

Appendix A

This appendix includes the cost estimates and responsibilities for the different strategies. They need to be considered in the context of the following points:

Cost estimates are included for illustrative purposes and *not* for budgeting purposes. The estimates are rough and use different approaches. Some strategies provide the cost of an entire program or set of programs, while others simply estimate the cost of doing an action once (e.g., improving one crosswalk) rather than implementing a strategy systematically (e.g., improving all deficient crosswalks). Administration and planning costs are generally very rough. They are not based on developed scopes of work. There is also overlap; administration and planning costs for some strategies that the City is already working on may appear in the overall Operations cost estimates. It would be misleading to add the costs of all the different strategies together.

The costs are based on the actions listed for each strategy. Most of the actions are incremental and can be implemented at higher or lower levels, depending on funding.

Many strategies require additional funds or reallocations from existing efforts. But many costs are, or can be, covered under existing budgets. They are already part of, or can be worked into, existing work plans.

Start Date: Actions listed as *1998* or *1999* are either already underway or will be initiated in the year indicated. Actions listed as *Post-1999* will start after 1999. Actions listed as *New \$* cannot be implemented without additional resources or staff. Implementing actions assigned *Major \$\$* require a major revenue increase. For a more complete explanation of these terms, see the Introduction page 4.

Responsibility indicates the City department or departments bearing the lead responsibility only. Many of the strategies require the participation of a number of departments or other agencies that are not listed.

Summary of Costs, Start Date, and Responsibilities - Operations and Maintenance

Strategy/Action	Cost	Comments	Start Date	Rspnsblty
OM1: Operational Services	\$6-\$8 million per year, depending upon the level of service desired.	For \$8 million, the City can do a reasonable job of meeting its operating needs. With less, service levels decline.	1998, New \$	SEATRAN
OM2: Maintenance and Preservation	\$18 million per year.	Day-to-day maintenance at a level that takes full advantage of the cost-effectiveness of preventive maintenance.	1998, New \$ Major \$\$	SEATRAN
OM3.1: Paving 1) Ongoing maintenance and Retire backlog 2) Life-cycle cost analysis	1) \$13 million per year and \$3 million per year to make reasonable progress on the backlog, \$9 million per year to eliminate over 20 years (total backlog: \$176 million). 2) Nominal	Actual cost cannot be determined until street surfaces are removed and the roadway base has been assessed. This does not include the costs of required upgrades to the City's drainage and wastewater systems, or the cost of non-arterial streets.	1) 1998, New \$, Major \$\$ 2) 1998	SEATRAN
OM3.2: Utility Cuts 1) Strengthen coordination 2) Require CDF use 3) Street Restoration Fund 4) Pedestrian facility restoration	1) \$50,000 2) Not available 3) \$100,000 4) Nominal		1) 1998 2) 1998 3) 1998 4) 1998	SEATRAN
OM 3.3: Minimize Pavement Damage	\$321,000	This is the cost of the current commercial vehicle enforcement program.	1998	SEATRAN
OM3.4: Rehabilitation Ongoing rehab., retire backlog and seismic retrofit	\$12.2 million per year for ongoing costs, \$46 million one time to retire backlog, and \$35 million one time for seismic retrofit.	The ongoing costs is twenty-year average; it would be lower in the early years and higher in later years.	1998, New \$, Major \$\$	SEATRAN
OM3.5: Traffic Controls and Lighting	\$5.4 million per year (\$4.1 million for traffic control, \$1.3 million for lighting)	A systematic effort to replace traffic controls and streetlights before they fail.	1998, New \$, Major \$\$	SEATRAN
OM4: Safety	Not available		1998, New \$, Major \$\$	SEATRAN

Summary of Costs, Start Date, and Responsibilities - Cars

Strategy/Action	Cost	Comments	Start Date	Rspnsblty
C1: Optimize Arterial Streets 1) Operational improvements 2) Capital improvements	1) Varies w/project; Install left turn pocket at \$5,000 for simple restriping; up to \$100,000 or more if street reconfiguration is necessary. 2) Varies w/ project; Signal interconnect at \$10,000-\$50,000 per signal. The City recently spent \$1.5 million to connect 30 signals on 1st and 4th Avenues.		1) 1998, New \$ 2) Major \$\$	SEATRAN

Summary of Costs, Start Date, and Responsibilities - Walking

Strategy/Action	Cost	Comments	Start Date	Rspnsblty
W1.1: Upgrade Pedestrian Crossings 1) Establish priorities 2) Implement improvements	1) Developing prioritized list of problem crossings: \$25,000-\$50,000, depending on scope of effort. Curb Bulbs: \$5-10,000. Reduce curb radius: \$10,000 (from 40' to 20'). Curb ramp: \$1,500. Pedestrian Half-signal: \$15,000-\$25,000. Mid-block crossings: up to \$10,000.	Cheaper to focus on known problems than scope entire universe. Costs increase significantly if drainage inlets or utilities have to be relocated.	1) 1998 2) 1998, New \$	SEATRAN
W1.2: Crosswalks 1) Review data/policies 2) Mark crosswalks	1) Nominal 2) \$350-\$400	2) Includes labor, materials, and traffic control.	1) 1998 2) 1998, New \$	SEATRAN
W1.3: Pedestrian Barriers	Not available		1998	SEATRAN
W1.4: Adjust Signal Timing 1) Evaluate signal timing 2) Implement improvements	Nominal, per location.		1) 1998, New \$ 2) 1998, New \$	SEATRAN
W1.5: Pedestrian Push Buttons 1) Continue not installing 2) Deactivate and remove 3) Do not include in project funding grants	\$2,000 per intersection.	Can accompany other projects or street work.	1) 1998 2) 1998 3) 1998	SEATRAN
W2.1: New Sidewalks 1) Develop annual list of prioritized projects 2) Build sidewalks 3) Develop/test asphalt residential designs	1) Develop project list: \$33,000. 2) Full concrete sidewalks w/ curbs, gutters, and drainage: \$3.76-\$8.94 million per mile. 3) Concrete or asphalt path with low cost-curb: \$1.05-\$3.97 million per mile.	Assumes focus on problems rather than evaluate universe. Costs are for both sides of street.	1) 1998 2) 1998, New \$ Major \$\$ 3) 1999, New \$	SEATRAN

Summary of Costs, Start Date, and Responsibilities - Walking - continued

Strategy/Action	Cost	Comments	Start Date	Rspnsblty
W2.2: Existing Sidewalks 1) Repair sidewalks 2) Incorporate into capital improvements	\$4,000 for 500 sq. ft. \$200,000 per year will allow the City to start reducing the current backlog of damaged sidewalks. \$250,000-\$400,000 per block and up (depending on need to re-crown the street, revise drainage, and relocate existing utilities and amenities).		1) 1998, New \$, Major \$\$ 2) 1998	SEATRAN
W2.3: Revise Sidewalk Funding Policies	Nominal		New \$	SEATRAN
W3: Sidewalk Lighting 1) Identify needs 2) Implement improvements 3) Lighting as crime prevention	1) \$50,000 2) On existing pole: \$800 Lower height pole plus installation: \$1,250. Pruning (single crew and truck): about \$200,000 per year. 3) Not available	Higher costs for ornamental poles w/underground wiring. Lower costs for use of existing poles. SEATRAN prunes City-owned trees on an average of every 7 to 8 years. This is twice the length of the pruning cycle recommended by most arborists.	1) New \$ 2) Major \$\$	SEATRAN 3) SPD
W4.1: Review Design Standards	\$50,000--one-time cost	Includes revision process. Update of standard specs now underway.	1999, Post-1999	SEATRAN DCLU
W4.2: Key Pedestrian Streets 1) Code consolidation 2) Designate streets 3) Develop plans and funding strategies	\$50,000--one-time cost		1) 1998 2) 1998 3) 1998	SPO SEATRAN NPO DCLU
W5: Funding Guidelines	Nominal		1998	SEATRAN SPO
W6: Innovative Projects	Depends on project		1998, New \$	SEATRAN

Summary of Costs, Start Date, and Responsibilities - Bicycling

Strategy/Action	Cost	Comments	Start Date	Rspnsblty
B1: Complete and Expand Urban Trails network 1) Develop list of priority improvements 2) Amend Urban Trails map in Comprehensive Plan	Trail: \$1.2 million per mile, not including structures. Painted bike lane: \$7,000 per 660' block (lanes on two street-sides). Bicycle route signs: \$150 per sign. Traffic circles: \$ 8,000. Planning and Development: \$50,000 (includes B2, below).		1) 1998, New \$ 2) 1998	SEATRAN
B2: Eliminate Barriers and Resolve Safety Problems 1) Identify barriers 2) Continue Spot Improvement Program 3) Provide bike access for traffic control devices	Costs vary widely depending on the barrier. Pothole patching: \$1500 per 500 square feet. Traffic sign: \$150 per sign. Install bike racks (see B5, below). Planning and Development: \$50,000 (includes B1, above).	Current budget: \$100,000-\$500,000, depending on grants	1) 1998, New \$ 2) 1998, New \$ 3) 1998	SEATRAN
B3: Bridge Access 1) Give pedestrians and bikes safe, convenient access 2) Access during construction period	Varies w/project.		1) 1998 2) 1998	SEATRAN
B4: Street Space 1) Install wide curb lanes 2) Street priority to bicyclists	1) Painted lane: \$3,500 per 660' block; Widen existing lane: \$500,000 for 10' wide by 600' long. 2) Nominal	Higher cost if street needs to be recrowned, if there is more than average utility relocation. Lower if doing several nearby locations.	1) 1998 2) 1998	SEATRAN
B5: Bicycle Parking 1) Install bike racks 2) Review Code requirements	1) Install bike rack: \$200 for simple racks; \$550-\$900 for larger racks. 2) \$30,000		1) 1998 2) 1999	SEATRAN DCLU SPO
B6: Improve Funding Guidelines	Nominal		1998	SEATRAN
B7: Support Innovative Projects	Depends on project.		1998, New \$	SEATRAN

Summary of Costs, Start Date, and Responsibilities - Transit

Strategy/Action	Cost	Comments	Start Date	Rspnsblty
T1.1: Seattle Transit Initiative 1) Speed and reliability improvements 2) New transit options 3) Strengthen collaboration	1) See T2.1-T2.6, below 2) See NT2, below 3) Not available		1) 1998 New \$ 2) 1999, Major \$\$ 3) 1998	SPO SEATRAN
T2.1: Reduce Transit Bottlenecks	Vary widely. Examples: Parking meter removal: \$400 No-parking signs: \$150 Restriping at intersection: \$500 Wider curb radius: \$10,000-\$20,000 Queue Bypass: \$25,000-\$2.5 million, depending on the need to reprofile street and change traffic controls. Planning and development for systematic program: \$100,000-\$300,000, depending on level of effort.	If stand-alone project, funding generally from King County Metro. If combined with larger projects, cost may be shared with City. City contributions to the construction cost would considerably accelerate project implementation.	1998, New \$	SEATRAN
T2.2: Signal Priority	Planning and development: \$100,000-\$200,000 depending on the level of effort. Retime signal: nominal	King County Metro will fund the capital costs of signal preemption projects.	1998, New \$	SEATRAN
T2.3: Re-entry Delays 1) Install bus bulbs 2) Yield to bus enforcement campaign	1) Bulbs cost about \$50,000 (depending on size, paving treatments and amenities, and other factors). 2) Not available		1) New \$, Major \$\$ 2) Post-1999	SEATRAN
T2.4: Consolidate Bus Stops	Not available		1998, New \$	SEATRAN

Summary of Costs, Start Date, and Responsibilities - Transit - continued

Strategy/Action	Cost	Comments	Start Date	Rspnsblty
T2.5: Encourage King County Metro to Buy Low-floor Buses	Nominal	The price difference between low-floor and regular buses is not significant.	1998	SEATRAN
T2.6: Develop More Efficient Fare Systems	Nominal	King County Metro would fund costs.	1998	SEATRAN
T3.1: Bus Stop Improvements 1) Identify key locations, pursue private investment 2) Design, implement improvements	Planning and development needed to move this strategy forward: \$25,000-\$50,000. Costs for a full range of improvements at a single stop range from \$100,000-\$250,000.	King County Metro's Six-Year Plan has \$16.3 million budgeted for transfer point improvements system-wide, and \$27 million budgeted for transit hub improvements. There are ten Seattle transit hub locations.	1) 1998 2) New \$	SEATRAN SPO
T3.2: Improve Bus Service Information	Planning and development: \$25,000-\$100,000.	King County Metro will have to lead effort.	1998, New \$, Major \$\$	SEATRAN
T3.3: Explore Real-time Bus Information	Planning and development: \$25,000-\$50,000	King County Metro would fund actual development costs.	1998	SEATRAN
T4: Transit Service Priorities 1) Develop priorities 2) Promote performance standards 3) Reallocate recaptured service 4) Update and integrate classifications	\$100,000-\$200,000, depending on level of effort.		1) 1998 2) 1998 3) 1998 4) 1999	SPO SEATRAN
T5.1 Participate In Fare Reduction Efforts	Depends on level of effort.		Post-1999, New \$	SPO SEATRAN
T5.2 Free Ride Zone Expansion	\$15,000 (planning)		1999	SPO SEATRAN

Summary of Costs, Start Date, and Responsibilities - Transit - continued

Strategy/Action	Cost	Comments	Start Date	Rspnsblty
T5.3: Support Equitable Fare Structure	Nominal		1998	SEATRAN SPO
T6: Discourage Park And Rides 1) Do not permit, with exceptions 2) Promote walking, bike, and transit access	Nominal but not including analysis of proposed park and rides.		1) 1998 2) 1998	SPO SEATRAN
T7: Support King County Metro's Public Involvement Process 1) Work with King County Metro on public involvement 2) Work to incorporate neighborhood plans	Nominal		1) 1998 2) 1998	SEATRAN SPO
T8: Transit Innovations 1) Test new services 2) Evaluate neighborhood circulators 3) Explore opportunities for new technologies	1) Depends on project 2) \$25,000, shared with King County Metro.		1) 1998 2) 1999, New \$ 3) Post-1999	SPO SEATRAN

Summary of Costs, Start Date, and Responsibilities – New Transit Strategies

Strategy/Action	Cost	Comments	Start Date	Rspnsblty
NT1: Extend Monorail Service 1) Support planning effort and work with ETC to identify and secure funding 2) Integrate into Seattle Transit Initiative	Not available	The City gave \$200,000 to the ETC in 1998 for administrative costs.	1) 1998, New \$, Major \$\$ 2) 1998	SPO
NT2: Seattle Transit Initiative 1) Work with partners to evaluate options 2) Implement system	1) \$750,000 2) Not available		1) 1998, New \$ 2) 1999, Major \$\$	SEATRAN SPO
NT3: Water-based Transit Service 1) Work to continue the Elliott Bay Water Taxi 2) Explore options for other water-based services	1) \$140,000 2) \$100,000	1) Includes match for dock improvements, docking study, and staff time.	1) 1998, New \$ 2) New \$	SEATRAN DON SPO

Summary of Costs, Start Date, and Responsibilities - Sound Transit

Strategy/Action	Cost	Comments	Start Date	Rspnsblty
ST1: Ensure Sound Transit Provides Best Possible High Capacity Transit Service 1) Work to build system 2) Connect Sound Transit with local transit trips 3) Adopt easy, effective fare system 4) Identify additions to light rail system	Not available		1) 1998 2) 1998 3) 1998 4) Post-1999, New \$	SPO
ST2: Secure Effective Public Involvement	Not available		1998	SPO NPO
ST3: Sound Transit Station Area Planning 1) Promote station area planning process 2) Make sure stations accessible by walking, transit, and biking 3) Target station areas for appropriate housing and commercial development 4) Promote good station design	\$2.5 million for 2.5 years	Sound Transit is reimbursing the City under an interlocal agreement.	1) 1998 2) 1998 3) 1998 4) 1998	SPO DCLU
ST4: Maximize Economic Benefits 1) Promote local contracting and hiring 2) Establish job development initiatives 3) Protect fragile business areas 4) Support investment in commuter rail	Not available		1) 1998 2) 1998 3) 1998 4) 1998	OED
ST5: Integrate Infrastructure Investments	Not available		1998	SPU, SEATRAN
ST6: Seek Financing For Unfunded Components	Nominal		1998	OIR
ST7: Ensure Fair Transit Re-Deployment	Nominal		1998	SPO SEATRAN
ST8: Promote Bicycle Access to Sound Transit 1) Ensure safe, convenient access to stations 2) Ensure adequate bike parking and storage 3) Maximize bike access on light rail trains 4) Protect and enhance bike facilities in rail corridors	Nominal Bike racks: \$550-\$900 each. Bike lockers: \$3500 each.	Sound Transit would cover the actual facility costs.	1) 1998 2) 1998 3) 1998 4) 1998	SPO SEATRAN

Summary of Costs, Start Date, and Responsibilities - Transportation Demand Management

Strategy	Cost	Comments	Start Date	Rspnsblty
DM1: Trip Reduction Initiative 1) Develop comprehensive program 2) Strengthen collaboration	1) See Strategies DM2-17, below 2) Not available		1) New \$ 2) 1998	SPO SEATRAN
DM2: Flex Pass Programs 1) Work w/ King County Metro to investigate Flex Pass 2) Work w/ King County Metro on incentive fund	1) Nominal 2) Depends on the size of the fund; \$250,000 would be a good start	If the City contributed a \$25 subsidy to each annual pass, given an average of 164 trips, each trip would cost the City about 15 cents.	1) 1998 2) 1998, New \$	SPO SEATRAN
DM3: Carpools/Vanpools 1) Participate in regional assessment 2) Support funding 3) Continue on-street program 4) Make lighting enhancements 5) Amend Land Use Code for carpool/vanpool spaces beyond existing requirements 6) Develop strategies for shared parking spaces	1) Nominal 2) Nominal 3) \$300,000 per year, including freeway lot maintenance. 4) Approximately \$35,000 one-time, plus annual operating costs. 5) \$4,000, plus enforcement and monitoring.		1) Post-1999 2) 1998 3) 1998 4) New \$ 5) 1999 6) Post-1999	SEATRAN DCLU SPO
DM4: Helping Small Businesses 1) Small business assistance 2) Evaluate/implement other strategies	1) \$50,000 per year for a modest program target two business associations each year. 2) \$50,000		1) New \$ 2) New \$	SEATRAN
DM5: Using Parking Cash-out 1) Work to promote 2) Evaluate requirements/incentives 3) Education programs	\$10,000-\$25,000		1) 1999 2) 1999 3) Post-1999	SPO SEATRAN

Summary of Costs, Start Date, and Responsibilities - Transportation Demand Management - continued

Strategy	Cost	Comments	Start Date	Rspnsblty
DM6.1: Update Older TMPs	\$50,000 per year for three years		New \$	SEATRAN
DM6.2: Monitoring and Support of TMPs 1) Increase staff resources 2) Streamlined TMP reporting and tracking	1) \$100,000 per year 2) \$35,000 – one time cost		1) New \$ 2) New \$	SEATRAN DCLU
DM6.3: Residential TMPs	\$25,000 to develop models		New \$	DCLU SEATRAN
DM7: TDM Grants Program	Depends on size of program. \$200,000 would fund modest program.		New \$	SPO SEATRAN
DM8: Seattle Smart Card	Not available		1998, New \$, Major \$\$	ESD SPO SEATRAN
DM9: Telecommuting 1) Educate Employers 2) Work to set up satellite sites	\$100,000 per year		1) 1998, New \$ 2) New \$	SEATRAN
DM10: Proximate Commuting	\$50,000 to develop options; implementation costs depend on strategies selected.		New \$	SPO SEATRAN
DM11: Car-Sharing 1) Demonstration program 2) On- and off-street parking options	\$30,000 (for 1999-2000)	King County is also funding.	1) 1998 2) 1998	SEATRAN SPO
DM12: Unbundle Parking	\$25,000 to develop proposal/options.		1998	SPO
DM13: Transportation Pricing 1) Reform transportation pricing 2) Pursue revenue sources	\$15,000-\$25,000		1) 1998 2) 1998	SPO SEATRAN
DM14: Major Corridor Projects	Nominal		1998	SEATRAN SPO

Summary of Costs, Start Date, and Responsibilities - Transportation Demand Management - continued

Strategy	Cost	Comments	Start Date	Rspnsblty
DM15.1: TDM Education and Marketing Campaign 1) Develop and implement campaign 2) Develop programs for non-work trips	Depends on scope of program for how costs are shared with other jurisdictions.		1) New \$ 2) New \$	SPO SEATRAN
DM15.2: TDM Education in Schools 1) Work with SEEC and others 2) Work into Drivers Ed.	Materials: \$50,000 Planning and Development: \$50,000 per year		1) New \$ 2) New \$	SPO SEATRAN
DM16: Recognize Good TDM Programs	\$50,000 annual sponsor contribution.	Proportionately similar to contributions from other public agencies.	1998, New \$	SEATRAN
DM17: Regional Collaboration	Not available		1998	SPO SEATRAN

Summary of Costs, Start Date, and Responsibilities - Additional Strategies

Strategy	Cost	Comments	Start Date	Rspnsblty
A1: Incorporate Improvements 1) Evaluate and incorporate improvements 2) Training for City staff	Varies widely		1) 1998 2) 1998, New \$	SEATRAN
A2.1: Work with Ferries on Passenger Orientation, Transit Connections	\$10,000 per year.		1998	SPO
A2.2: Improve Transit Connections for Walk-on Ferry Passengers	Unavailable		1) 1998 2) Post-1999	SPO
A3: Use Signal Interconnect, Detection, and Control Systems 1) Signal timing 2) Signal interconnect	Signal interconnect: \$10,000-\$50,000 per signal. Loop detector: \$3,000 per lane approach. Much cheaper as part of larger project.	Higher interconnect cost if more upgrade of existing equipment is needed, and if interconnect extends to City's traffic management center.	1) 1998, New \$ 2) 1998, New \$ Major \$\$	SEATRAN
A3.1: Use ITS systems 1) Help complete ITS Plan 2) Implement projects	\$5 million, to complete implementation of ITS Plan.		1) 1998 2) New \$ Major \$\$	SEATRAN
A4: Traffic and Parking Enforcement 1) Analyze accident patterns; enforcement strategy 2) Expand education 3) Develop brochures 4) Emphasis campaigns	1) \$20,000 2) \$25,000, depending on level of effort. 3) \$30,000 4) Not available.		1) New \$ 2) 1998, New \$ 3) New \$ 4) Post-1999	SEATRAN SPD SPO 4) SPD
A5: Increase Availability of Taxi Stands 1) Work to create taxi stands 2) Encourage off-street queuing areas	\$10,000-\$25,000		1) 1999, New \$ 2) New \$	SEATRAN
A6: Improve Traveler Information 1) Develop & display maps 2) Participate in efforts to provide real-time information.	High (specific estimate not available)		1) New \$ 2) New \$	SEATRAN SPO

Summary of Costs, Start Date, and Responsibilities - Neighborhoods

Strategy	Cost	Comments	Start Date	Rspnsblty
N1: Neighborhood Traffic Control Program: Continue current program	Landscaped traffic circle on asphalt/concrete street: \$4,000/\$6,000. Landscaped chicanes on asphalt/concrete street: \$8,000/\$14,000. Choker on asphalt/concrete street: \$7,000/\$13,000. Curb radius reduction: \$10,000-20,000. Landscaped street closure: \$30,000-\$100,000. Landscaped partial street closure: \$6,000. Signs and paint only: \$500. Planning and Development: \$500,000.	Based on current budget.	1998	SEATRAN
N2: Improving Streetscapes On Central Streets 1) Work with neighborhoods to design, fund improvements 2) Designate Key Pedestrian Streets	1) \$200,000-\$400,000 for program, depending on level of effort. 2) Planning and Development: \$100,000. 3) \$50,000--one-time cost.		1) 1998, New \$, Major \$\$ 2) 1998, New \$	SEATRAN SPO NPO
N3: Neighborhood Business Districts 1) Identify Gaps 2) Provide information 3) Host/support forum	1) \$15,000 2) \$25,000 3) \$5,000		1) 1998 2) 1998 3) New \$	OED, NPO.
N4.1: Strengthen Pedestrian Standards 1) Review Land Use Code 2) Review rezones/street vacations	1) \$10,000 2) Nominal	Around Sound Transit stations in 1999 through City's Station Area Planning process and post-1999 for other parts of city.	1) 1999, Post-1999 2) 1998	DCLU SEATRAN

Summary of Costs, Start Date, and Responsibilities - Neighborhoods - continued

Strategy	Cost	Comments	Start Date	Rspnsblty
<p>N4.2: Make Streets With Transit Service Pedestrian-friendly</p> <p>1) Include in criteria 2) Designate as Key Pedestrian Streets 3) Increase sidewalk widths</p>	<p>1) Nominal 2) Covered in W4.2, above, \$150/sq.ft for added width plus \$8/sq.ft of existing sidewalk if regrading is necessary. Widening a 10' sidewalk to 12' on one side of a 600' block would cost \$180,000 if regrading were not necessary, and about \$230,000 if it were.</p>	<p>The less a sidewalk is widened, the less likely the existing sidewalk will need to be regraded.</p>	<p>1) 1998 2) 1998 3) Post-1999, New \$, Major \$\$</p>	<p>SEATRAN</p>
<p>N4.3: Supplement And Extend Design Review Guidelines</p>	<p>\$5,000</p>		<p>1999, Post-1999</p>	<p>DCLU</p>
<p>N4.4: Support Transit With Appropriate Densities</p> <p>1) Evaluate Land Use Code provisions for development densities 2) Work with neighborhoods</p>	<p>1) \$3,000 to assess existing provisions Changes will also be evaluated as part of Sound Transit work, Neighborhood Planning process. 2) Part of Neighborhood Planning process.</p>		<p>1) 1999, Post-1999 2) 1998</p>	<p>1) DCLU 2) NPO</p>
<p>N4.5: Density Standards</p>	<p>\$30,000</p>		<p>1999, Post-1999</p>	<p>DCLU SPO</p>
<p>N5: Location Efficient Mortgages</p>	<p>Not available</p>		<p>1998</p>	<p>DHHS</p>
<p>N6: Develop and Implement Green Streets</p> <p>1) Continue designating 2) Assist in developing plans and funding strategies</p>	<p>Planning and Development: \$100,000 Implementation costs depend on specific improvements.</p>		<p>1) 1998 2) 1998, New \$</p>	<p>SEATRAN SPO DCLU</p>

Summary of Costs, Start Date, and Responsibilities – Protecting Our Environment

Strategy	Cost	Comments	Start Date	Rspnsblty
ENV1: Advocate for Fuel Efficient Vehicles	Nominal		1998	OIR
ENV2: Encourage Cleaner Fuels 1) Strategies and materials 2) Encourage private fleets 3) Partnerships for refueling 4) New legislation 5) Electric infrastructure 6) Transit and large fleets	Cost estimates are being developed. These costs will be determined and shared by participants in the Clean Cities Coalition.		1) 1998, New \$ 2) 1999, New \$ 3) 1998, 1999, New \$ 4) 1999 5) 1998, Post-1999, New \$ 6) 1998, 1999, New \$	SPO OIR SCL ESD
ENV3: Reduce Noise Impacts 1) Lobby State Legislature 2) Work w/ WSDOT	1) Nominal 2) Not available		1) 1998 2) 1998, New \$	1) OIR, SPO 2) SEATRAN

Summary of Costs, Start Date, and Responsibilities - Moving Freight and Goods

Strategy	Cost	Comments	Start Date	Rspnsblty
FM1.1: Fix Obstacles on Truck Routes 1) Develop list of priorities 2) Implement projects	Curb radius: \$10,000-\$20,000; Utility pole relocation:\$1000-\$1500 per pole. Planning and Development: \$100,000-\$300,000, to establish annual program.		1) 1998 2) 1998, New \$	SEATRAN
FM1.2: Review Design Standards	\$50,000--one-time cost	Includes revision process.	1999, Post-1999	SEATRAN
FM1.3: Pavement on Truck Routes 1) Add truck streets to paving criteria 2) Add critical non-arterials to paving program	1) Nominal 2) \$80-\$100 per square yard for full concrete pavement.		1) 1998 2) New \$ Major \$\$	SEATRAN
FM2.1: Grade Separate Key Routes 1) Develop list of priorities 2) Implement projects	\$20-100 million estimated. \$20 million estimated for S. Lander Street. \$100 million estimated for S. Royal Brougham		1) 1998 2) Major \$\$	SEATRAN
FM2.2: Explore Strategies for Minimizing Other Conflicts	\$25,000 to formally evaluate specific options and policies.		1998, New \$ Major \$\$	SEATRAN
FM3.1: Relocate Facilities To Avoid Road/Rail Conflicts	\$500,000-\$1 million per location to relocate rail tracks or to construct new access roadway. Planning and Development: \$50,000.		New \$	SEATRAN
FM3.2: Coordinate Signals	\$50,000-\$100,000 to interconnect small system. Planning and Development: \$25,000.		New \$	SEATRAN
FM4: Develop and Implement Strategies to Preserve Rail Corridors and Capacity	\$15,000 to develop strategies.		1998, Post-1999 New \$	SEATRAN

Summary of Costs, Start Date, and Responsibilities - Moving Freight and Goods - continued

Strategy	Cost	Comments	Start Date	Rspnsblty
FM5: Evaluate Potential Code Changes Regarding Rail Operations	\$25,000		1999, New \$	SEATRAN
FM6: Develop and Implement Strategies to Protect/Improve Freight Access to M/I Areas	\$20,000 to develop strategies.		1998, New \$ Major \$\$	SEATRAN
FM7: Develop and Implement Goods Delivery Strategies	\$25,000 to develop strategies.		1998, New \$	SEATRAN
FM8: Review Marine and Air Access Policies	\$10,000		New \$	SEATRAN
FM9: Develop Funding Partnerships	\$25,000		1998	SEATRAN
FM10: Coordinate Work on Freight Issues	\$100,000 annual cost.	Already established as a part-time position.	1998	SEATRAN

Summary of Costs, Start Date, and Responsibilities - Parking

Strategy	Cost	Comments	Start Date	Rspnsblty
P1.1: Review Parking Requirements 1) Conduct Parking Study 2) Adjust requirements as appropriate	\$120,000 for study.		1) 1999 2) 1999	DCLU SPO
P1.2: Increase Flexibility 1) Review and expand flexibility in parking requirements 2) Evaluate shared parking	\$15,000, plus work included in P1.1 above.	Does not include ongoing staff time to review projects requesting exceptions or enforcement.	1) 1999 2) 1999	DCLU SPO
P1.3: Off-site Parking for Multi-family Residential	\$5,000		1998	DCLU
P2: Work w/ Neighborhoods on Parking Management	\$50,000-\$100,000		1998, New \$	NPO SPO
P3: Transition to Centralized Parking garages	\$20,000 for study.	A detailed financial evaluation is available regarding the construction and operation of parking garages within urban villages.	Post-1999	SPO DCLU
P4: Make Parking More Pedestrian-friendly 1) Evaluate current standards, improvements 2) Key Pedestrian street requirements	\$10,000	Around Sound Transit stations in 1999 through City's Station Area Planning process and post-1999 for other parts of city.	1999, Post-1999	DCLU
P5: 72-hour On-street Parking	Nominal		1998	SEATRAN SPD
P6: Curb Space Priorities 1) Formalize existing policy 2) Review parking fines	Nominal		1) 1999 2) 1998	1) SEATRAN 2) LAW
P7: Develop Parking Navigator Systems	\$25,000-\$50,000 for Planning and Development.		1998, New \$	SPO
P8: Parking Management Strategies Roundtable	\$10,000-\$25,000		1999	SPO

Summary of Costs, Start Date, and Responsibilities - Funding

Strategy	Cost	Comments	Start Date	Rspnsblty
F1: Increase General Fund Support	Depends on amount.		1998, Post-1999	N/A
F2: Increase Gas Tax Revenues Lobby Legislature	Staff time to develop the proposal is a portion of the time that the City spends lobbying state issues.		1998	OIR
F3: Local Option Gas Tax	Staff time to develop the proposal is a portion of the time that the City spends lobbying state issues.		1998	SPO
F4: Commuter Parking Tax 1) Evaluate options 2) Lobby for improvements	Staff time to develop the proposal is a portion of the time that the City spends lobbying state issues.		1998	OIR SPO
F5: Property Taxes 1) Bond measure as last resort 2) Include transportation projects in neighborhood bond 3) Consider lobbying for transportation levy	Staff time to develop the proposal is a portion of the time that the City spends lobbying state issues.		1) Post-1999 2) Post-1999 3) Post-1999	OIR SPO
F6: Localized Revenue Sources 1) Continue to evaluate alternatives sources 2) Organize LIDs	1) Not Available 2) \$400,000-\$500,000 for a small program to organize LIDs.		1) 1998 2) 1999	SEATRAN
F7: Support Efforts to Develop Transportation Pricing Strategies	Not available.		1998	SPO SEATRAN

Summary of Costs, Start Date, and Responsibilities - Priorities

Strategy	Cost	Comments	Start Date	Rspnsblty
Use Criteria To Rank Funding Priorities	Not available		1998	SEATRAN
Develop a More Rigorous Process for Evaluating/Ranking Discrete Capital Improvements	\$50,000--one-time cost		1998	SEATRAN
Review and Evaluate Prioritization Process	\$25,000--one-time cost		1998	SEATRAN

Summary of Costs, Start Date, and Responsibilities - Evaluation

Strategy	Cost	Comments	Start Date	Rspnsblty
E1: Establish Indicators to Monitor Progress	Nominal		1999	SPO
E2: Evaluate Strategies as They Are Implemented	Not available but significant.		1998	Implementing Department
E3: Track Implementation and Prepare Annual Report	\$20,000		1999	SEATRAN SPO