

Sidewalk Priority Routes Frequently Asked Questions (FAQ)

1. What sidewalks are proposed to be built in 2007?

The table below lists the proposed candidate projects for 2007 (see 2007 Proposed Routes Map at <http://www.cityofshoreline.com/cityhall/projects/sidewalks/index.cfm>). These include walkways near Echo Lake Elementary School, Shorewood High School, Shorecrest High School, Kellogg Middle School, Briarcrest Elementary School, and Shoreline Christian School. The walkways to be constructed will depend on the outcome of the design and bidding process and available budget. All totaled, there are 11,880 lineal feet of proposed walkways. At an estimated average cost of \$180 per lineal foot, the 2007 proposed projects equals approximately \$2.2 million of work. The 2007 budget could cover about half of this work. Proposed projects that do not get built this year will be candidate routes for 2008.

Road	Segment	Length	Improvements
Ashworth Ave N	N 185th to N 192nd	1660	West side of street. Concrete curb, green strip*, and 5' to 6' wide walkway
Dayton Ave N	Carlyle Hall Rd to N 172nd St (to St Luke's School part of Dayton Wall CIP)	1760	East side of street. Concrete curb, green strip*, and 5' to 6' wide walkway
8th Ave NW	NW Richmond Beach Road to NW 180th St	1950	West side of street. 5' to 6' wide walkway separated from street by a green strip*
25th Ave NE	NE 150th St to NE 168th St	4500	East side of street. 5' to 6' wide walkway adjacent to existing curb or separated by green strip*.
Fremont Ave N	N 165th St to N 170th St	1320	East side of street. Concrete curb, green strip*, and 5' to 6' wide walkway
N 192 nd **	Interurban Trail to Ashworth Ave N	700	North side of street. Concrete curb, green strip*, and 5' to 6' wide walkway

* The term "green strip" is used generically to identify green or living landscaping that may include turf grass, a flowering mixture, shrubs and bark, and/or native plants. The green strip may be level or swale shaped in the form of a rain garden to infiltrate stormwater.

** Not a priority route but creates a connection to the Interurban Trail and to Aurora via future frontage improvements by Echo Lake development.

2. How were the proposed sidewalk routes selected?

The Transportation Master Plan (TMP) adopted in 2005 identified criteria for prioritizing locations for adding sidewalks on arterial streets. These criteria, developed with input from residents and the School District, created a focus on locations near schools, parks and community centers. Each year routes are selected with the TMP goal and policies in mind and with the intent to:

- Focus improvements around schools, parks and community centers, transit, and existing and future trail systems with special emphasis on schools
- Seek routes that have minimal utility conflicts and other construction conflicts
- 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
- Build improvements on one side of the street to increase geographic coverage
- Focus on improvements where currently none exist or those that exist are marginally functional

3. What sidewalk routes will be built in future years?

The Transportation Master Plan identifies over thirty miles of priority pedestrian projects near schools and parks, and ranked them as priority 1, 2, or 3. Each year a selection process will evaluate the feasibility of candidate routes and attempt to meet the most urgent needs first. Selection will be based in part on coordination with safe school walk routes and community priorities identified in the Neighborhood Traffic

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Enhancement Program and the Parks, Recreation, and Cultural Services walking routes. Maps showing the priority sidewalk routes are available on the City's Web site at <http://www.cityofshoreline.com/cityhall/projects/sidewalks/index.cfm>.

4. Why isn't the City building more sidewalks?

When most of the City of Shoreline was built in the 1940s-1960s, the streets were built to rural standards, usually without sidewalks or even walkways. The standard concrete gutter-curb-amenity zone-sidewalk configuration can be expensive, costing in the range of \$200-\$300 per linear foot, and does not easily work in some areas. 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. The "Sidewalks – Priority Routes" program in the CIP has set aside almost one million dollars each year for the next six years to build pedestrian facilities in priority areas identified in the Transportation Master Plan. The City will utilize alternative designs and economical materials that will stretch budget dollars and provide more linear feet of pedestrian improvements.

5. How can I get a sidewalk on my street?

The priority routes for new pedestrian walkways identified in the Transportation Master Plan focus on arterial streets which contain the highest volume of both cars and pedestrians, therefore creating the most pressing need for sidewalks. Many of these priority arterial routes are used by children walking to school and pedestrians walking between major destinations such as schools, parks and bus routes.

To inquire about sidewalks other than priority routes, please call the City of Shoreline Customer Response Team at (206) 546-1700 and let them know you are interested in non-priority sidewalks.

With the focus of City money on arterial streets, residential customers may someday have the option of forming a Local Improvement District (LID) with their neighbors and self-assessing taxes to fund a sidewalk on their street.

6. What is a pedestrian walkway?

A pedestrian walkway is any area designated for pedestrians. Pedestrian walkways can range from a standard cement concrete or pervious concrete sidewalk to an asphalt pathway to a widened shoulder on the street. Walkway concepts can include separation from the street with a swale for drainage, a slope of grass, retaining wall or a guard rail, depending on site conditions. Conceptual drawings of alternative pathways are available on the City's Web site at <http://www.cityofshoreline.com/cityhall/projects/sidewalks/index.cfm>.

Asphalt pathways are typically less expensive than cement concrete sidewalks and extruded curbs are considerably less expensive than curb and gutter. The City is considering a wide variety of design options in order to extend the benefit of limited funding.

7. Why build sidewalks or pedestrian walkways?

Shoreline residents and City Council have placed a high priority on pedestrian improvements, and have asked the City to address the safety and livability issues presented by the lack of pedestrian facilities in Shoreline. One of the City's goals is to provide safe and friendly streets for the community. Connecting major destinations – schools, parks, bus routes and commercial centers – is an important step in making Shoreline a great place to live, work and play.

8. If a priority sidewalk is proposed to be built on my street this year, who do I call about questions or concerns?

For priority sidewalk project questions call Jon Jordan, Capital Projects Manager, at 546-1678 or email jjordan@ci.shoreline.wa.us

For more information about the priority sidewalk program, visit the City Web site at www.cityofshoreline.com/cityhall/projects/sidewalks/index.cfm

For all other sidewalk requests, repairs, and questions, call the City of Shoreline Customer Response Team at (206) 546-1700