

BOARD OF ALDERMEN
AGENDA ITEM ABSTRACT

ITEM NO. D(1)

MEETING DATE: August 19, 2003

TITLE: Sidewalk Improvement Prioritization

DEPARTMENT: PLANNING	PUBLIC HEARING: YES ___ NO <u>X</u>__
ATTACHMENTS: <ul style="list-style-type: none">A. ResolutionB. Map of Existing, Anticipated, and Proposed Sidewalk LocationsC. Sidewalk Cost EstimatesD. List of Criteria for PrioritizationE. Priority List – Equal WeightingF. Priority List – Half Weighting for “Right-of-Way” and “Ease to Build” CriteriaG. Priority List – Excluding “Right-of-Way” and “Ease to Build” Criteria	FOR INFORMATION CONTACT: Dale McKeel – 918-7329

PURPOSE

The Transportation Advisory Board (TAB), working as a Sidewalk Task Force, is developing a method of prioritizing new sidewalk locations in Carrboro. The purpose of this item is to make the information developed by the TAB available to the Board of Aldermen as it considers a sidewalk and greenways bond referendum. If the bond referendum is approved, the matrix is a tool that can be used as part of a process to select sidewalk projects for construction. The Administration recommends that the Board of Aldermen adopt the resolution receiving the report and either (1) make a decision on the prioritization method to be used for new sidewalk locations or (2) provide direction to the Transportation Advisory Board for additional review and report back to the Board on August 26 (Attachment A).

INFORMATION

The work of the Sidewalk Task Force can be divided into three steps: (1) identifying proposed sidewalk locations, (2) estimating the cost of sidewalks, and (3) prioritizing sidewalks.

IDENTIFYING PROPOSED SIDEWALK LOCATIONS

Town staff has prepared a map showing existing, committed, and proposed sidewalk locations in Carrboro (Attachment B). “Committed” locations are those where a sidewalk is anticipated to be built as part of an approved development project or where funding has been secured by the Town (enhancement projects, etc.). “Proposed” locations are those where a sidewalk has been identified on the Town’s Sidewalk Master Plan, but a source of funding has not been identified.

Please note that Attachment B does not include sidewalk locations where it is felt that extensive street improvements would be necessary in order to build a sidewalk, such as along South Greensboro Street. An exception to this is locations where a road construction project is included in the state's Transportation Improvement Program, such as Smith Level Road and Estes Drive, and sidewalks would be built as part of the state project and the Town would pay 30 percent of the sidewalk cost.

ESTIMATING THE COST OF SIDEWALKS

Total cost estimates and local match requirements for building the proposed sidewalks shown on Attachment B are presented in Attachment C. This information is essentially the same as that presented to the Board of Aldermen on June 17, with a few corrections and changes requested by the TAB. These estimates are based on typical costs per linear foot of other sidewalk construction projects in Carrboro but are not engineer's project-specific estimates and may not fully capture the total cost of building any particular sidewalk.

The list of sidewalk cost projections in Attachment C also includes the local match for greenway trails on Morgan Creek (between Smith Level Road and University Lake) and Bolin Creek (between Estes Drive and Homestead Road). The development of these trails is proposed by the 1994 Carrboro Recreation and Parks Master Plan, the 1999 Northern Study Area Plan, and is supported by Carrboro Vision 2020. Through the Durham-Chapel Hill-Carrboro MPO project funding process, the Town has tentatively secured \$1,457,500 for these projects over the next several years using STP-DA (Surface Transportation Direct Attributable) funds. The use of STP-DA funds would require a 20 percent local match, \$291,400, from the Town. A discussion of greenway policies is scheduled for September 23.

PRIORITIZING SIDEWALKS

The Sidewalk Task Force has developed a matrix of criteria to use in defining a priority order for proposed sidewalks (Attachment D). If the bond referendum is approved, the matrix is a tool that can be used as part of a process to select sidewalk projects. Using these criteria, the TAB has developed and is reviewing three different priority lists, as follows:

- Attachment E – Priority list with equal weight given to all criteria.
- Attachment F – Priority list with “Right-of-Way” and “Ease to Build” weighted at fifty percent of the value given to other criteria.
- Attachment G – Priority list with “Right-of-Way” and “Ease to Build” excluded.

At its meeting on July 31, the TAB stated a preference for the priority list shown in Attachment G, where “Right-of-Way” and “Ease to Build” are excluded, as members felt that this priority list provided a stronger focus on the need for sidewalk facilities. The TAB is scheduled to continue to review and refine the prioritization criteria and lists at its next meeting on August 21.

RECOMMENDATION

The Administration recommends that the Board of Aldermen adopt the resolution receiving the report and either (1) make a decision on the prioritization method to be used for new sidewalk locations or (2) provide direction to the Transportation Advisory Board for additional review and report back to the Board on August 26 (Attachment A).