

Sidewalk Repair Program

Our mission, vision, and core values

Mission: deliver a high-quality transportation system for Seattle

Vision: connected people, places, and products

Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

For all

Presentation overview

- Sidewalk Repair Program overview
- Existing sidewalk conditions
- Move Seattle deliverables
- Repair prioritization
- Repair responsibility
- Different approaches to sidewalk repair, funding, and enforcement

Program overview

- The Sidewalk Safety Repair Program (SSRP) oversees the maintenance of the City's existing sidewalks.
- The program's goal is to make sidewalks safe and accessible.
- We perform full sidewalk replacement (concrete or asphalt) and preventative maintenance (shims and bevels).



Program overview



8th Ave SW
before &
after



Program overview



8th Ave N
void repair

Program staff

- 2 full-time SSRP staff (in SDOT's Maintenance Ops division)
 - Ross McFarland & Stuart Vitagliano
- 5 concrete crews
- 2 asphalt crews
- 4 street maintenance crews (asphalt sidewalk shims)
- Bevel contractor



Examples of
beveled sidewalks
in Belltown



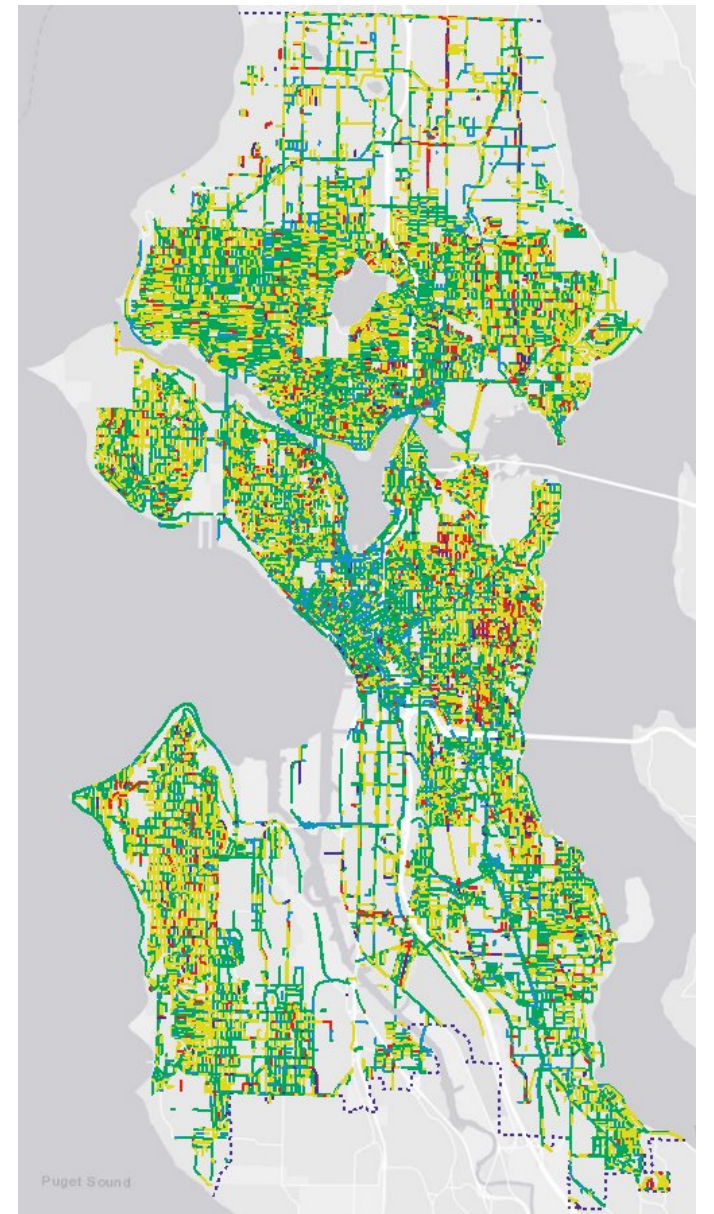
Existing sidewalk conditions

Seattle's sidewalk network

- Over 34,000 blocks of sidewalk
- 2,300 miles of sidewalk

2017 Sidewalk Assessment findings

- 92,000 uplifts
- 38,000 surface conditions
- 20,000 obstructions
- 3,6000 isolated cross slopes



Move Seattle deliverables

2019 Planned Accomplishments

- 10-16 block equivalents of sidewalk replacement (a block equivalent = 2,000 sq ft)
- 5,000 sidewalk spot repairs (bevels/shims)

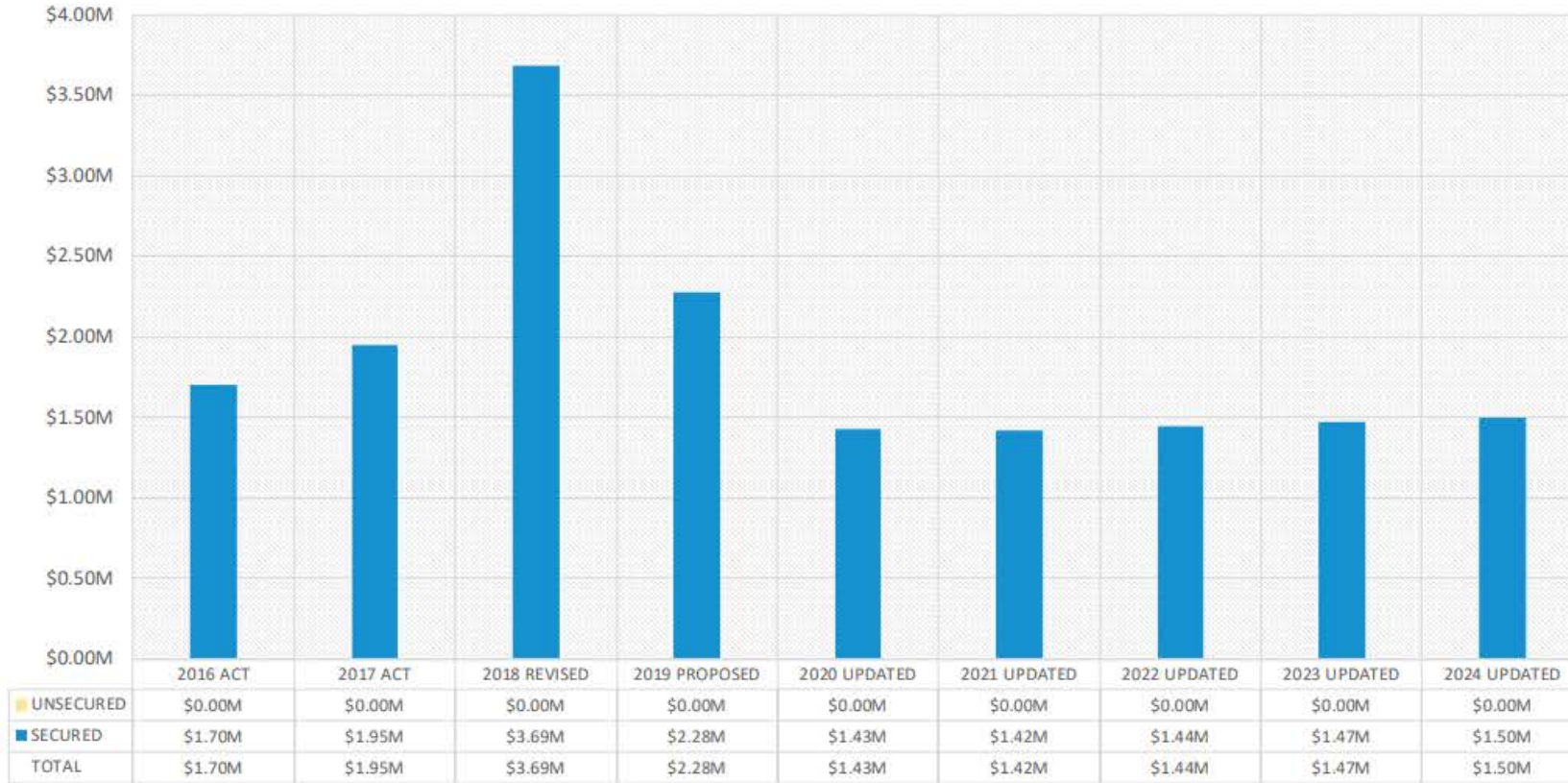
Completed projects (2016-2018)

Year	Type (Partial Replacement)	Achieved (Block Equiv.)	Annual Target	Total Achieved (Block Equiv.)
2016	Crew Construction	7.35	5	42.55
	Capital Project Construction	35.2	N/A	
2017	Crew Construction	6.54	5	11.87
	Capital Project Construction	5.33	N/A	
2018	Crew Construction	14.5	16	23.7
	Capital Project Construction	9.2	N/A	

Note: Several other SDOT programs deliver sidewalk repairs and counts are not reflected here.

Move Seattle: projected 9-year SSRP budget

PLAN BY YEAR BY STATUS



Total Budget \$16.9M

Move Seattle\$14.6M

Local.....\$2.2M

Identified Local*\$0.0M

Leverage.....\$0.0M

Identified Leverage.....\$0.0M

(unsecured grants & partnerships)

*NOTE: Subject to annual Council approval in the budget process.

Funding and repair need

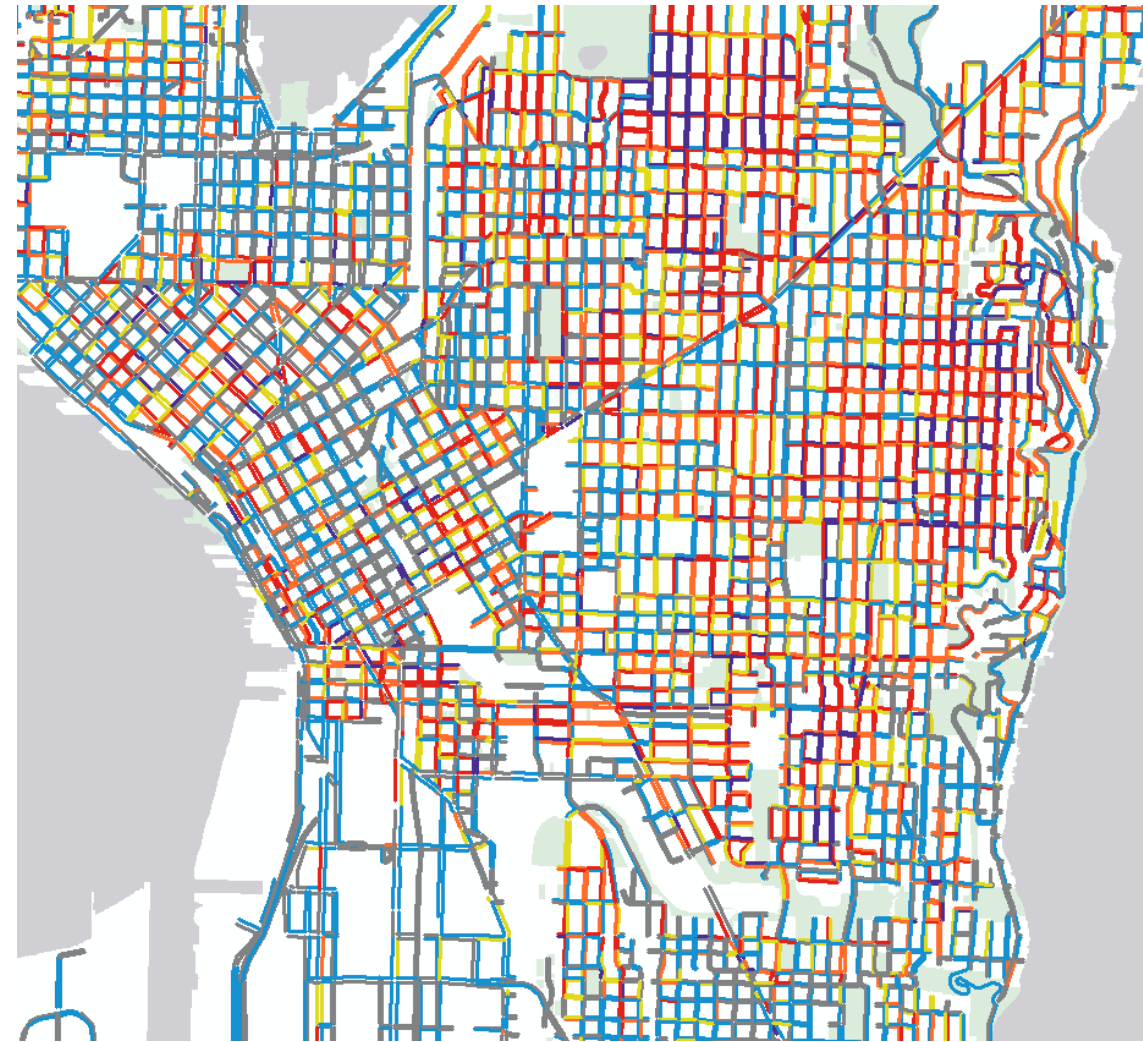
- 2019: \$5.7 million
((\$2 million of which is school camera money)
- 2018: \$3.7 million
- 2017: \$1.9 million

- Estimated **\$500 million to \$1.3 billion** needed to fully repair all sidewalks and remove obstacles
- \$5.6 billion: total replacement value of Seattle sidewalks

Repair prioritization

Prioritization Model inputs:

- Severity of sidewalk observations
(*uplifts, cracking, isolated cross slope, etc.*)
- Density of sidewalk observations
(*more issues on a block face = higher prioritization score*)
- Usage/proximity score
(*distance to schools, government facilities, transit stops, medical facilities, etc.*)

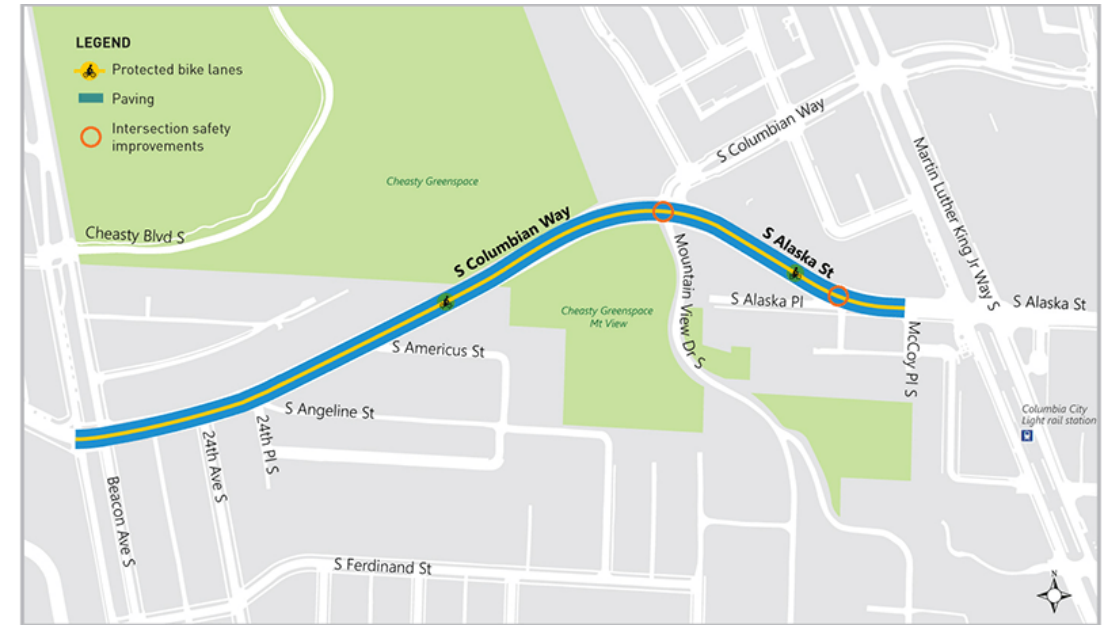


Sidewalk repair prioritization map screenshot
Priority scale: Purple -> Red -> Orange -> Yellow -> Blue -> Grey

Repair prioritization

Additional priority factors

- SDOT street tree causing uplift
- Partnering with ADA ramp projects
- Leveraging opportunities with other capital projects
- Geographic & social justice distribution

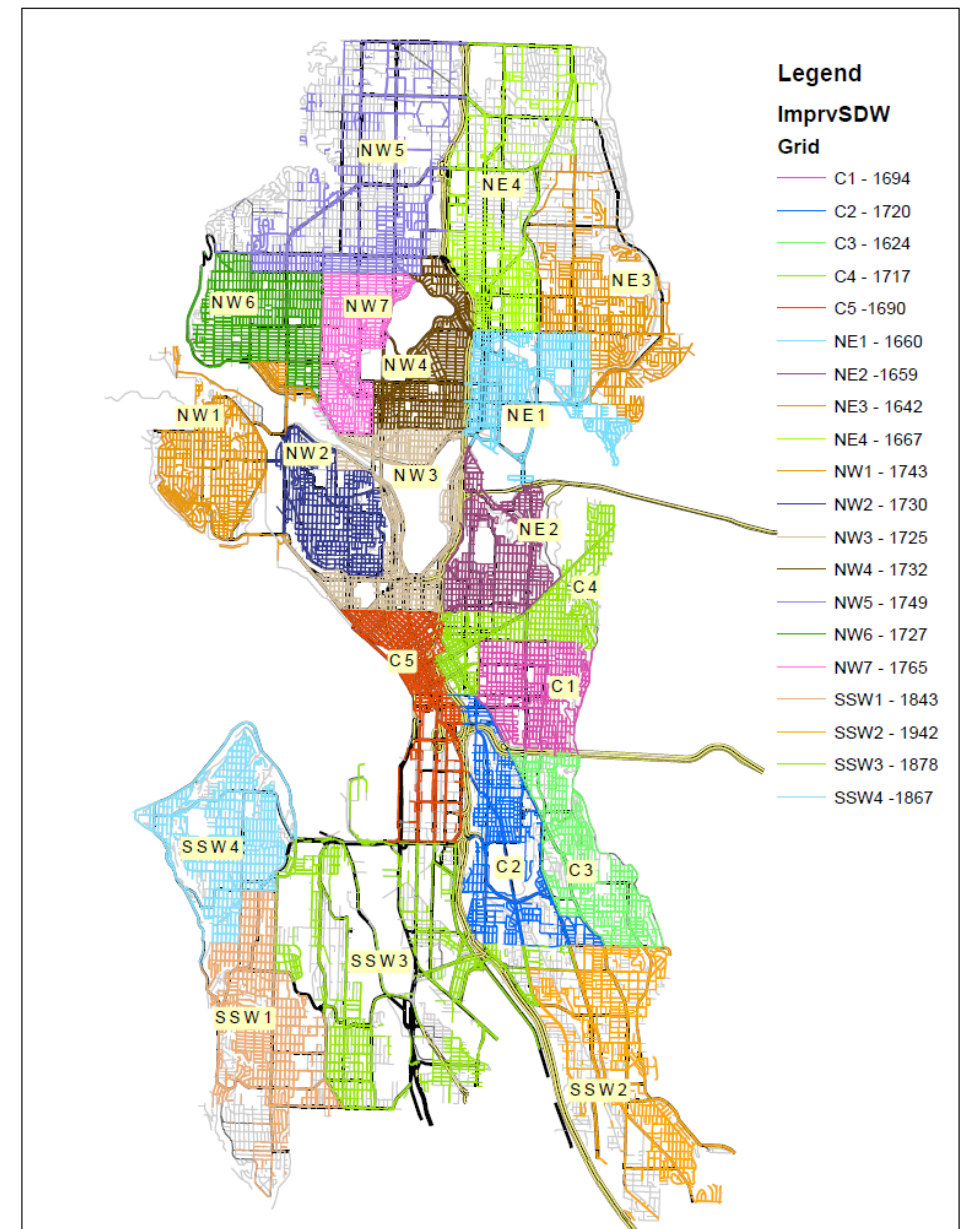


S Columbian Way / S Alaska St paving project

Proactive shims

In 2019, SSRP is piloting a proactive grid approach to sidewalk shims for our Street Maintenance crews.

Goal: Install proactive sidewalk shims on all blocks of sidewalk on a 4 to 5-year rotational schedule.



Sidewalk repair responsibility

Seattle Municipal Code 15.72

- Places responsibility for sidewalk repair and maintenance on adjacent property owner
- SDOT is authorized to notify property owners of sidewalk issues and require repair.
- If SDOT performs the repair work, we are authorized to assess the cost of repair on the adjacent property owner, but only if directly approved by City Council (this rarely occurs).
- In court, liability is often found to be joint, with the City and the property owner each being found partially liable for the sidewalk damage.

Rivett v. Tacoma summary from MRSC

- “In the [*Rivett v. Tacoma*](#) decision (123 Wn.2d 573 (1994)), the state supreme court invalidated Tacoma ordinance provisions that imposed liability upon abutting property owners for damages caused by defective sidewalks, regardless of fault. Tacoma's ordinance was not based upon the statutory provisions of chapters 35.68 through 35.70 RCW. It was based upon the city's authority as a first class city to regulate public rights-of-way, including sidewalks, and upon its nuisance authority.”
- “If your jurisdiction has a provision that imposes liability upon property owners for injuries caused by sidewalk conditions, particularly where there is no requirement of a finding that the property owner caused the hazardous sidewalk conditions, it is advisable to remove that provision. If you have questions about the validity of your sidewalk ordinance in light of Rivett, we suggest you contact legal counsel.”

Exploring new approaches to sidewalk repair, funding, and enforcement

- Denver: cost sharing and income-based repayment program
- Bloomington, IN: cost sharing based on CDBG geographic areas and sidewalk condition rating
- New York City: prioritization based on land use, severity of tree root damage, volume of pedestrian usage

Household Size								Discount	Extended Repayment
1	2	3	4	5	6	7	8		
Total Household Income									
\$0- \$31,499	\$0- \$35,999	\$0- \$40,499	\$0- \$44,949	\$0- \$48,549	\$0- \$52,149	\$0- \$55,749	\$0- \$59,349	100%	Not applicable
\$31,500- \$40,949	\$36,000- \$46,799	\$40,500- \$52,649	\$44,950- \$58,434	\$48,550- \$63,114	\$52,150- \$67,794	\$55,750- \$72,475	\$59,350- \$77,154	75%	Up to 3 years
\$40,950- \$50,349	\$46,800- \$57,549	\$52,650- \$64,749	\$58,435- \$71,899	\$63,115- \$77,699	\$67,795- \$83,449	\$72,475- \$89,199	\$77,155- \$94,949	50%	Up to 3 years
\$50,350- \$62,999	\$57,550- \$71,999	\$64,750- \$80,999	\$71,900- \$89,899	\$77,700- \$97,099	\$83,450- \$104,299	\$89,200- \$111,499	\$94,950- \$118,699	25%	Up to 3 years
\$63,000- \$94,499	\$72,000- \$107,999	\$81,000- \$121,499	\$89,900- \$134,849	\$97,100- \$145,649	\$104,300- \$156,449	\$111,500- \$167,249	\$118,700- \$178,049	0%	Up to 3 years
>\$94,500	>\$108,000	>\$121,500	>\$134,850	>\$145,650	>\$156,450	>\$167,250	>\$178,050	0%	Not eligible

Denver Affordability Program – income guidelines for sidewalk repair partnering

How SPAB can help

- What approaches to sidewalk repair, funding, and enforcement do you want to see?
- What are other cities doing that we should learn from?
- What are current issues you see with how the City of Seattle manages and funds sidewalk repair?

Reading resources in the slide notes



Questions?

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www.seattle.gov/transportation/sidewalk-repair

Report Sidewalk Issues: 206-684-ROAD or use Find it, Fix It app

www.seattle.gov/transportation

