New Sidewalks

Presentation to Transportation Committee

March 19, 2024

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Department of
Transportation

Our Vision, Mission, Values, & Goals

Seattle is a thriving equitable community powered by dependable transportation. We're on a mission to deliver a transportation system that provides safe and affordable access to places and opportunities.

Core Values & Goals:

Equity, Safety, Mobility, Sustainability, Livability, and Excellence.

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Presentation Overview

- How Sidewalks Get Built
- Extent of Missing Sidewalks
- How SDOT Prioritizes New Sidewalks
- Sidewalk and Walkway Design Alternatives
- Recent Accomplishments

NE 95th St

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How New Sidewalks Get Built

- Private Development (Street Improvement Plan)
  - Developers
  - Agencies

- Partnerships
  - Seattle Public Schools, Parks, SPU
  - Sound Transit

- SDOT Programs
  - Safe Routes to School
  - New Sidewalks
  - Transit Corridors
  - Repaving

Kenyon Way S

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Seattle Muni Code Reqmts for Private Developments

- New sidewalks required of all development in Urban Villages and Urban Centers

- New sidewalks required outside of those areas
  - When 10 or more units in Residential Zone (former SF)
  - When 6 or more units in all other zones, except…

- New sidewalks not required in Maritime, Manufacturing, and Logistics (MML) Zone
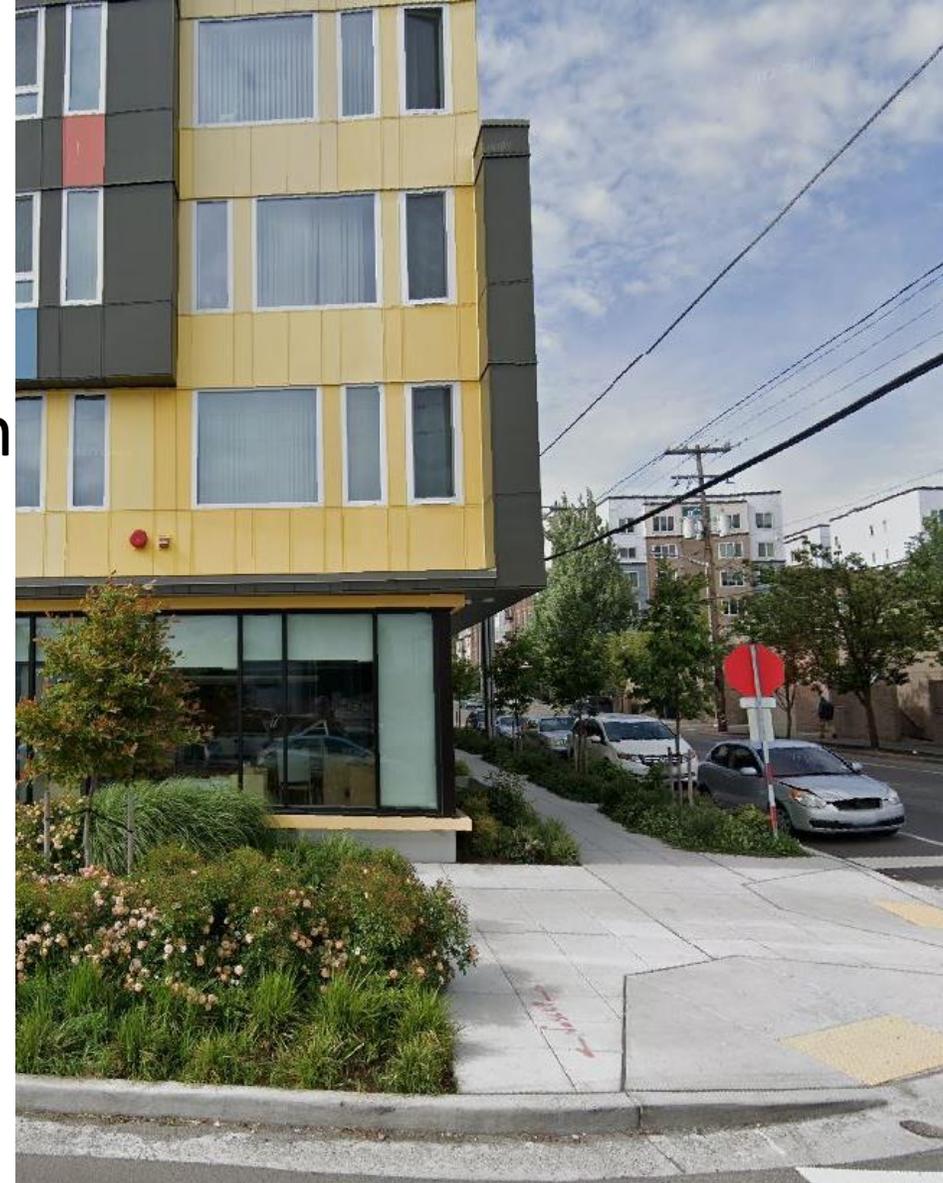
New Sidewalk in Lake City

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Extent of Missing Sidewalks

- 27% of Seattle streets are missing sidewalks
- Most are north of N 85th St, and south of I-90
- At the current annual rate of construction, it would take more than 400 years to build a sidewalk on every block where missing

	Arterial	Non-Arterial	Total
Blocks of Missing Sidewalk	1,790	11,710	13,500
Percent of Blocks Missing Sidewalk	14%	32%	27%

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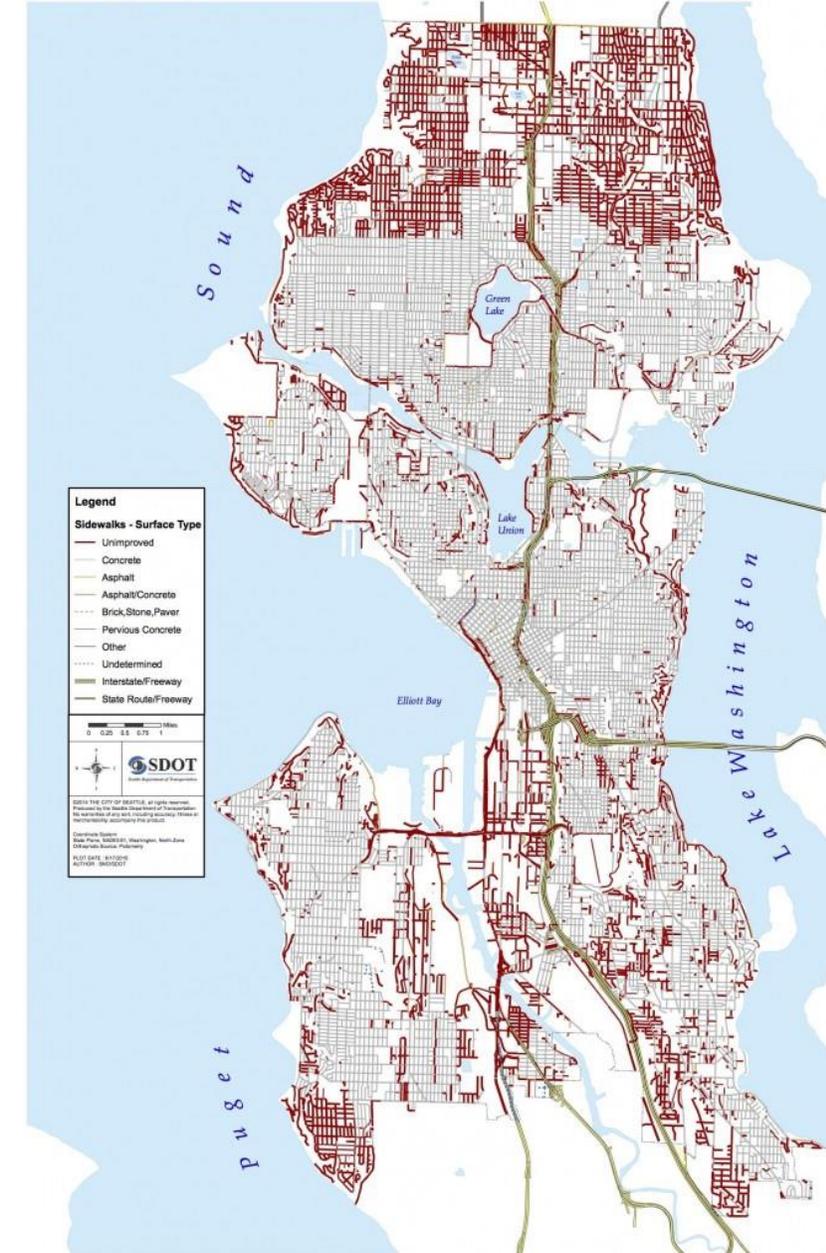
Pedestrian Master Plan Priority Investment Network

Frequent Transit
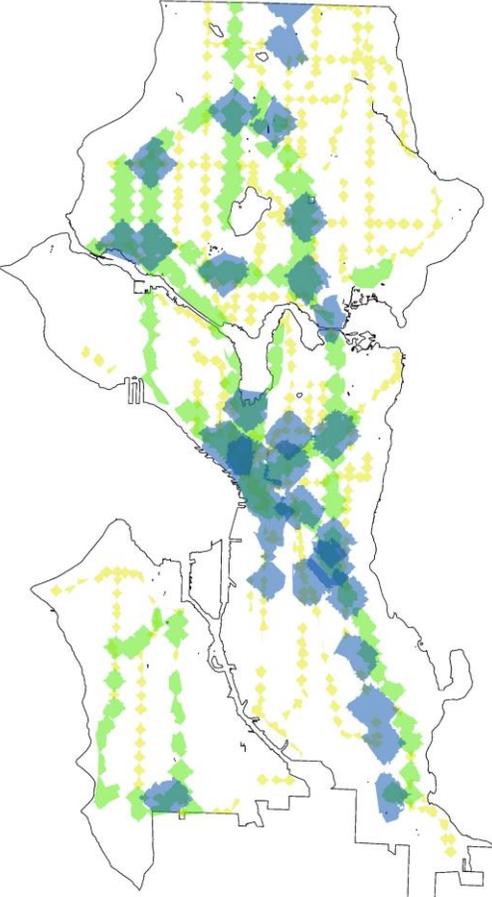
K-12 Public Schools
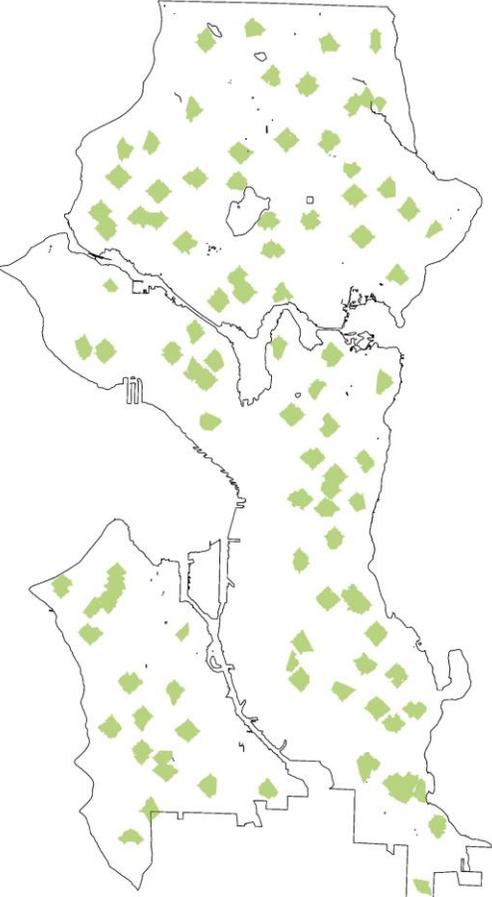
Existing Sidewalks – Blue
Missing Sidewalks - Purple

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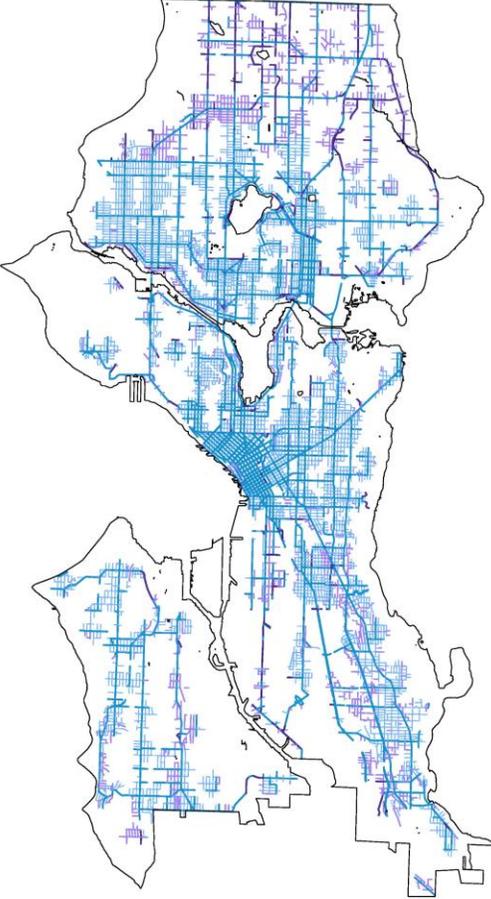
Pedestrian Master Plan Project Selection Criteria
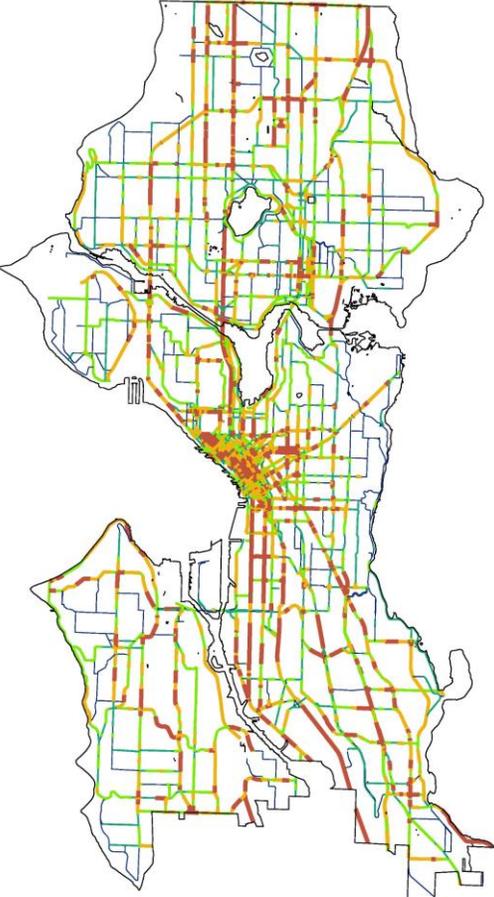
Safety | Health/Equity | Urban Villages | Age-Friendly Seattle
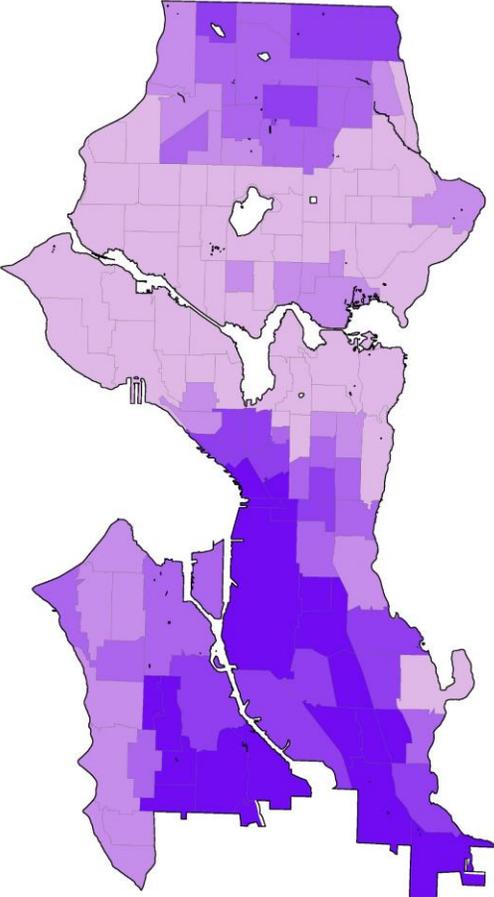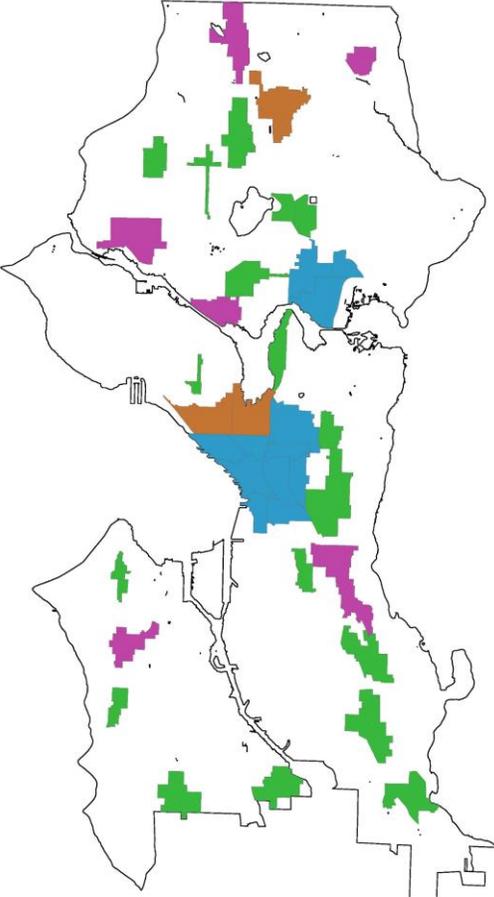
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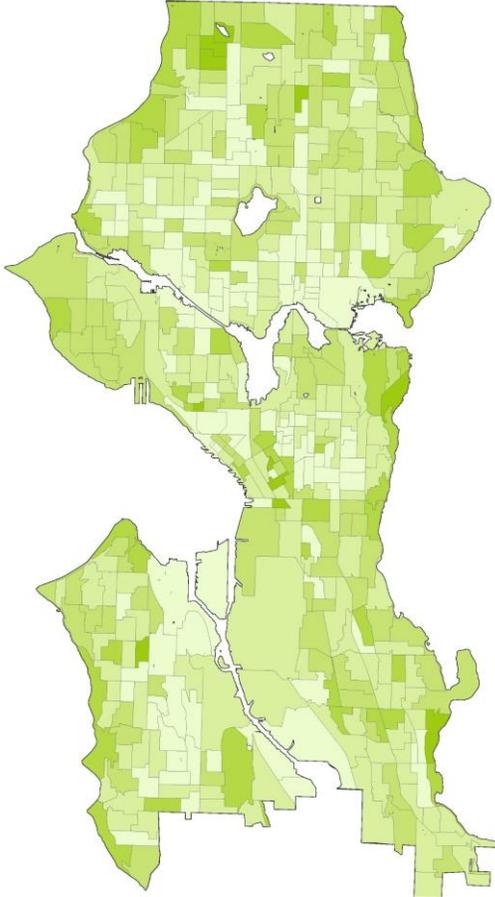
Seattle Transportation Plan Sidewalk Priority Investment Network

1. **Proximity to High Pedestrian Trip Areas**
   - K-12 public schools
   - Parks
   - Transit stops and routes
   - Comprehensive Plan: Pedestrian Zones, Urban Centers, Urban Villages

2. **Safety**
   - 85th Percentile Speed

3. **Equity**
   - RSJI Index

Table 3: Missing and Substandard Sidewalk Prioritization Methodology

Category	Weighting	Measure	Score	
Proximity to land use areas	30%	Public K-12 Schools	High	1/4-mile walkshed
			Medium	1/2-mile walkshed
			Low	1-mile walkshed
		Transit	High	Along Frequent Transit Network (FTN)
			High	1/2-mile walkshed of light rail stops
			Medium	1/4-mile walkshed of RapidRide or Streetcar stops
			Low	1/8-mile walkshed of FTN bus stops
		Parks (access points)	High	1/8-mile walkshed
			Medium	1/4-mile walkshed
			Low	1/2-mile walkshed
		Land Use	High	Inside of and within an 1/8-mile buffer of pedestrian P-zones, Urban Centers, Urban Villages
			Medium	Within an 1/4-mile buffer of pedestrian P-zones, Urban Centers, Urban Villages
			Low	Within an 1/2-mile buffer of pedestrian P-zones, Urban Centers, Urban Villages
Safety	40%	Speeds	High	85% Speeds >35MPH
			Medium	85% Speeds 30-35
			Low	85% Speeds 25-30
Equity	30%	Race and Social Equity Index	High	Highest quintile
			Med-High	Second highest quintile
			Medium	Middle quintile
			Zero	Lowest two quintiles

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Seattle Transportation Plan
Sidewalk Priority Investment Network

Figure 9: Missing Sidewalks Priority Investment Network (Southeast)
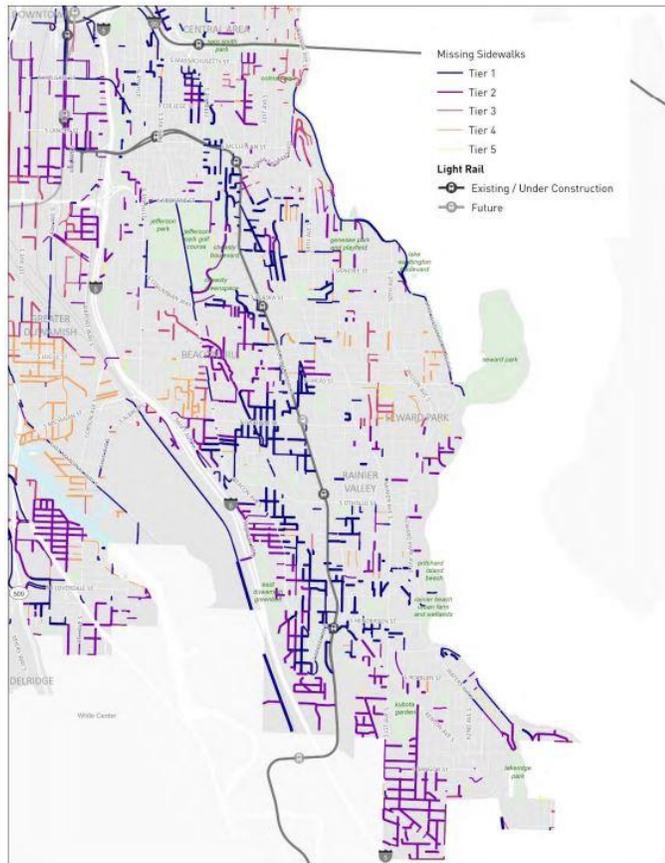
Figure 5: Missing Sidewalks Priority Investment Network (Northeast)
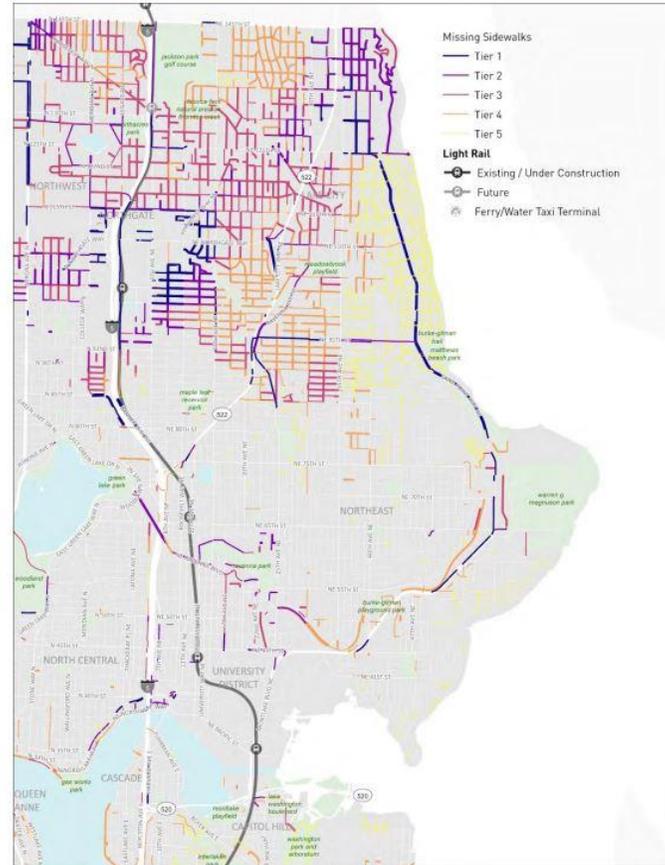
Figure 8: Missing Sidewalks Priority Investment Network (Southwest)

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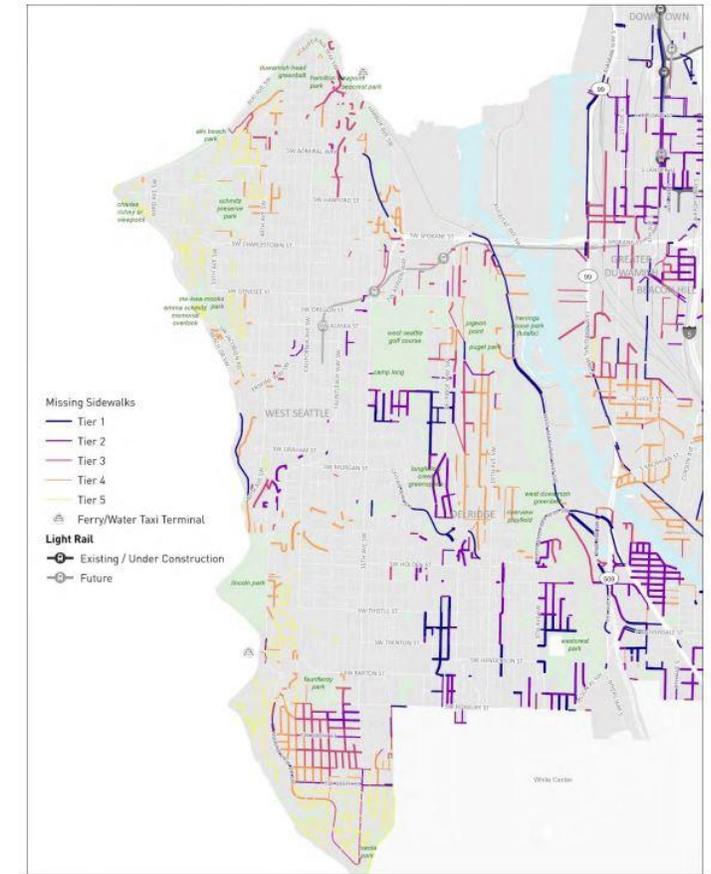
Traditional Sidewalks

SW Kenyon St / 24th Ave SW

- Partnership with SPU
- 7.5 blocks of new sidewalk
- Natural drainage system
- New bridge over Longfellow Creek
- Retaining walls
- Encroachments
- SDOT cost $3.2M

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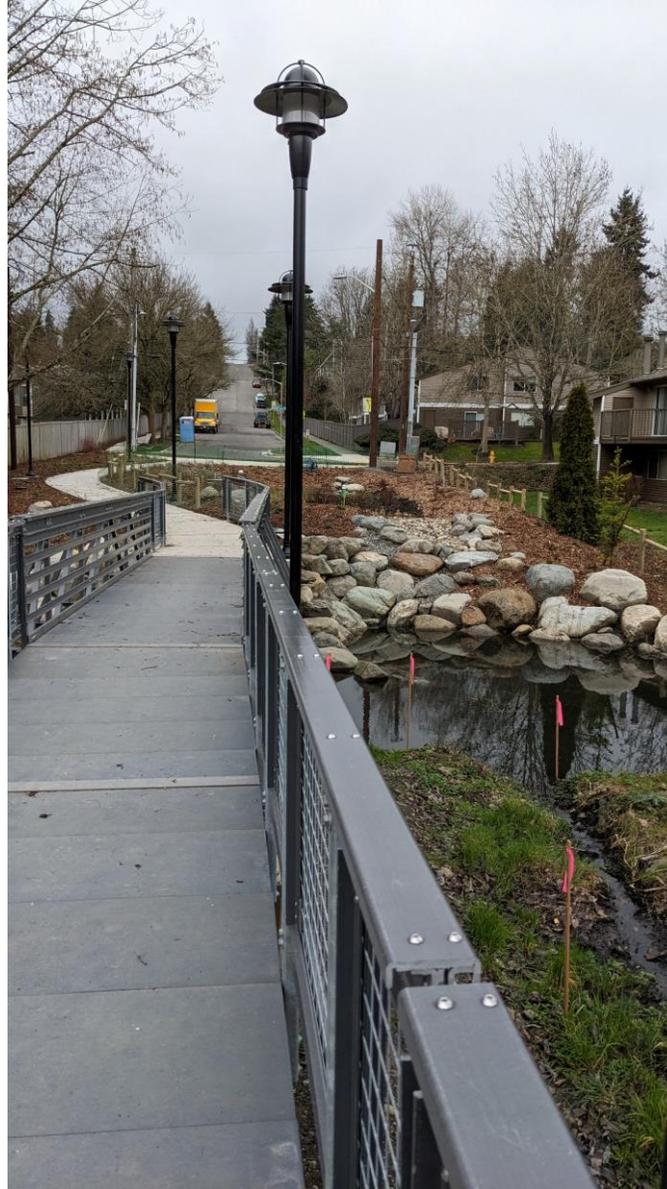
Traditional Sidewalks

Greenwood Ave N

- 11 blocks of new sidewalk
- $5,900,000
- Principal Arterial
- Multi-family housing
- Frequent Transit Route
- Retaining walls
- Traffic control
- Pavement repairs
- Encroachments

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Greenwood Ave N

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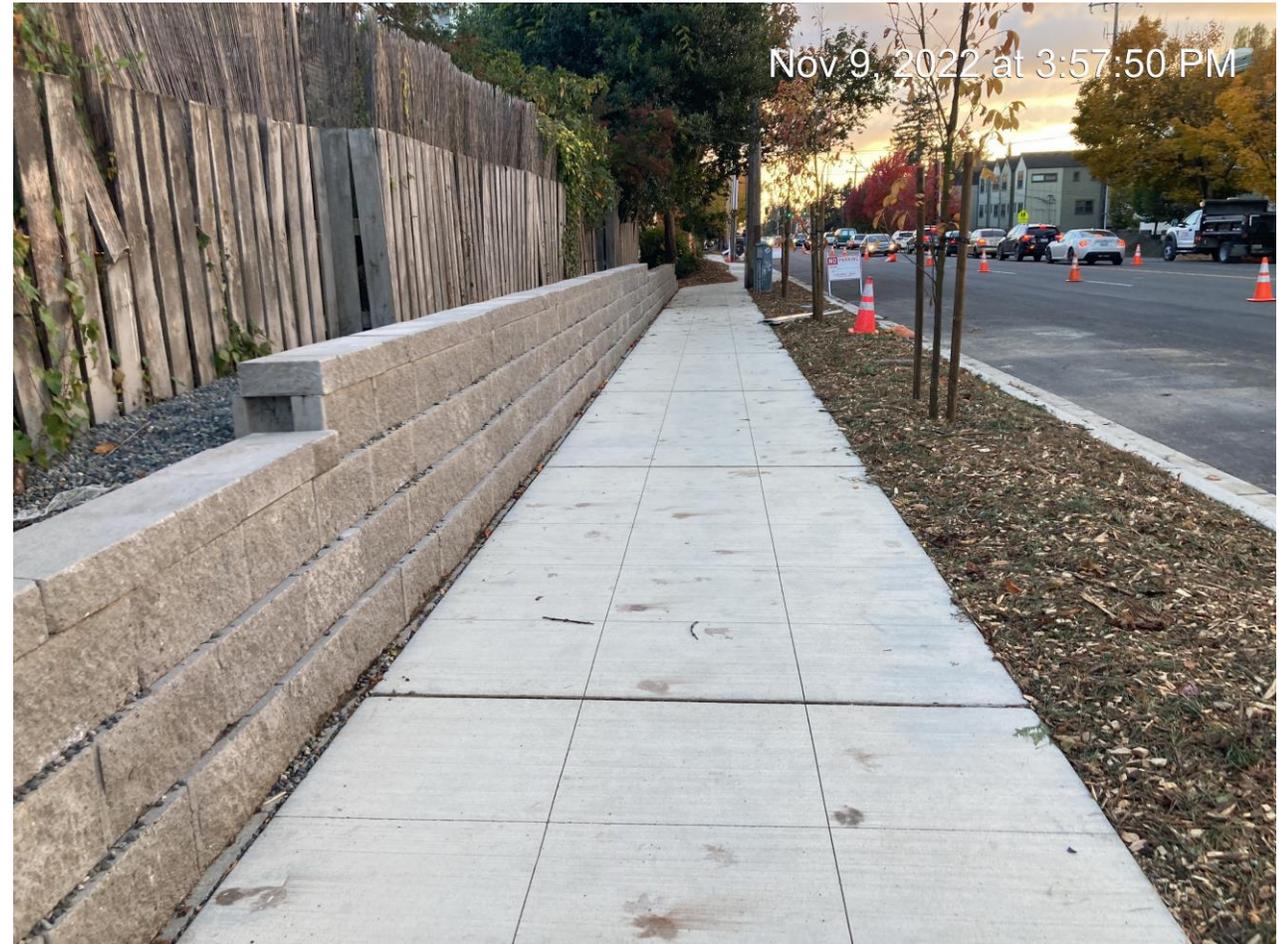
Alternative Walkways
Painted Walkways with Wheel Stops

Before

After

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Alternative Walkways
Asphalt Walkways

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Alternative Walkways
Wheel Stops and Conveyance Swales

Before

After

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Sidewalks vs. Alternative Walkways

	Traditional Sidewalks	Alternative Walkways
Pros	Meets stormwater management code Easier to meet ADA requirements More durable Less Maintenance More separation from vehicles on high-speed roadways	Less expensive Faster to design and construct Including swales can reduce stormwater ponding More flexibility based on site conditions Repurposes underutilized roadway or shoulder space
Cons	Expensive to construct Takes more time to design and construct Not always feasible (ROW width, etc) Triggers other improvements (retaining walls, roadway paving, driveways, additional curb ramps, drainage features, etc.)	More maintenance required Adjacent residents prefers traditional sidewalks Can trigger more ADA upgrades Most appropriate for non-arterials (limited application) Crew delivered, capacity constraints
Average Cost Per Block	$400,000-$800,000 per block face	$100-200K per block face
Factors Influencing Cost	Grade Drainage and other additional scope Traffic control (arterials) SDOT or Contractor Delivered	Outreach De-paving
Timeline for Delivery	24-36+ Months	12-18 Months

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Decision Tree: Sidewalks vs. Alternative Walkways

SDOT Sidewalk or Walkway?

- Arterial
  - High Volume and/or Speed
    - Temporary → Walkway
    - Challenging site conditions
      - Yes → Walkway
      - No → Traditional Sidewalk
  - Low Volume and/or Speed
    - Separation
      - Yes → Walkway
      - No → Sidewalk
- Non-Arterial
  - Fill Gap → Match existing
  - New route to School, Transit, etc → Walkway

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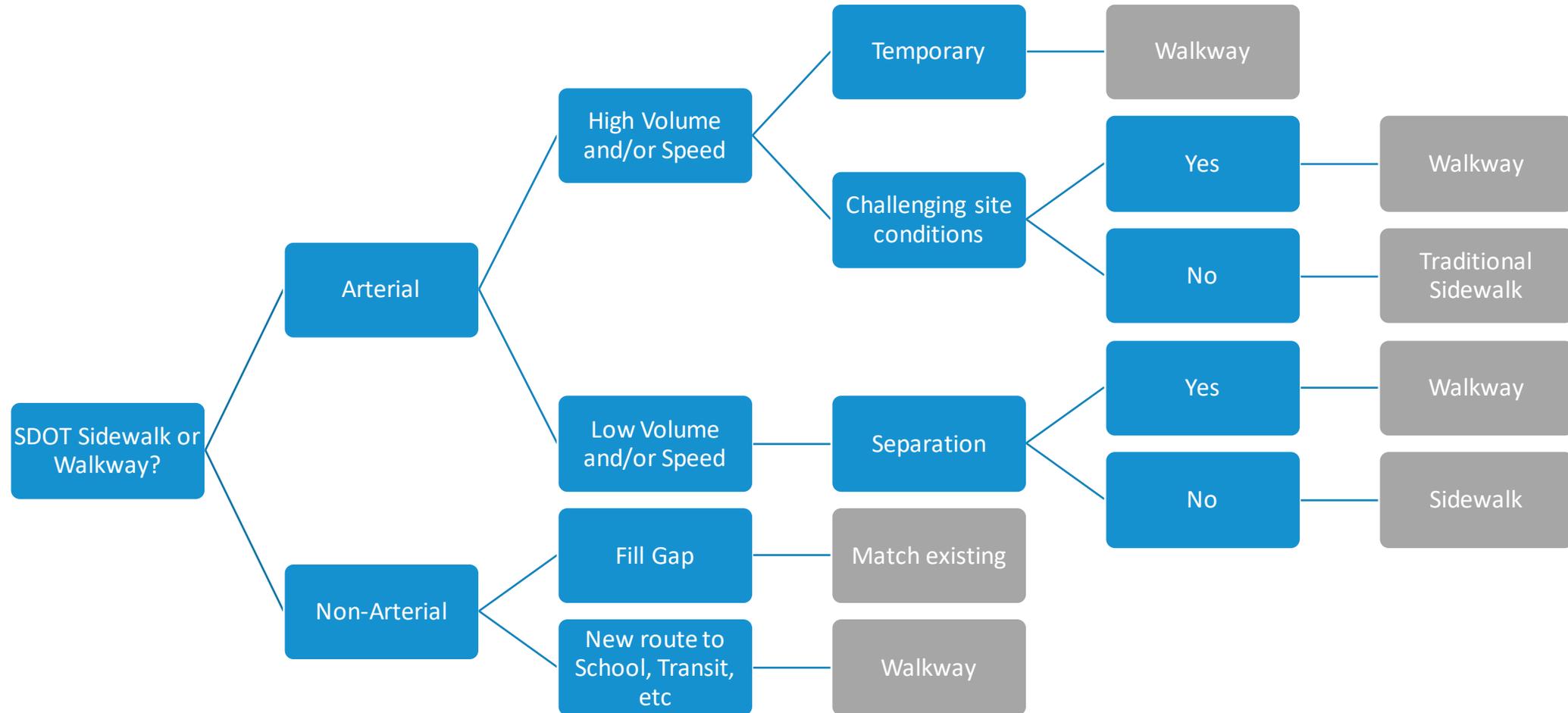
Recent Accomplishments
Blocks Built

- Levy Goal - 250 blocks of new sidewalks/walkways in 9 years
  - 150 blocks of traditional design
  - 100 blocks of alternative walkways
- 239 Blocks completed
  - 139 blocks of traditional sidewalks
  - 100 blocks of cost-effective walkways
- 12 Blocks in Construction Phase
- On pace to meet our goal!

S Cloverdale St

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Funding

Over last 9 years:

- Levy to Move Seattle: $40 million
- Real Estate Excise Tax: $5.8 million (REET I and REET II)
- School Safety Traffic & Pedestrian Fund (SSTPI): $24.3 million
- Grants: $8.2 million

SW Barton St

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Questions & Comments

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https://www.seattle.gov/transportation/projects-and-programs/programs/pedestrian-program/sidewalk-development-program

www.seattle.gov/transportation

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