SIDEWALK MASTER PLAN

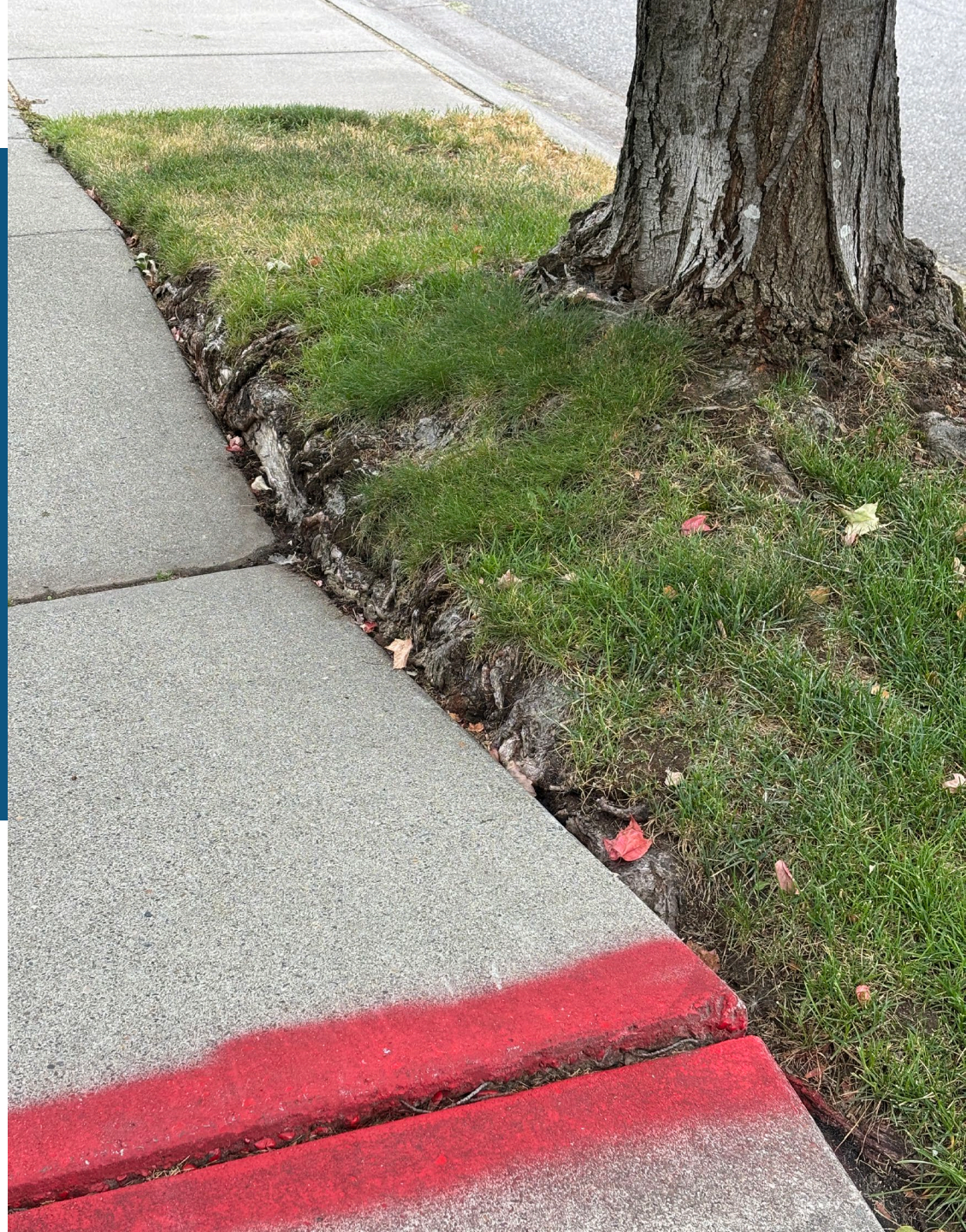
TOWN HALL PRESENTATION

September 24, 2026

TOWN HALL AGENDA

- **Sidewalk Master Plan Presentation (6:00 – 6:30pm)**
  - Understand Current Sidewalk Conditions
  - Learn How Sidewalks Repairs Are Prioritized
- **Engagement Activities (6:30 – 8:00pm)**
  - Evaluate Repair Responsibility & Funding Approaches
  - Interact with city staff, review materials, provide feedback

SCOPE OF SIDEWALK MASTER PLAN



Project Timeline

July 2025: Sidewalk Damage Data Collection

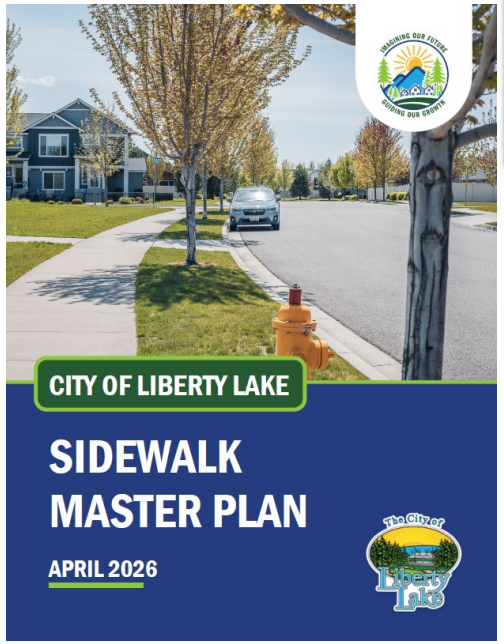
Nov 2025: Project Kick-off

Dec 2025 – Feb 2026: Focus Groups

April 2026: Sidewalk Master Plan Draft Finished

Aug – Sept 2026: Public Engagement

Oct – Dec 2026: Draft Project Recommendations for City Council

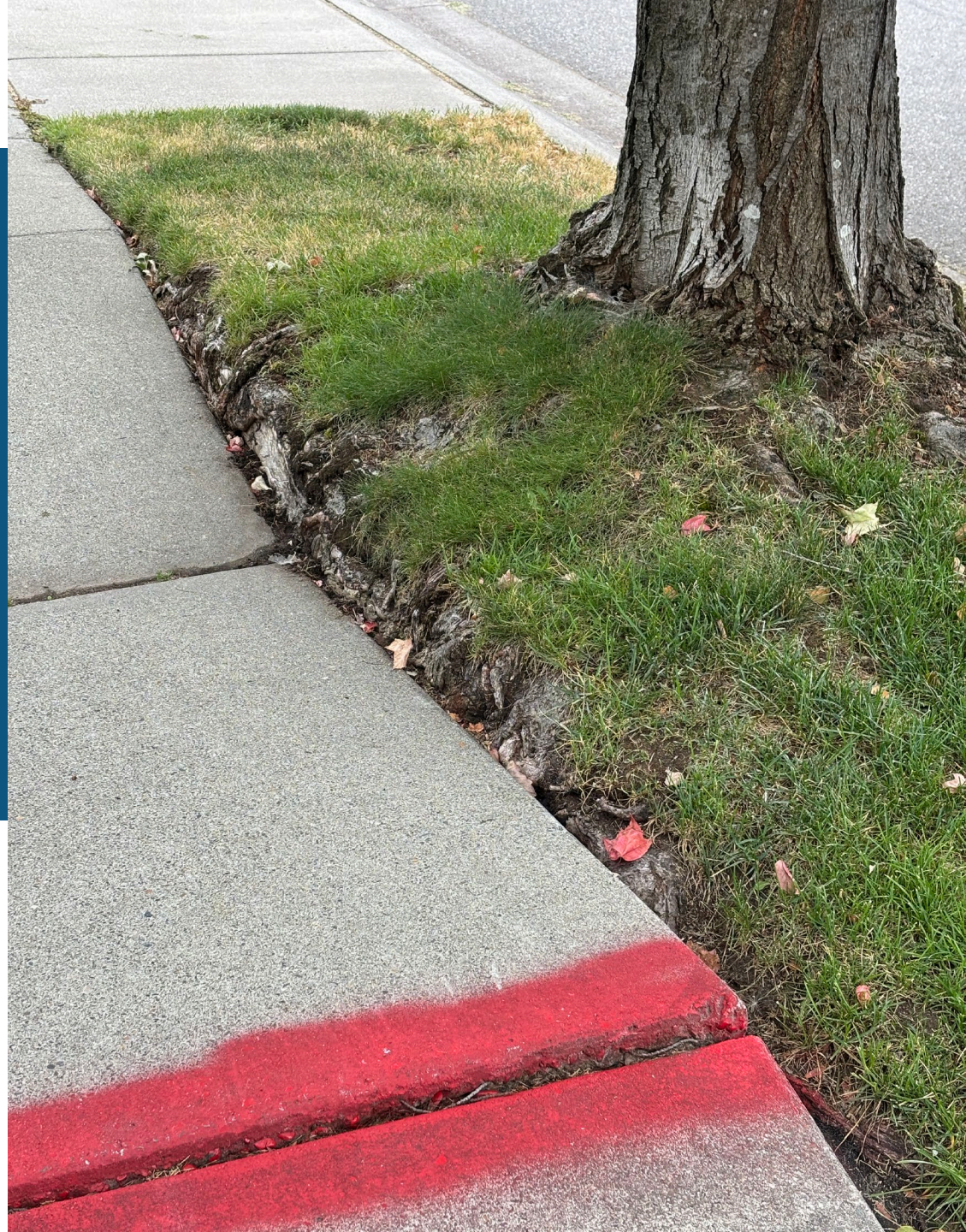




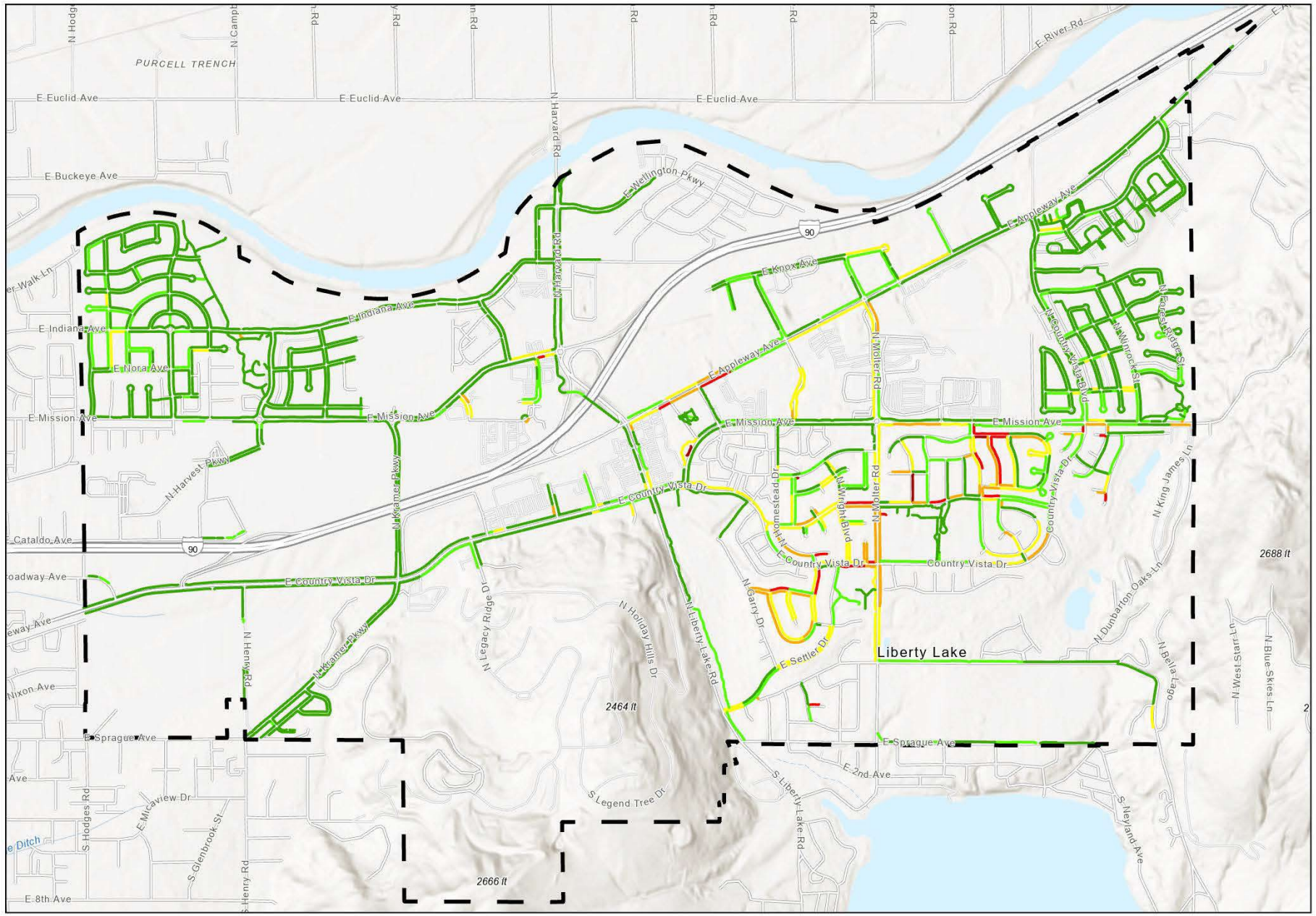
Scope

- Identify concerns & desired outcomes
- Develop rating criteria to aid in prioritization
- Review data & identify priority areas
- Develop strategies, implementation approach & potential repair and funding mechanisms
- Engage community & incorporate feedback

SIDEWALK CONDITIONS



2025 Sidewalk Condition Assessment



Sidewalk Condition Index

- Excellent (86 - 100)
- Good (71 - 85)
- Fair (56 - 70)
- Poor (41 - 55)
- Very Poor (26 - 40)
- Serious (11 - 25)
- Failed (0 - 10)
- City Boundary

Map Location



N

0 1,100 2,200 4,400 Feet

Sidewalk Condition Assessment

Updated: July 30th, 2025

Examples of Sidewalk Conditions



Minor

Can typically be ground down



Moderate

Smaller cracks can be sealed.



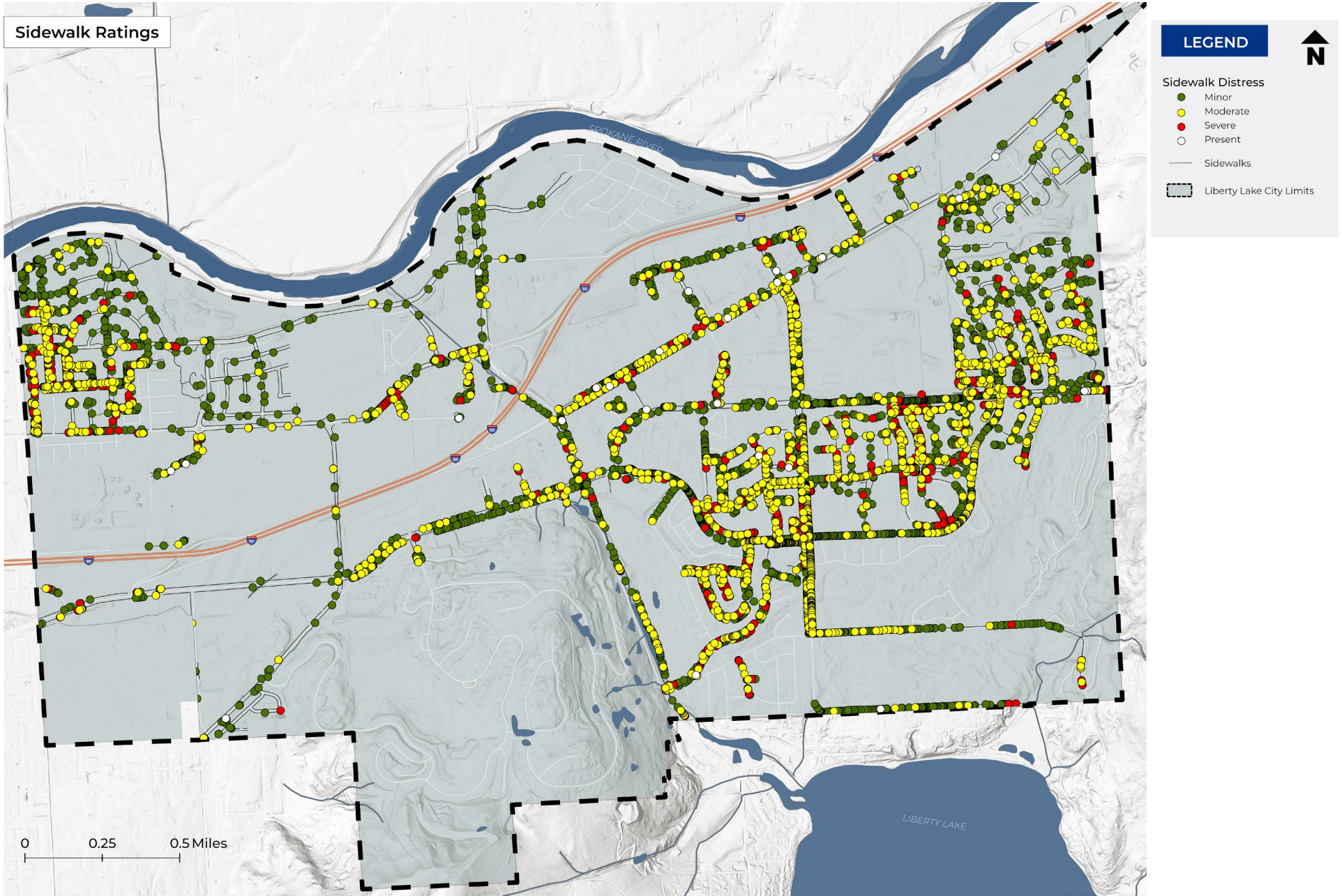
Severe

Sidewalk panel needs to be replaced

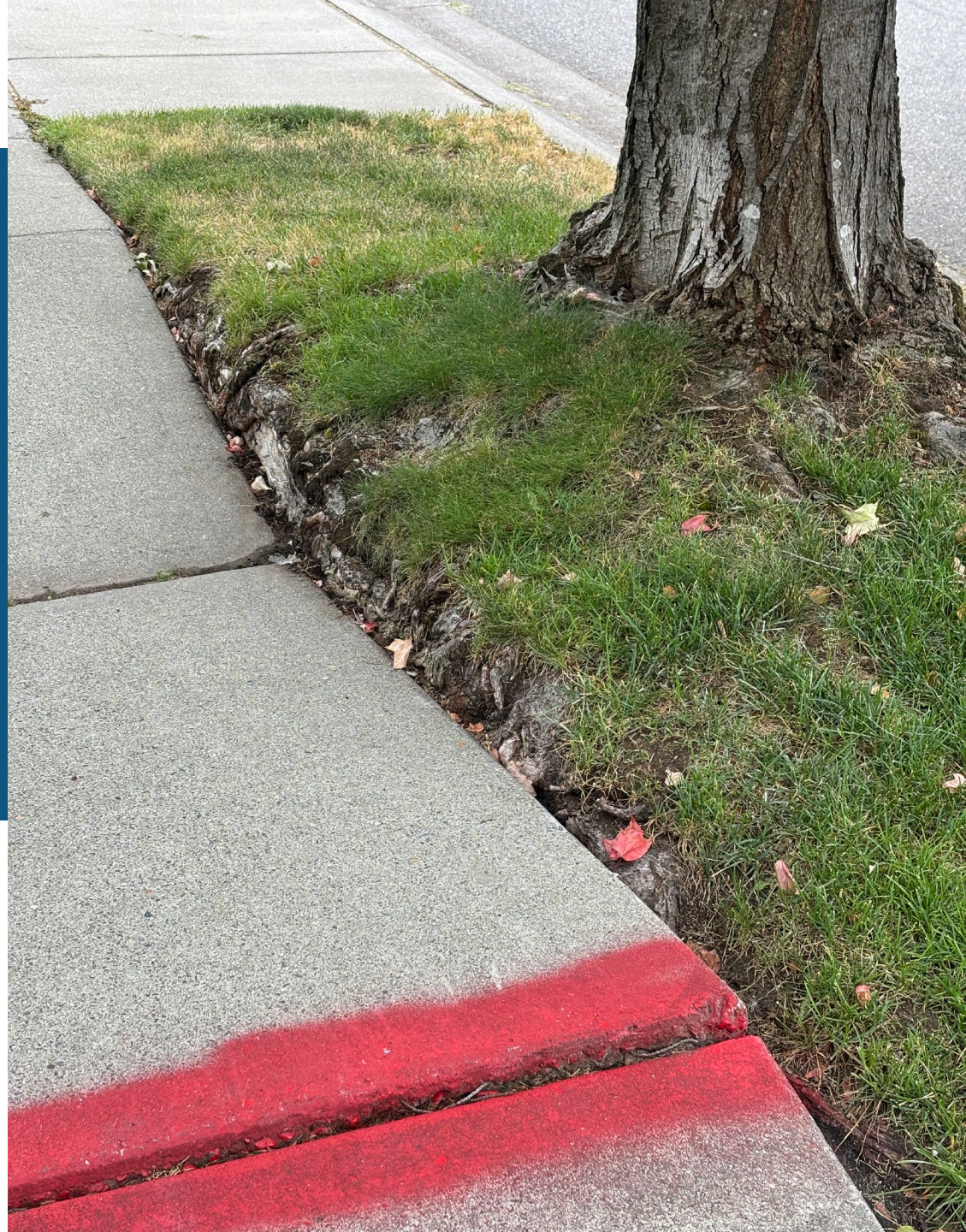
Sidewalk Distress Numbers

Percentage	Severity	Number	Distress Type
68%	Minor	5304	Uplift Tree, Uplift General, Surface Distortion, Crack
22%	Moderate	1739	Uplift Tree, Uplift, General, Surface Distortion, Crack
10%	Severe	759	Uplift Tree, Uplift General, Surface Distortion
0%	Present	28	Utility Hazard, Grass
	Total	**7830**	

LOCATION & TYPE OF DISTRESS



SIDEWALK REPAIR CRITERIA



Rating Criteria

- Five Categories:
    1. Safety
    2. Equity
    3. Proximity
    4. Connectivity
    5. Cost-Benefit

Rating Criteria:

Safety Criteria

- Degree of Sidewalk Distress
- Concentration of Sidewalk Distress Points
- ADA Ramps (Presence or Absence)
- Pedestrian Injury in Vicinity
- Speed Limit

Equity Criteria

- High Presence of Children or Seniors
- Proximity to Manufactured Housing
- Proximity to Senior Housing

Proximity Criteria – High Pedestrian Traffic Areas

- Proximity to School Zone
- Proximity to Bus Stop
- Proximity to Public Services
- Proximity to Parks and/or Trails
- Proximity to Activity Centers and Mixed-Use Districts

Rating Criteria:

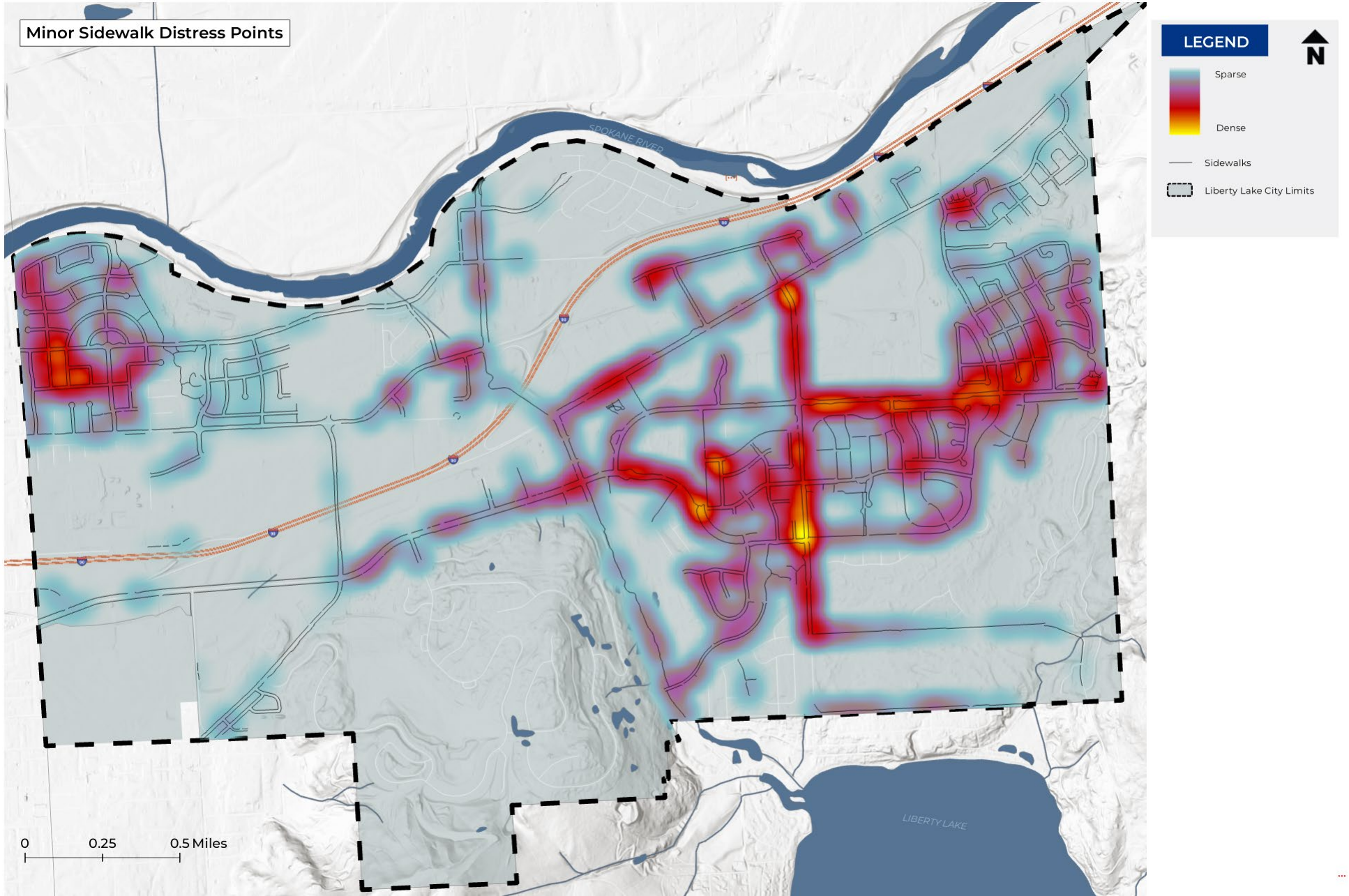
Connectivity Criteria

- Provides an Off-Street Alternative Route
- Located On Street With Sidewalk Only On One Side
- Closes a gap in the sidewalk network
- Extends sidewalk network into new area

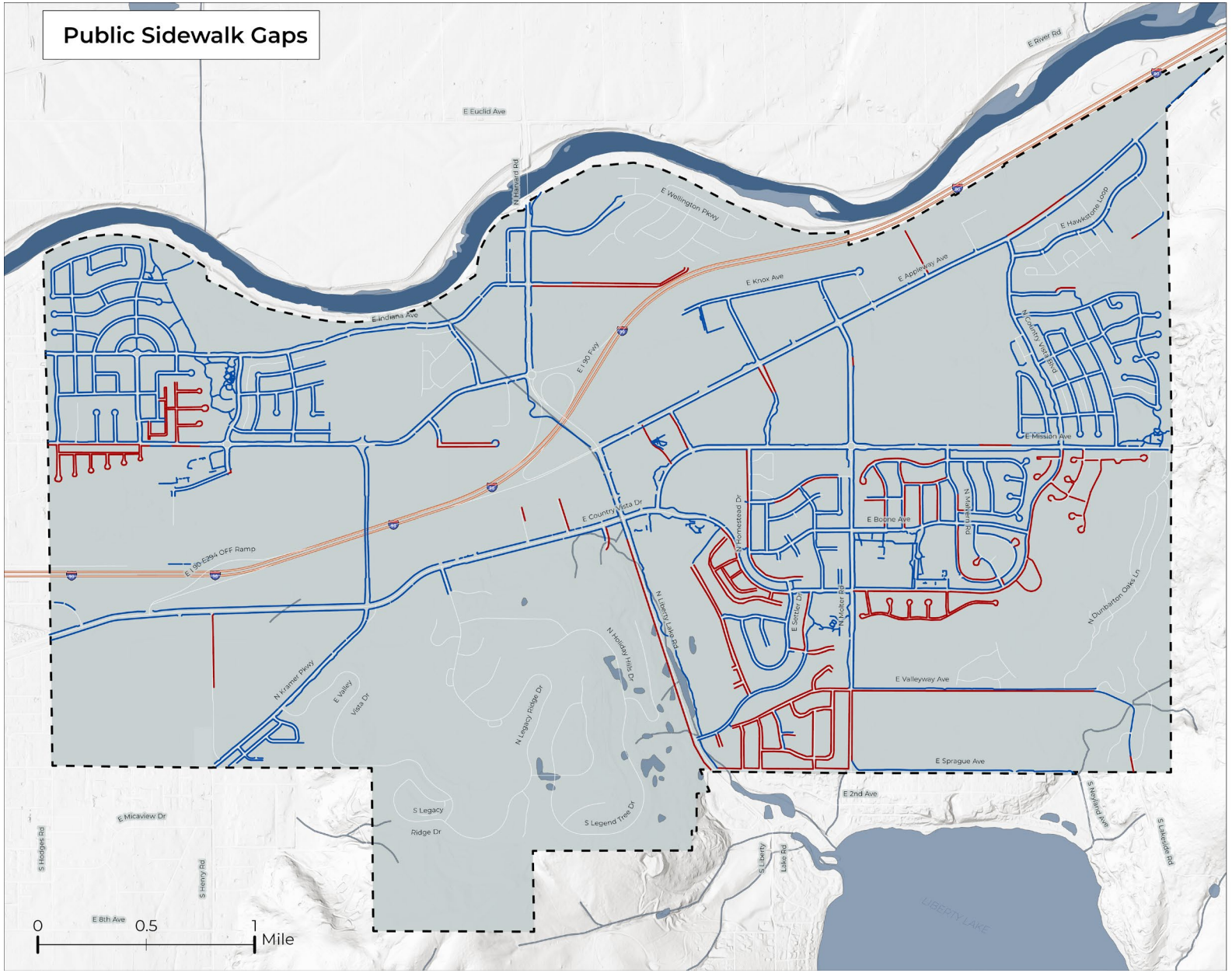
Cost-Benefit Analysis

- Benefit
  - **High** = Proximity to High Ped. Traffic Areas
  - **Low** = No Proximity to High Ped. Areas
- Obstruction Costs
  - Utility Poles / Utility Boxes
  - Culverts / Storm Drain
  - Mature Trees
  - Steep Topography
  - Low Cost: No or Minimal Obstructions for Repair

CONCENTRATION/DENSITY OF DISTRESS



SIDEWALK GAPS



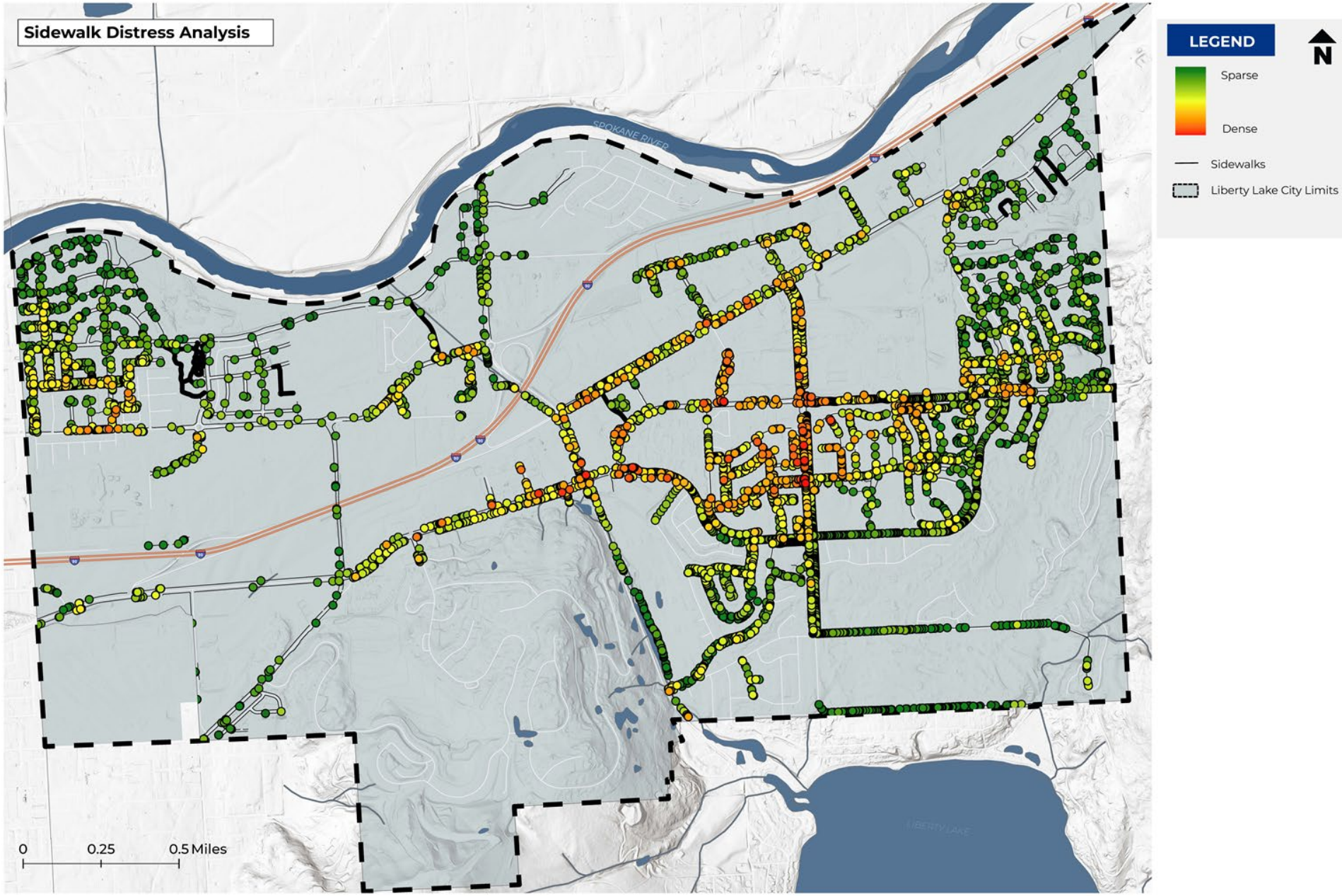
Stakeholder Prioritization Exercise Results	
Criteria	**Category**
High Priority Criteria	
ADA Ramp Proximity	Safety
Closes a Gap in the Sidewalk Network	Connectivity
Concentration/Density of Sidewalk Distress Points Along a Segment	Safety
High Presence of Children or Seniors Living Nearby	Equity
Prior Reported Pedestrian Injury	Safety
Cost/Benefit Analysis of the Improvement	Economic
Severe Sidewalk Distress	Safety
Moderate Priority Criteria	
Moderate Sidewalk Distress	Safety
Proximity to Public Services	Proximity
Extends Sidewalk Network Into New Area	Connectivity
Proximity to School Zone	Proximity
Proximity to Bus Stop	Proximity
Proximity to Parks and/or Trails	Proximity
Proximity to Senior Housing	Proximity
Provides Off-Street Alternative Route	Connectivity
Proximity to Commercial Areas, Employment Centers, Mixed Use Districts	Proximity
Low Priority Criteria	
Speed Limit	Safety
Located On Street With Sidewalk Only On One Side	Connectivity
Proximity to Manufactured Housing	Equity

Sidewalk Scoring Results

Final Sidewalk Scoring Sheet

Criterion	Weight	Qualifier	Max Possible Score	% of Total Score*	Assigned Score
Safety Criteria				**31.75%**	
ADA Ramp Proximity	3	1	3	4.76%	
Degree of Sidewalk Distress					
Minor	2	0	0	0%	
Moderate	2	1	2	3.17%	
Severe	3	3	6	9.52%	
Concentration/Density of Sidewalk Distress Points	3	1	3	4.76%	
Speed Limit					
Less than or equal to 25 mph	1	0	0	0%	
Equal to 30 mph	1	1	1	1.59%	
Equal to or greater than 35 mph	1	2	2	3.17%	
Prior Reported Pedestrian Injury (within 100 feet of the location)	3	1	3	4.76%	
Proximity Criteria				**50.79%**	
Proximity to School Zone					
within 1/4 mile buffer	2	1	2	3.17%	
within 1/8 mile buffer	2	2	4	6.35%	
Proximity to Bus Stop					
within 1/4 mile buffer	2	1	2	3.17%	
within 1/8 mile buffer	2	2	4	6.35%	
Proximity to Parks and/or Trails					
within 1/4 mile buffer	2	1	2	3.17%	
within 1/8 mile buffer	2	2	4	6.35%	
Proximity to Public Services (Healthcare Services, Post Office, Public Buildings, Senior Center)					
within 1/4 mile buffer	2	1	2	3.17%	
within 1/8 mile buffer	2	2	4	6.35%	
Proximity to Senior Housing					
within 1/4 mile buffer	2	1	2	3.17%	
within 1/8 mile buffer	2	2	4	6.35%	
Proximity to Commercial Areas, Employment Centers, Mixed Use (Within M-2 or M-3 Zone)	2	1	2	3.17%	
Equity Criteria				**6.35%**	
Within a Census Block Group with a percentage of children/seniors above the statistical median	3	1	3	4.76%	
Proximity to Manufactured Housing					
within 1/4 mile buffer	1	0	0	0%	
within 1/8 mile buffer	1	1	1	1.59%	
Connectivity Criteria				**6.35%**	
Extends Sidewalk Network into New Area	2	0.5	1	1.59%	
Closes a Gap in the Sidewalk Network	3	0.5	1.5	2.38%	
Provides Off-Street Alternative Route	2	0.5	1	1.59%	
Located On Street with Sidewalk Only on One Side	1	0.5	0.5	0.79%	
Economic Criteria				**4.76%**	
Cost/Benefit Analysis of the Improvement (Project site specific)	3	1	3	4.76%	
TOTAL	--	--	**63**	**100.0%**	

PRIORITIZATION RESULTS



Current Challenges in Sidewalk Maintenance

Sidewalk Damage

- Mature Tree Roots Causing Uplift
- Freeze-Thaw Weathering
- Aging Infrastructure
- E-Bike/ Golf Cart Wear and Tear





Current Challenges in Sidewalk Maintenance

Liability, Compliance, & Risk Management

- ADA non-compliance due to sidewalk tripping hazards
- Property owners failing to act in a timely manner
- Limited options for code enforcement
- Increased Litigation in Washington

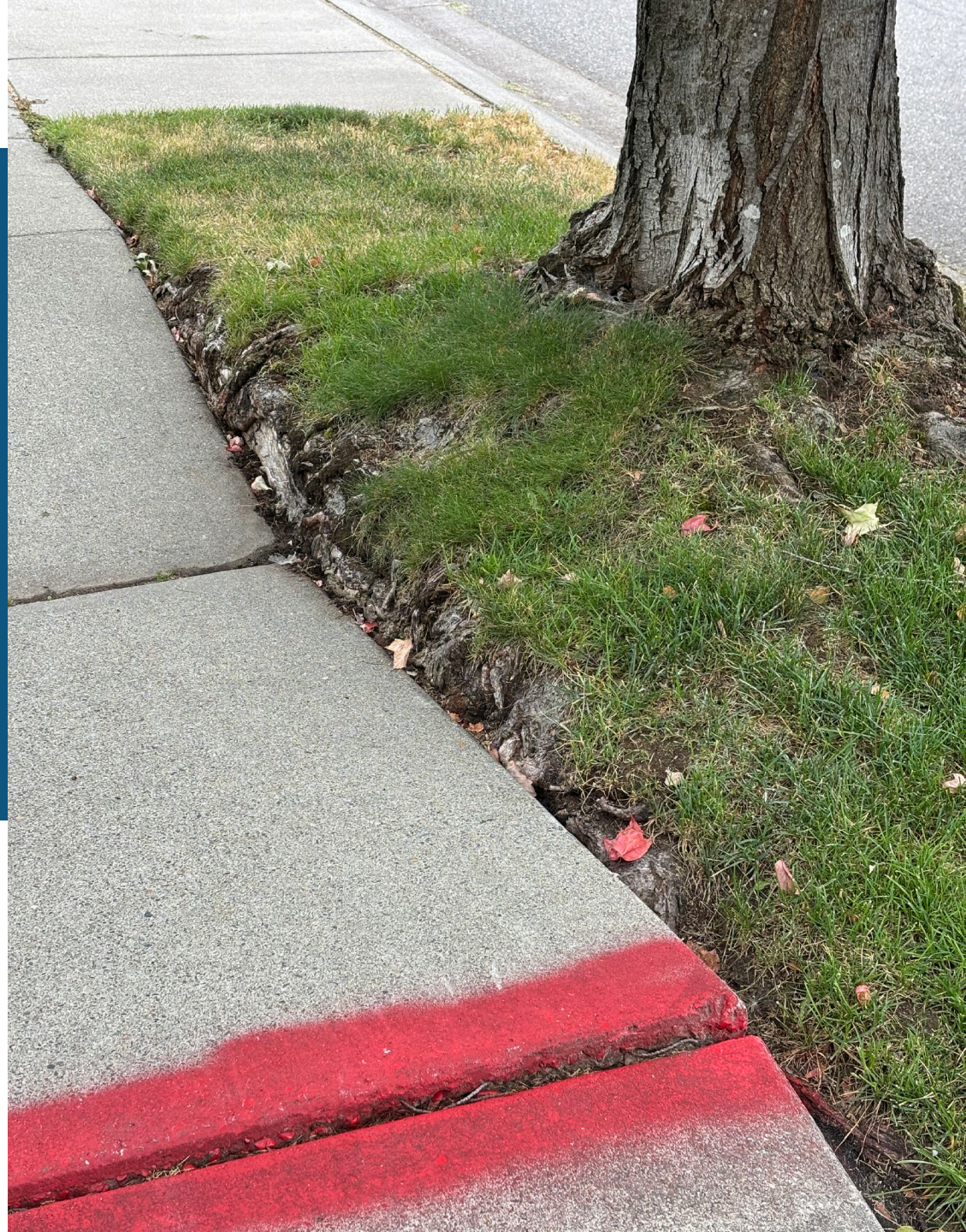
Actions to Address Report Recommendations

Actions Liberty Lake has taken to address future damage as an outcome of the SMP:

- Approved list of tree species for new development. (LMC 10-3C-4 “Street Trees”)
- Watering requirements for newly planted trees to establish deeper root base



SIDEWALK REPAIR RESPONSIBILITY & FUNDING APPROACHES



Current Model – Property Owners are Responsible

Under Liberty Lake Ordinance 123 (Municipal Code 8-3-6 C and D), property owners are responsible for maintaining the sidewalk that abuts their property.

- Repairs must be completed by a licensed and bonded contractor who also holds a Liberty Lake business license to ensure the work meets city standards.
- If a property owner does not comply with the repair requirement, the City may issue a Class 1 civil infraction.

Note: Completing needed repairs through code enforcement is very common for cities in Washington.



Property Owner Responsibility

RCW(35.68) allows the City to place the burden of repairing and replacing damaged sidewalks on the abutting property owner.

PROS:

- Schedule flexibility for the property owner.
- May hire their preferred contractor and combine the job with home repairs.

CONS:

- Current City code has no mechanism for enforcing the repair of the sidewalk.
- Sidewalk repair can be costly for homeowners, especially if addressing/removing trees is needed.
- May have difficulty finding a contractor willing to do the work for one or two panels
- **Anticipated Cost: $3k - $5k**

City-Led Repair Program

The City repairs the sidewalk in-house or hires an outside contractor to make the repairs.

PROS:

- Offers economy of scale.
- May be a timelier way to address the most deficient sidewalk panels.
- City could prioritize areas based on scope of damage or routes to school and spread out over several years.

CONS:

- City staff would need to develop, implement, and track the program.
- May require more staff if work is done in-house.
- Hiring an outside contractor requires an RFB.
- May involve billing and attempting to collect funds from property owners.
- May have to lien or write-off unpaid bills.
- **Anticipated Cost: $1k - $2k**

Common Approaches to Sidewalk Repair

- Property Owner:
  - Many Washington cities and across the U.S. require adjacent property owners to repair/replace the sidewalk.
  - If the property owner refuses to make a repair Washington law allows the City Council (by ordinance) to direct staff to make the repairs and assess the costs as a lien on the property (RCW) 35.68 or 35.69.
- City-Led: s
  - Some Washington cities take responsibility for repairing the majority of the sidewalks in their cities (e.g. Auburn, Bellevue, Burlington, and Cheney).

Repair Funding Approaches

Potential Funding Approaches:

The City will need a dedicate revenue stream to fund a city-led sidewalk repair program. There are many potential avenues to accomplish this:

- Transportation Benefit District
- Local Improvement District
- Utility Tax
- Existing Revenue Streams
- Voter-Approved Tax Levy
- Bonds

- Utility Tax
- Councilmanic Bonds
- Existing Revenue Streams

Funding Approaches from Other WA Cities

Yelm

Provided dedicated funding through the City's Road and Street Construction Fund. Repaired and replaced failing sidewalk panels throughout the City.

Bothell

Passed Prop. 1 Levy for Safe Streets and Sidewalks.

9-year levy that expired at the end of 2025 (and since renewed). First year $0.50 per $1000 of assessed value.

Shoreline

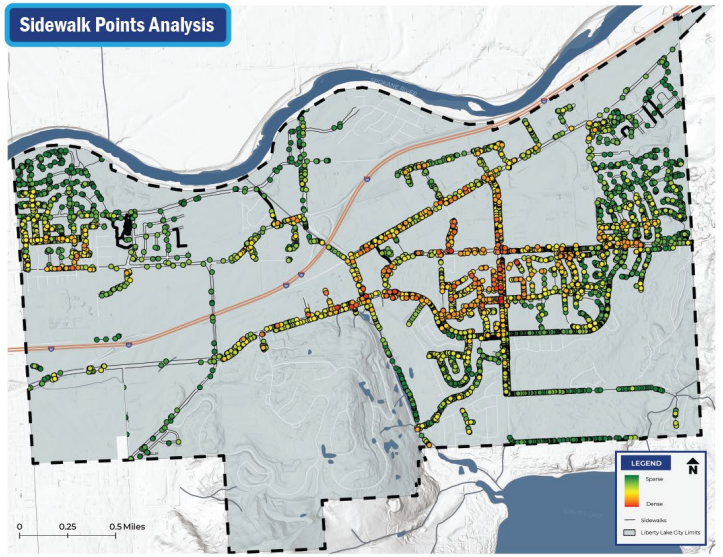
Created a Transportation Benefit District(TBD). In 2018 authorized an additional $20 in vehicle license fees to fund the repair and maintenance of sidewalks.

HOW YOU CAN PARTICIPATE!

Station #1 – Current Conditions & Prioritization

- Review Current Conditions
- Learn about the Prioritization Criteria
- See the Results of Which Repairs Should Be Prioritized
- Red / Orange indicate sidewalk segments which meet a greater number of priorities
- Green / Yellow indicate sidewalk segments which meet a lower number of priorities

Repair Priorization Results



Prioritization Exercise

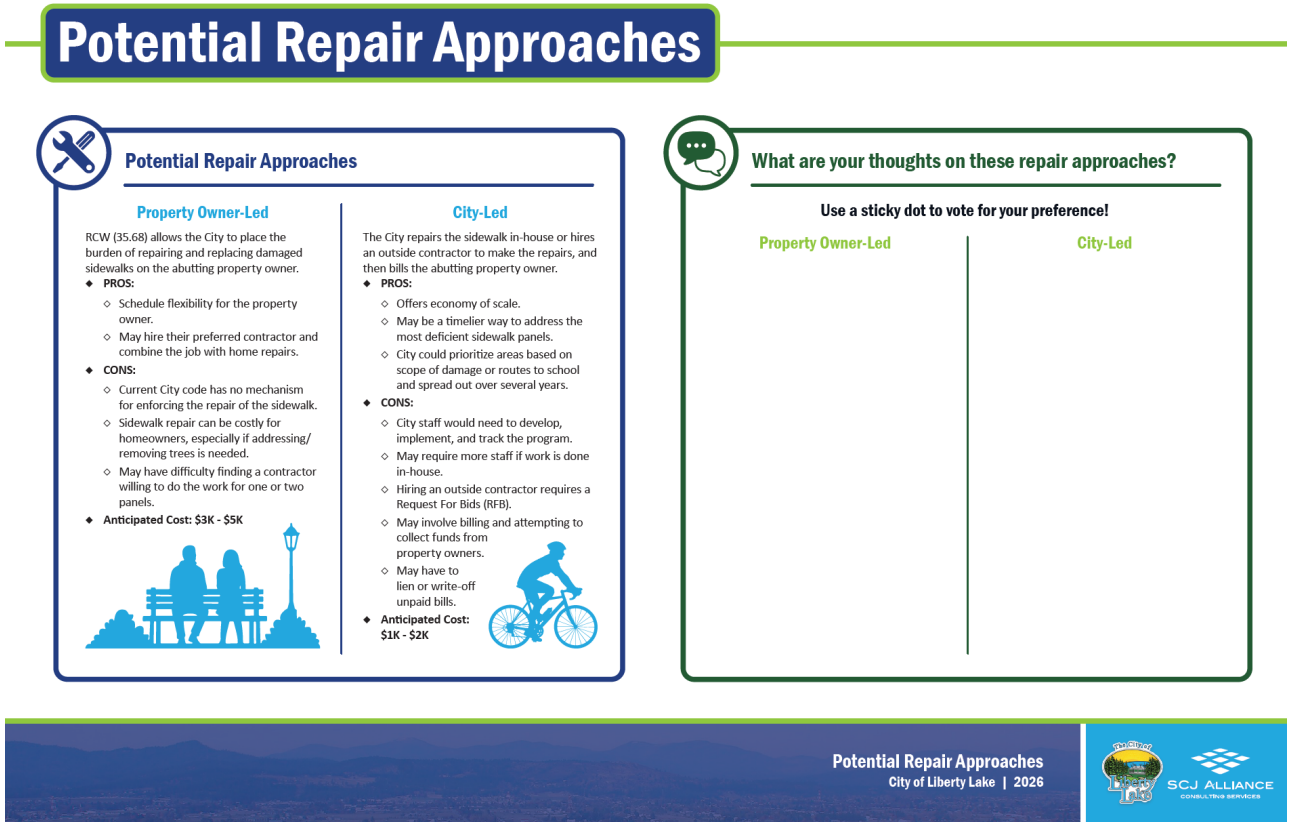
The City of Liberty Lake created an advisory Focus Group for the development of the City's sidewalk master plan. The group reviewed potential criteria within different categories for evaluating sidewalk repair priorities across the City. The Focus Group provided their input through a scoring exercise to identify the high, moderate, and low-priority criteria. The map here reflects the prioritization results applied to all sidewalk distress points across the City.

Stakeholder Prioritization Exercise Results

Criteria	Category
High Priority Criteria	
ADA Ramp Proximity	Safety
Closes a Gap in the Sidewalk Network	Connectivity
Concentration/Density of Sidewalk Distress Points Along a Segment	Safety
High Presence of Children or Seniors Living Nearby	Equity
Prior Reported Pedestrian Injury	Safety
Cost/Benefit Analysis of the Improvement	Economic
Severe Sidewalk Distress	Safety
Moderate Priority Criteria	
Moderate Sidewalk Distress	Safety
Proximity to Public Services	Proximity
Extends Sidewalk Network Into New Area	Connectivity
Proximity to School Zone	Proximity
Proximity to Bus Stop	Proximity
Proximity to Parks and/or Trails	Proximity
Proximity to Senior Housing	Proximity
Provides Off-Street Alternative Route	Connectivity
Proximity to Commercial Areas, Employment Centers, Mixed Use Districts	Proximity
Low Priority Criteria	
Speed Limit	Safety
Located On Street With Sidewalk Only On One Side	Connectivity
Proximity to Manufactured Housing	Equity

Station #2 – Potential Repair Approaches

- Review Current City Ordinance
- Learn about Sidewalk Repair Programs from Other Communities
- Learn about the pros/ cons of the current model versus a city-led model.
- **Vote on your preference!** Place your dot sticker next to the approach you prefer.



Station #3 – Funding for Sidewalk Repairs

- **Learn about Potential Funding Sources**
- **Funding Poll #1:** Read the four statements about how you'd feel about a local tax or fee for sidewalk repairs. Drop a coin in the piggy bank that matches your view.



City of Liberty Lake Sidewalk Master Plan

I would support a modest increase if it meant faster, more consistent repairs citywide.

City of Liberty Lake Sidewalk Master Plan

I would only support an increase if it directly benefited my neighborhood or street.

City of Liberty Lake Sidewalk Master Plan

I would prefer the City find funding through existing budgets rather than new taxes or fees, even if it meant service cuts in other areas.

Station #3

- **Funding Poll #2:**
- Vote with a sticky dot for how much you would be willing to pay annually to support the City's sidewalk repair efforts.

What do you think, Liberty Lake?

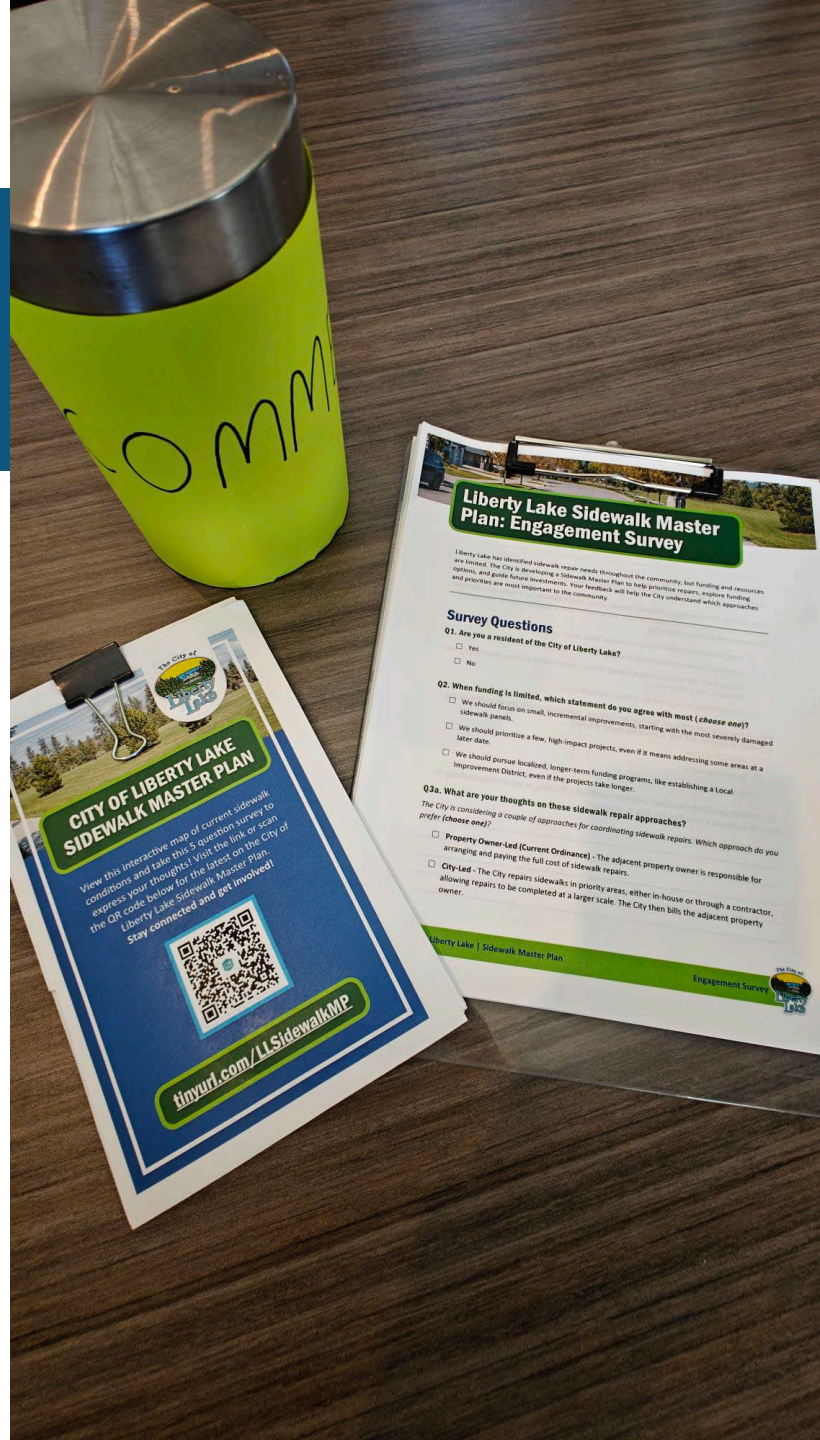
How much would you be willing to pay annually to support the City's sidewalk repair efforts?



Station #4 – Survey & Comments

- **Full Survey:** Scan the QR code to share more detailed feedback and explore the project StoryMap.
- **Comments:** Share any of your thoughts on a comment card.
- **Questions?** Find a team member at the booth. We're happy to walk through the details.

View this interactive map of current sidewalk conditions and take this 5 question survey to express your thoughts! Visit the link or scan the QR code for the latest on the Liberty Lake Sidewalk Master Plan. Stay connected and get involved at tinyurl.com/LLSidewalkMP.



Next Steps

- Close Online Survey (Sept 30)
- Engagement Summary Report
- Results Shared with City Council to determine next steps

THANK YOU!