

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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