



# New Sidewalks & Crossing Improvements Program

Levy Oversight Committee

December 6, 2022

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# Presentation Purpose

Provide an overview of the New Sidewalks and Crossing Improvements program under the Pedestrian Master Plan Levy to Move Seattle umbrella.

# Presentation Outline

- Overview
- Levy Program Funding
- Deliverables (Current + Planned)
- Racial Equity
- New Sidewalks
  - Achievements
  - Partnerships
  - Challenges and Opportunities
  - Looking Ahead
- Crossing Improvements
  - Achievements
  - Partnerships
  - Challenges and Opportunities
  - Looking Ahead
- Q&A



# Levy Program Funding

- New Sidewalks - \$96.3M
  - Levy to Move Seattle: \$45.1M
  - Local: \$42.8M
    - School Safety Traffic & Pedestrian Improvement (SSTPI): \$27.5M
    - Real Estate Excise Tax (REET): \$7.7M
    - Other: \$7.6M
  - Leverage: \$8.5M
- Crossing Improvements - \$31.3M
  - Levy to Move Seattle: \$17.4M
  - Local: \$13.8M
    - Real Estate Excise Tax (REET): \$5.0M
    - Commercial Parking Tax (CPT): \$4.1M
    - Other: \$4.7M

*Note: Levy/Local/Leverage figures may not sum to total due to rounding.*



# New Sidewalks Program

## 2015 Levy to Move Seattle Ordinance Goal:

*Build 150\* new blocks of sidewalks, filling in more than 75% of the sidewalk gaps on priority transit corridors citywide with an emphasis on creating accessible routes for those with disabilities and the elderly.*

\* In 2018 Workplan Update, we noted that *SDOT can deliver 250 sidewalk-blocks within available funding using a combination of traditional concrete sidewalks and "low cost" sidewalks on non-arterials. Additionally, SDOT is counting crossing improvements funded by the New Sidewalks subprogram (approx. 20/year) towards the 750 intersections commitment [in the Curb Ramps and Crossings Improvements program].*



# Program Deliverables

Deliverable	2016	2017	2018	2019	2020	2021	2022 (planned)	2023-2024 (planned total)	Total planned, life of Levy
<b>Blocks of New Sidewalks</b>	<b>8.3</b>	<b>42</b>	<b>34.75</b>	<b>48</b>	<b>27.25</b>	<b>24</b>	<b>27.75</b>	<b>63.25</b>	<b>275.3</b>
<i>Traditional</i>	-	19	25.5	37	22	10.25	22.75	10.5	<b>147</b>
<i>Cost-Effective</i>	8.3	23	9.25	11	5.25	13.75	5	52.75	<b>128.3</b>
<b>Crossing Improvements</b>	<b>18</b>	<b>15</b>	<b>13</b>	<b>10</b>	<b>15</b>	<b>23</b>	<b>41</b>	<b>40</b>	<b>180</b>



# Racial Equity Analysis - Recommendations

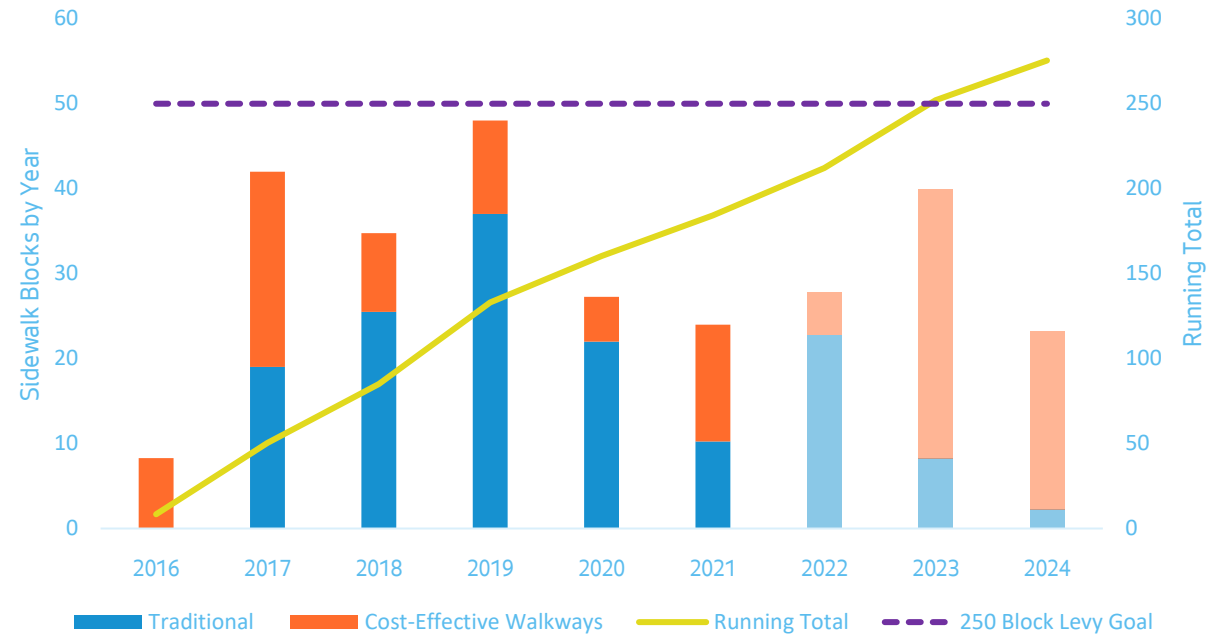


Site tour on Rainier Ave South with member of the Ethiopian community, the Community Outreach Liaison, PMP staff, Vision Zero staff, and the City Traffic Engineer.

- Engage to proactively identify projects within high priority communities.
- Define high priority areas across programs
- Co-create projects with community members
- Compensate for participation
- Circular process, not linear

# New Sidewalks Program - Overview

- On track to exceed 250 blocks
- Employing mix of traditional sidewalks and cost-effective walkways
- Will fill about 70% of sidewalk gaps on priority transit corridors with addition of Beacon Ave S and Greenwood Ave N projects





# New Sidewalks Program - Cost-Effective Walkways

## Cost-Effective Walkways



## Traditional Sidewalks



# New Sidewalks Program - Achievements

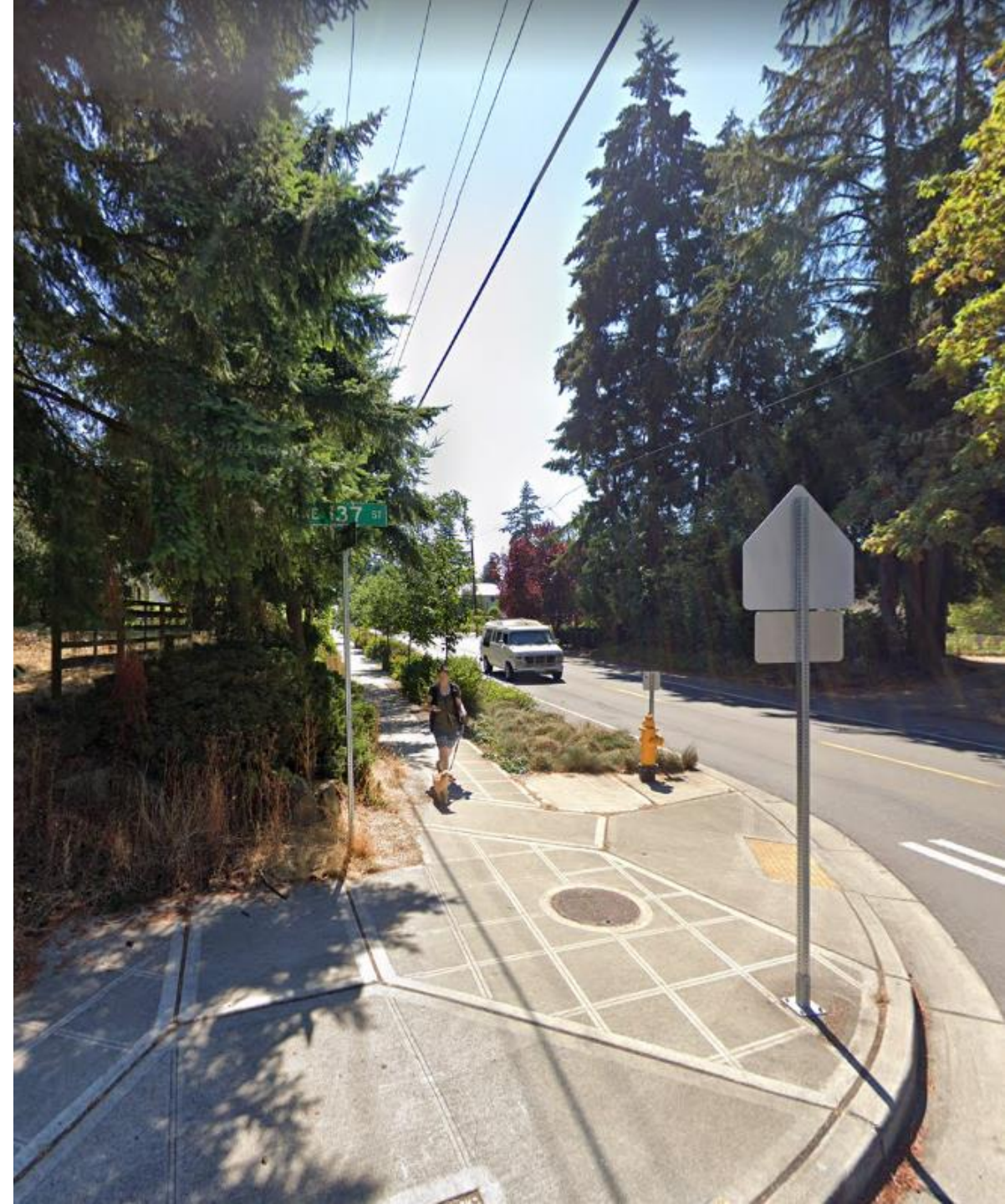
- Completed 27 blocks of sidewalks on Greenwood Ave N; funding available to fill remaining gaps
- Delivered sidewalks in partnerships with Vision Zero corridors: Lake City Way NE, Sand Point Way NE
- Advanced designs and delivery approach for cost-effective walkways



# New Sidewalks - Partnerships

Key Partners Include:

- Seattle Public Utilities
- Vision Zero
- Safe Routes to School
- Sidewalk Safety Repair Program
- Neighborhood Greenways
- Home Zones
- Transit Spot Improvement Program
- RESET/COVID Recovery



# New Sidewalks - Challenges and Opportunities

## Challenges:

- Increasing construction costs
- Many remaining arterials have challenging site conditions
- Design challenges with cost-effective walkways (ADA, stormwater requirements)
- Crew capacity to deliver walkway projects

## Opportunities:

- SPU partnerships can help reduce project stormwater costs
- Aurora Ave N Planning Study



# New Sidewalks - Looking Ahead

- Reorient program to focus on goals over number of blocks
- Allocate funding that aligns with key safety corridor investments and priority community approach, as recommended in the Racial Equity Assessment
- Scale up crew capacity for project delivery



# Crossing Improvements - Achievements

Effectively funds projects that are meaningful and impactful to community.

- On track to meet Levy deliverables
- Able to pivot to make smaller-scale safety improvements in a pinch
  - Leading Pedestrian Intervals
  - Hardened Centerlines
  - All Way Stop Control
- Flexibility to fill funding gaps on community-led improvements



# Crossing Improvements - Partnerships

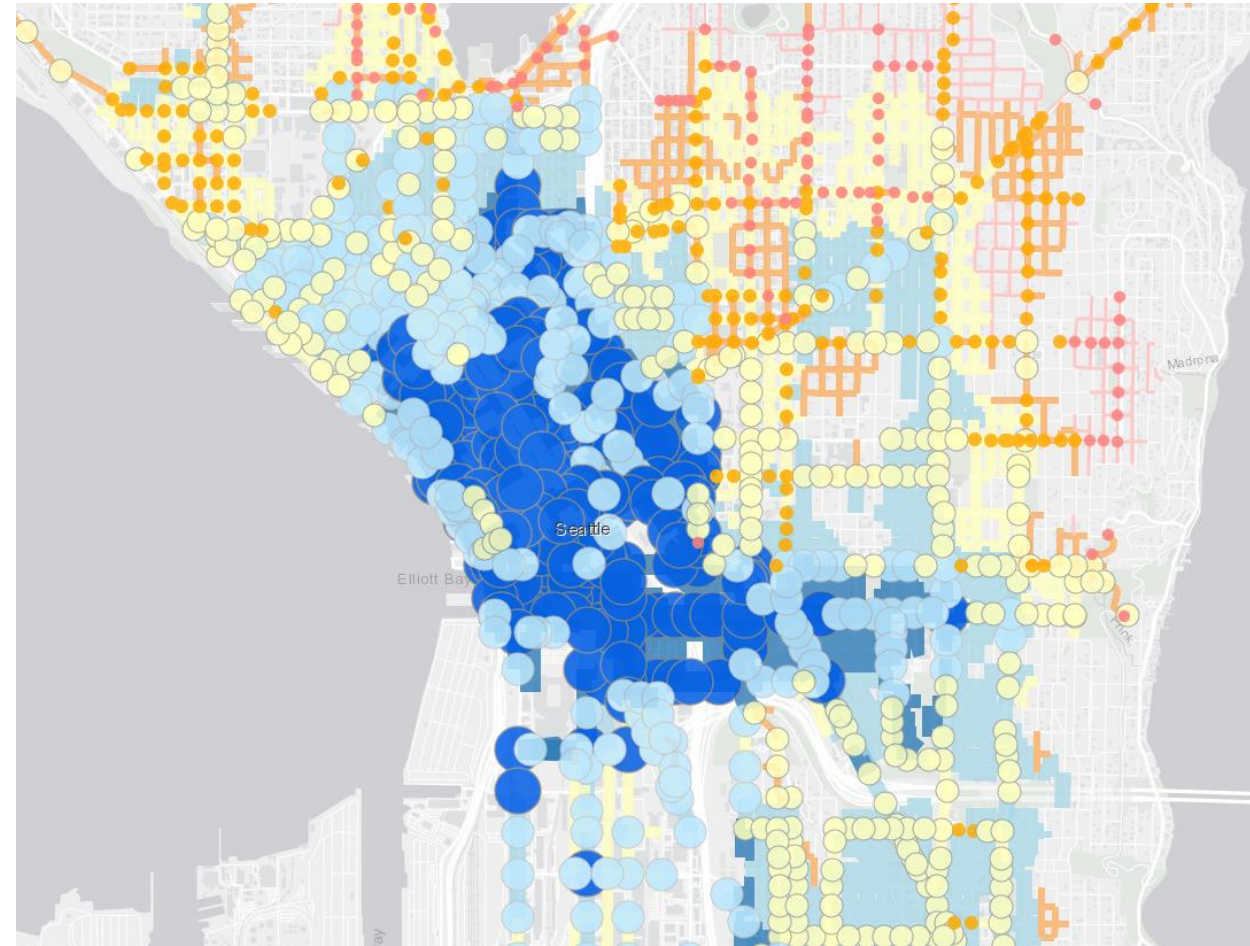
Designed as a spot improvement program; relies on "upstream" improvements to improve network.

- AAC, Corridor Paving Projects
- Non-Arterial Spot Improvements
- Safe Routes to Schools
- Vision Zero
- Neighborhood Greenways
- Bike Master Plan
- Transit Spot Improvement



# Crossing Improvements- Challenges and Opportunities

- Pedestrian Investment Network doesn't always align with needs
- Concentrates investment in densest areas
- Need to streamline improvements through standards and process
- Need more aggressive policy to replace warrant, restrictive
- Tension over maintenance





# Crossing Improvements- Looking Ahead

- Funding for maintenance
- Pedestrian Lighting program
- Invest in policies and upstream improvements for cost-effective crossings
- Fund positions along workflows
- Dedicated engagement staff
- Flexibility is important, but also identifying large shared priority projects



# Questions?



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[www.seattle.gov/transportation/document-library/citywide-plans/modal-plans/pedestrian-master-plan](http://www.seattle.gov/transportation/document-library/citywide-plans/modal-plans/pedestrian-master-plan)



A woman in a dark jacket and patterned shirt is walking across a crosswalk on a city street. In the background, a dark SUV is parked. The scene is overlaid with a semi-transparent blue filter. The text "From the entire SDOT Team: Thank you!" is centered in white.

From the entire SDOT Team:  
**Thank you!**

