	0	1	1	0	0	3	6	5	0	14	

DRAFT PEDESTRIAN IMPROVEMENTS PRIORITIZATION MATRIX						Safety						Equity						Proximity						Connectivity		Totals					
PROJECT #	STREET	FROM	TO	STREET CLASSIFICATION	PROJECT DESCRIPTION	1 Injury Collision	1 Ped/ Auto Collision	2+ Ped/ Auto Collisions	Speed Limit	Street Classification	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 Project Score	
48	Linden Ave N	N 175 th St	N 185 th St	Collector Arterial	Construct sidewalks on the east side of the street from N 175 th St to N 177 th St, on the west and east sides of the street from N 177 th St to N 182 nd St and on the west side of the street from N 182 nd Street to N 185 th Street	1	1	1	0	0	0	1	0	1	1	1	1	1	1	1	1	0	1	1	1	0	3	5	5	1	14
24	3 rd Ave NW	NW 180 th St	NW Richmond Beach Rd	Local Primary	Construct sidewalks on the east side of the street	1	1	1	0	1	0	1	1	1	0	1	1	1	1	1	1	0	1	0	0	0	4	5	4	0	13
41	NW 195 th St	3 rd Ave NW	Linden Ave N	Collector Arterial	Construct sidewalks on the north and south sides of the street	1	1	0	0	1	0	0	1	1	1	1	1	1	1	1	0	0	1	1	1	0	3	5	4	1	13
55	Ashworth Ave N	N 175th St	N 185 th St	Local Primary	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	1	0	1	1	0	0	3	5	5	0	13
56	Ashworth Ave N	N 195 th St	N 200 th 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	1	0	1	1	0	0	3	5	5	0	13
82	Perkins Way NE	10 th Ave NE	21 st Ave NE	Collector Arterial	Construct sidewalks on the south side of the street from 10 th Ave	1	0	0	0	1	0	0	1	1	1	1	1	1	1	1	0	0	1	1	0	2	2	5	4	2	13
85	5 th Ave NE	NE 175 th St	NE 185 th St	Minor Arterial	Construct sidewalks on the west and east sides of the street	1	1	0	1	2	1	1	0	0	0	0	0	0	0	1	1	1	1	1	1	0	6	1	5	1	13
102	NE 150 th St	15 th Ave NE	25 th Ave NE	Collector Arterial	Construct sidewalks on south side of the street (excludes	1	0	0	1	1	0	1	1	1	1	0	1	1	1	1	1	1	1	0	0	0	3	5	5	0	13
22	NW 180 th St	3 rd Ave NW	8 th Ave NW	Local Primary Street/Collector	Construct sidewalks on the north and south sides of the street	1	1	0	0	1	0	1	1	1	0	1	1	1	1	1	0	0	0	0	0	2	3	5	2	2	12
42	NW 200 th St	3 rd Ave NW	Aurora Ave N	Collector Arterial	Construct sidewalks on the north and south sides of the street	1	0	0	0	1	0	0	1	0	1	0	1	1	1	1	1	1	1	1	1	0	2	3	6	1	12
52	N 192 nd	Interurban Trail	Ashworth Ave N	Local Secondary	Construct sidewalks on the south side of the street from the Interurban Trail to Ashworth	1	0	0	0	1	0	1	0	1	1	1	1	1	1	1	0	0	0	1	0	2	2	5	3	2	12
54	Ashworth Ave N	N 155 th St	N 175th St	Local Primary	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	1	0	1	1	0	0	3	4	5	0	12
67	N 165 th St	Interurban Trail	Meridian Ave N	Local Primary/Local Secondary	Construct sidewalks on the north and south sides of the street and	1	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	0	1	1	0	0	2	5	5	0	12

Projects highlighted in red scored as high priority pedestrian improvements projects.

DRAFT PEDESTRIAN IMPROVEMENTS PRIORITIZATION MATRIX						Safety						Equity						Proximity						Connectivity		Totals					
PROJECT #	STREET	FROM	TO	STREET CLASSIFICATION	PROJECT DESCRIPTION	1 Injury Collision	1 Ped/ Auto Collision	2+ Ped/ Auto Collisions	Speed Limit	Street Classification	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 Project Score	
84	24 th Ave NE	15 th Ave NE	25 th Ave NE	Minor Arterial	Construct sidewalks on both sides of the street	1	0	0	1	2	0	0	1	1	1	1	1	0	1	1	0	1	0	0	0	4	5	3	0	12	
92	NE 175 th St	15 th Ave NE	22 nd Ave NE	Collector Arterial	.Construct sidewalks on both sides of the streets, where needed, to complete sidewalks on both sides of the streets. Also includes 22nd Ave NE from NE 171St to NE 175th St and NE 171St St from 22nd Ave NE to 25th Ave NE	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	
26	3 rd Ave NW	NW 195 th St	NW 205 th 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	1	0	1	1	0	0	4	3	4	0	11	
31	3 rd Ave NW/Carlyle Hall Rd NW	N 175 th St	Dayton Ave N	Collector Arterial	Construct sidewalks on the east side of the street and the west	1	1	0	0	1	0	0	0	0	0	0	0	1	1	1	1	1	1	0	2	3	0	6	2	11	
35	Dayton Ave N	Westminster Way N	N 165 th St	Minor Arterial	Construct sidewalks on the west and east sides of the street	1	1	0	2	0	0	0	0	1	0	0	0	1	1	1	1	1	1	0	4	1	6	0	11		
46	Firlands Way N	N 185 th St	N 195 th 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	1	0	1	1	1	0	1	4	5	1	11	
74	Ballinger Way NE	19 th Ave NE	25 th Ave NE	Principal Arterial	Construct sidewalks on the southwest side of the street	1	0	0	2	0	0	1	0	1	0	0	0	1	1	1	1	1	1	0	1	3	2	5	1	11	
83	25 th Ave NE	Perkins Way NE	NE 178 th Street	Collector Arterial	Construct sidewalks on both sides of the street	1	0	0	0	3	0	0	1	1	1	1	1	0	1	1	0	0	1	0	0	4	5	2	0	11	
93	25 th Ave NE	NE 165 th St	NE 178 th St	Collector Arterial	Construct sidewalks on the west and east sides of the street.	1	0	0	1	1	0	1	1	1	1	1	1	1	1	1	0	0	0	0	0	3	6	2	0	11	
100	NE 152 nd St	11 th Ave NE	15 th 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	1	0	1	1	0	1	6	4	0	11	
105	25 th Ave NE	NE 145 th St	NE 150 th 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	1	0	0	3	3	5	0	11	
111	N 160th St	Dayton Ave N	Greenwood Ave N	Minor Arterial	Construct a sidewalk on the north side of the street to fill in	1	1	0	1	1	0	0	0	0	0	0	0	0	1	1	1	0	1	1	0	2	4	0	5	2	11

Projects highlighted in red scored as high priority pedestrian improvements projects.

DRAFT PEDESTRIAN IMPROVEMENTS PRIORITIZATION MATRIX						Safety						Equity						Proximity						Connectivity		Totals					
PROJECT #	STREET	FROM	TO	STREET CLASSIFICATION	PROJECT DESCRIPTION	1 Injury Collision	1 Ped/ Auto Collision	2+ Ped/ Auto Collisions	Speed Limit	Street Classification	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 Project Score	
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	1	0	0	1	1	1	0	1	5	4	1	11
6	NW 195 th St	Richmond Beach Dr NW	21 st 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	0	1	1	1	1	0	0	2	4	0	4	2	10
28	NW 195 th St	8 th Ave NW	3 rd 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	0	1	1	1	0	1	0	0	2	4	0	4	2	10
30	N Innis Arden Way	10 th 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	0	1	1	1	1	1	1	1	0	3	0	6	1	10
38	Greenwood Ave N	N 155 th St	N 160 th 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	2	1	0	0	0	0	0	0	0	0	1	1	1	0	1	1	0	0	5	0	5	0	10
49	Linden Ave N	N 185 th St	N 188 th St	Local Secondary	Construct sidewalks on the west and east sides of the street	1	1	1	0	1	0	0	0	1	0	0	0	0	1	1	1	0	1	1	0	0	4	1	5	0	10
53	N 195 th St	Ashworth Ave N	Meridian Ave N	Local Secondary	Construct sidewalks on the north side of the street from Ashworth	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
68	N 157 th St	Ashworth Ave N	Meridian Ave N	Local Secondary	Construct sidewalks on the north and south sides of the street and	1	1	0	0	0	1	0	1	0	1	1	1	0	1	1	0	0	1	1	0	0	3	3	4	0	10
69	N 160 th 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	0	1	1	1	0	1	1	1	0	2	2	5	1	10
71	1 st Ave NE	NE 145 th St	NE 155 th St	Collector Arterial	Construct sidewalks on east and west sides of the street, where needed, to complete sidewalks	1	0	0	1	1	0	0	0	0	0	0	0	0	1	1	1	0	1	1	0	2	3	0	5	2	10

Projects highlighted in red scored as high priority pedestrian improvements projects.

DRAFT PEDESTRIAN IMPROVEMENTS PRIORITIZATION MATRIX						Safety						Equity						Proximity						Connectivity		Totals				
PROJECT #	STREET	FROM	TO	STREET CLASSIFICATION	PROJECT DESCRIPTION	1 Injury Collision	1 Ped/ Auto Collision	2+ Ped/ Auto Collisions	Speed Limit	Street Classification	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 Project Score
101	NE 148 th St	12 th Ave NE	15 th 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
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	1	5	4	0	10
11	15 th Ave NW	NW 195 th St	NW 205 th St	Collector Arterial	Construct sidewalks on the west and east sides of the street	1	0	0	0	1	0	0	1	1	0	1	0	1	1	1	0	1	0	0	0	2	3	4	0	9
27	NW 205 th St	8 th Ave NW	3 rd Ave NW	Collector Arterial	Construct sidewalks on the north and south sides of the street	1	0	0	1	2	0	0	0	0	0	0	0	1	1	0	1	1	0	1	0	4	0	4	1	9
32	Dayton Ave N	N 165 th St	N 171 st St	Minor Arterial	Construct sidewalks on the west side of the street	1	0	0	1	2	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	4	0	5	0	9
39	Greenwood Ave N	N 160 th 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
80	Forest Park Drive NE	15 th Ave NE	19 th Ave NE	Collector Arterial	Construct sidewalks on both sides of the street	1	1	0	0	1	0	0	0	1	0	0	0	0	1	1	0	1	0	0	2	3	1	3	2	9
87	10 th Ave NE	NE 175 th St	NE 185 th 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
94	NE 168 th St	15 th Ave NE	25 th 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
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
19	8 th Ave NW	Richmond Beach Road NW	NW 195 th St	Minor 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	3	0	5	0	8
20	8 th Ave NW	NW 195 th St	NW 205 th St	Minor 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	3	0	4	1	8

Projects highlighted in red scored as high priority pedestrian improvements projects.

DRAFT PEDESTRIAN IMPROVEMENTS PRIORITIZATION MATRIX						Safety						Equity						Proximity						Connectivity		Totals				
PROJECT #	STREET	FROM	TO	STREET CLASSIFICATION	PROJECT DESCRIPTION	1 Injury Collision	1 Ped/ Auto Collision	2+ Ped/ Auto Collisions	Speed Limit	Street Classification	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 Project Score
33	Dayton Ave N	N 171 st St	N 178 th St	Minor Arterial	Construct sidewalks on the east side of the street	1	0	0	1	2	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	4	0	4	0	8
36	Greenwood Ave N	N 145 th St	N 150 th St	Collector Arterial	Construct sidewalks on the east side of the street	1	0	0	2	1	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	4	0	4	0	8
37	Greenwood Ave N	N 150 th St	N 155 th St	Collector Arterial	Construct and improve sidewalks on the west and east sides of the street	1	0	0	2	1	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	4	0	4	0	8
51	Carlyle Hall Rd N / N 165 th St	Dayton Ave N	Aurora Ave N	Collector Arterial	Construct sidewalks on the north and south sides of the street	1	1	0	0	1	0	0	0	1	0	0	0	0	1	1	0	1	1	0	0	3	1	4	0	8
62	5 th Ave NE	NE 185 th St	NE 205 th St	Collector Arterial	Construct sidewalks on the west and east sides of the street,	1	1	0	1	1	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	4	0	4	0	8
70	N 152 nd St	Aurora Ave N	Ashworth Ave N	Local Primary/Local Secondary	Construct sidewalks on north and south sides of the street, where needed, to complete sidewalks on both sides of the	1	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	1	0	2	1	1	4	2	8
75	25 th Ave NE	NE 195 th St	NE 205 th St	Local Primary	Construct sidewalks on the west and east sides of the street	1	0	0	1	0	0	1	0	1	0	0	0	1	1	1	0	1	0	0	0	2	2	4	0	8
78	NE 195 th St	10 th Ave NE	15 th Ave NE	Unimproved right-of-way/Local Secondary	Construct sidewalks on the north and south sides of the street and construct pedestrian path in the unimproved right-of-way	1	1	0	0	1	1	0	0	1	0	0	0	1	1	0	0	1	0	0	0	4	1	3	0	8
79	NE 196 th St	15 th Ave NE	19 th Ave NE	Minor Arterial	Construct sidewalks on the north and south sides of the street	1	0	0	0	2	0	1	0	1	0	0	0	0	1	1	0	1	0	0	0	3	2	3	0	8
86	8 th Ave NE	NE 175 th St	NE 185 th St	Local Primary	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	3	1	4	0	8
90	NE 177 th St	15 th 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

Projects highlighted in red scored as high priority pedestrian improvements projects.

DRAFT PEDESTRIAN IMPROVEMENTS PRIORITIZATION MATRIX						Safety						Equity						Proximity						Connectivity		Totals					
PROJECT #	STREET	FROM	TO	STREET CLASSIFICATION	PROJECT DESCRIPTION	1 Injury Collision	1 Ped/ Auto Collision	2+ Ped/ Auto Collisions	Speed Limit	Street Classification	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 Project Score	
96	10 th Ave NE	NE 155 th St	NE 175 th 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	2	2	4	0	8
97	NE 165 th St	10 th Ave NE	15 th Ave NE	Collector Arterial	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
3	NW 196 th St	Richmond Beach Dr NW	24th Ave NW	Local Primary	Construct sidewalks on the south side of the street	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1	1	1	0	1	0	2	0	4	1	7
5	20 th Ave NW	NW 195 th St	NW 205 th St	Collector Arterial	Construct sidewalks on the west side of the street	1	0	0	0	1	0	0	1	0	0	0	0	1	1	1	0	1	0		0	0	2	1	4	0	7
10	15 th Ave NW	NW 188 th St	NW 192 nd St	Collector Arterial	Construct sidewalks on the west and east sides of the street	1	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	1	0		1	0	3	0	3	1	7
43	Greenwood Ave N	NW 195 th St	NW 200 th St	Local Secondary/Undeveloped right-of-way	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
45	NW 198 th Street	Dayton Ave N	Fremont Ave N	Local Secondary/Undeveloped right-of-way	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
58	1 st Ave NE	NE 192 nd St	NE 195 th St	Collector Arterial	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
65	NE 171 st St/Corliss Pl N/N 170 th St	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
72	NE 205 th St	17 th Ave NE	19 th Ave NE	Minor Arterial	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	2	1	1	3	2	7
76	NE 200 th St	North side of Bruggers Bog	30 th 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

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DRAFT PEDESTRIAN IMPROVEMENTS PRIORITIZATION MATRIX						Safety						Equity						Proximity						Connectivity		Totals				
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77	NE 195 th St/10 th Ave NE	Interstate 5	NE 185 th St	Local Secondary/Collector	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	3	1	3	0	7
89	NE 180 th St	10 th Ave NE	15 th Ave NE	Collector Arterial	Construct sidewalks on the north and south sides of the street	1	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	3	0	4	0	7
91	Serpentine Place NE	NE 175 th St	NE 177 th St	Local Secondary	Construct and improve sidewalks on the northwest and	1	0	0	0	0	0	1	0	1	0	1	0	0	1	1	0	1	0	0	0	1	3	3	0	7
99	10 th Ave NE	NE 151 st St	East side of Paramount Park	Local Secondary	Construct sidewalks on the west and east sides of the street and	1	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	1	1	0	0	2	2	3	0	7
107	NE 205 th St	3 rd Ave NE	6 th Ave NE	N/A	Construct sidewalks on the south side of the street, in conjunction with the Washington State Department of Transportation	1	0	0	1	2	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	4	0	3	0	7
120	N 150th St	Ashworth Ave N	Burke Ave N	Local Secondary	Construct sidewalks on the south	1	1	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	1	0	0	2	1	4	0	7
13	Ridgefield Rd NW/ NW Innis Arden Drive	Springdale Ct NW	8 th Ave NW	Local Primary	Construct sidewalks on the north and south sides of the street	1	0	0	0	1	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	2	0	4	0	6
44	Dayton Avenue N	NW 195 th St	NW 200 th St	Local Street	Construct sidewalks on the east side of the street from NW 195 th	1	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	1	0	0	1	1	4	0	6
50	N 170 th St	Fremont Ave N	Aurora Ave N	Local Secondary	Construct sidewalks on the north and south sides of the street	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	2	0	4	0	6
60	NE 195 th St	5 th 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	0	2	2	6
63	Corliss Ave N	N 180 th St	N 185 th St	Local Secondary	Construct sidewalks on the west and east sides of the street	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	2	0	4	0	6
88	NE 185 th St/15 th Pl NE	10 th Ave NE	NE 180 th St	Local Primary/ Unimproved right-of-way	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
95	NE 170 th St	5 th Ave NE	10 th 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
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	0	1	1	0	1	0	1	1	0	0	0	0	0	0	1	3	2	0	6

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DRAFT PEDESTRIAN IMPROVEMENTS PRIORITIZATION MATRIX						Safety						Equity						Proximity						Connectivity		Totals				
PROJECT #	STREET	FROM	TO	STREET CLASSIFICATION	PROJECT DESCRIPTION	1 Injury Collision	1 Ped/ Auto Collision	2+ Ped/ Auto Collisions	Speed Limit	Street Classification	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 Project Score
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
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	1	1	4	0	6
1	Richmond Beach Dr NW	NW 196 th St	NW 199 th St	Collector Arterial	Construct sidewalks on the west and east sides of the street	1	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	2	1	2	0	5
4	20 th Ave NW	Saltwater Park entrance	NW 195 th St	Local Primary	Construct sidewalks on the west and east sides 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
7	NW 197 th St	20 th Ave NW	18 th Ave NW	Local Street	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	1	0	4	0	5
8	18 th Ave NW	NW 197 th St	NW 198 th St	Local Street	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	1	0	4	0	5
9	NW 198 th St	18 th Ave NW	15 th 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 198 th Street cul-de-sac bulb and 15 th Ave NW	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	0	1	0	0	0	1	0	4	0	5
29	NW 175 th St	6 th Ave NW	St. Luke’s Place N	Collector Arterial	Construct sidewalks on the north side of the street	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	2	0	3	0	5
66	N 167 th St	Interurban Trail	South side of James Keough Park	Local Secondary/Local Primary	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	2	0	3	0	5
106	27 th Ave NE	NE 145 th St	NE 158 th St	Local Secondary	Construct and improve sidewalks on the west and east	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
110	NE 150 th St	25 th Ave NE	28 th 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	1	0	4	0	5

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PROJECT #	STREET	FROM	TO	STREET CLASSIFICATION	PROJECT DESCRIPTION	1 Injury Collision	1 Ped/ Auto Collision	2+ Ped/ Auto Collisions	Speed Limit	Street Classification	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 Project Score
112	NE 165th St	5th Ave NE	6th Ave NE	Collector Arterial	Construct a sidewalk on the north side of the street to fill in	1	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	1	1	3	0	5
114	NW 180th St	10th Ave NW	8th Ave NW	Local Primary	Construct sidewalks on the north and south sides of the street	1	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3	0	2	0	5
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
2	Richmond Beach Dr NW	NW 195 th St	NW 196 th 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	1	0	3	0	4
12	NW 188 th St	15 th Ave NW	Springdale Ct NW	Collector Arterial	Construct sidewalks on the north and south sides of the street	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	2	0	4
14	Springdale Ct NW/14 th Ave NW	NW 175 th St	NW 188 th St	Collector Arterial	Construct sidewalks on the west and east sides of the street	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	2	0	4
23	6 th Ave NW	NW 175 th St	NW 180 th St	Collector Arterial	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	2	0	2	0	4
104	NE 158 th St	25 th Ave NE	28 th 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	2	0	2	0	4
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	2	0	2	0	4
15	15 th Ave NW/NW 167 th St	NW 175 th St	NW Innis Arden Way	Collector Arterial	Construct sidewalks on both sides of the street	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	1	0	3
16	NW 175 th St	15 th Ave NW	6 th Ave NW	Local Primary Street/Collector Arterial	Construct sidewalks on the north and south sides of the street	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	1	0	3
18	10 th Ave NW	NW Innis Arden Way	NW 175 th St	Collector Arterial	Construct sidewalks on both sides of the street	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	1	0	3
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, to complete sidewalks on both sides of the street	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
17	8 th Ave NW	NW 175 th St	South side of Sunset Park	Undeveloped right-of-way	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

Projects highlighted in red scored as high priority pedestrian improvements projects.

FAQ

Shoreline Sidewalk Prioritization Plan



What are the 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—it's time to update and re-prioritize the Pedestrian System Plan.

What is the City's process for updating the Sidewalk Prioritization Plan?

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 includes input from the citizen Sidewalk Advisory Committee (SAC) and multiple opportunities for providing public input through two open houses and online surveys.

City staff will use input from the SAC, public feedback, as well as project technical analysis to develop an updated Sidewalk Prioritization Plan to present to City Council for discussion in late spring of 2018.

What is the "data-driven" prioritization process for sidewalk improvements?

To create a Sidewalk Prioritization Plan that reflects City Council Goals — specifically addressing safety and equity concerns, and the community's values — the City is developing a data-driven process that uses updated criteria to identify needs and prioritize improvements. With the help of the SAC, the 2011 TMP criteria have been regrouped into four categories to more precisely state the intended objectives. From there, the SAC helped develop 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.

The updated criteria and metrics have been assembled into the Draft Sidewalk Prioritization Scorecard for the purpose of reprioritizing the list of sidewalk projects in the TMP's Pedestrian System Plan. Using GIS, the project team applied this Draft Sidewalk Prioritization Scorecard to the Pedestrian System Plan to create the Draft Sidewalk Prioritization Plan.

What is the role of the Sidewalk Advisory Committee (SAC)?

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 (e.g. curb separated pathway). Over a year-long process, the SAC is

- Learning about the Pedestrian System Plan, existing sidewalk conditions, and where there are gaps in the pedestrian network.
- Discussing pedestrian mobility and accessibility; pedestrian trip generators (e.g. schools, parks, community centers, etc.); safety issues/benefits; health and equity; street trees and storm water management; alternative sidewalk treatments; and financing options for implementation.
- Informing a data-driven mapping process using criteria to identify needs and prioritize improvements.
- Providing input on a range of alternative sidewalk treatments.
- Considering how the City can financially support building a city-wide interconnected pedestrian network.
- Using the information presented and discussed over the series of meetings to present their findings to the City Manager who will make final recommendations to the City Council.

Why doesn't the SAC have a member from every neighborhood in Shoreline?

The opportunity to volunteer to serve as a member of the SAC was advertised via the City webpage, social media, Currents, and the Council of Neighborhoods. Through an open application process, the City Manager appointed 15 citizen volunteers to serve on the SAC. The committee consists of members from a broad range of Shoreline neighborhoods with a diverse set of interests such as financing, aesthetics, ecology, youth, elderly, and access and mobility for people with physical disabilities and/or from under-represented communities. Together, members are working on a city-wide Sidewalk Prioritization Plan that reflects the interests of the community as a whole rather than the specific neighborhoods in which the SAC members live.

What's the relationship between the ADA Transition Plan and Sidewalk Prioritization Plan?

The ADA Transition Plan and Sidewalk Prioritization Plan are two separate projects with overlapping timelines. The ADA Transition Plan is a longer process (2016-2018) focused on identifying deficiencies and next steps needed to repair and maintain **existing** sidewalks, as required by the 1990 Americans with Disabilities Act (ADA). The Sidewalk Prioritization Plan is operating on a shorter timeline (2017-2018) and is concerned with identifying **new** sidewalks needed to create a more complete pedestrian network.

Are new sidewalks going to be traditional (concrete with a curb) or are lower-cost solutions being considered?

Similar to how the City aims to plant the “right tree in the right place,” we also aim to use the “right sidewalk in the right place.” Traditional sidewalks offer vertical 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, curbless sidewalks, and painted shoulders can be used successfully—and offer a variety of additional benefits—when used in the right context.

Where can I learn more about the Sidewalk Prioritization Plan?

The project webpage at shorelinewa.gov/sidewalks is an excellent resource to learn more about the project.

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