

# BOARD OF ALDERMEN

ITEM NO. E(1)

## AGENDA ITEM ABSTRACT

MEETING DATE: AUGUST 26, 2003

**TITLE:** Sidewalk Improvement Prioritization Update

<b>DEPARTMENT: PLANNING</b>	<b>PUBLIC HEARING: YES ___NO__X__</b>
<b>ATTACHMENTS:</b> <ul style="list-style-type: none"><li><b>A. Resolution</b></li><li><b>B. Map of Existing, Anticipated, and Proposed Sidewalk Locations</b></li><li><b>C. Sidewalk Cost Estimates</b></li><li><b>D. Criteria for Prioritization</b></li><li><b>E. Criteria as Revised by TAB on 8-21-03</b></li><li><b>F. Priority List # 1– Equal Weighting</b></li><li><b>G. Priority List # 2– Half Weighting for “Right-of-Way” and “Ease to Build” Criteria</b></li><li><b>H. Priority List # 3 – Excluding “Right-of-Way” and “Ease to Build” Criteria</b></li><li><b>I. Priority List # 4 – Excluding “Right-of-Way,” “Ease to Build,” and “Project Length” Criteria</b></li></ul>	<b>FOR INFORMATION CONTACT:</b> <b>Dale McKeel – 918-7329</b>

### PURPOSE

The Transportation Advisory Board (TAB), working as a Sidewalk Task Force, is developing a method of prioritizing new sidewalk locations in Carrboro. On August 19, the Board of Aldermen reviewed the information developed by the TAB and suggested additional items for review. At its meeting on August 21, the TAB discussed the recommendations from the August 19 Board of Aldermen meeting. The Administration recommends that the Board of Aldermen adopt the resolution receiving the report and make a decision on the prioritization method to be used for new sidewalks (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). At its meeting on August 21, the Transportation Advisory Board modified the “Existing Facility” criteria (Attachment E).

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 four different priority lists, as follows:

- Attachment F – Priority list # 1 with equal weight given to all criteria.
- Attachment G – Priority list # 2 with “Right-of-Way” and “Ease to Build” weighted at fifty percent of the value given to other criteria.
- Attachment H – Priority list # 3 with “Right-of-Way” and “Ease to Build” excluded.
- Attachment I – Priority list # 4 with “Right-of-Way,” “Ease to Build,” and “Project Length” excluded and using the revised criteria adopted on 8-21-03

Note that Priority lists 1, 2, and 3 are the same as those reviewed by the Board at its meeting on August 19. At its meeting on August 21, the TAB requested that Priority list # 4 be prepared. The TAB chair will provide an overview of the TAB's review of the priority lists on August 26.

### **RESPONSE TO REQUESTS FROM AUGUST 19 BOARD MEETING**

At its meeting on August 21, the TAB discussed the recommendations from the August 19 Board of Aldermen meeting. The following is an excerpt from the minutes of the August 19 meeting and the TAB response:

1. Mayor Nelson requested that the resolution that the Board will consider on August 26th include a statement that the sidewalk improvement priorities are subject to change.

*Response: The resolution has been changed and a note has also been added to each of the Priority Lists.*

2. Alderman McDuffee suggested that the length of the street not be used as a priority rating. She also requested that blank lines be included between different groupings within report to differentiate rankings.

*Response: Priority List # 4 (Attachment I) does not include the "Project Length" criteria. Dashed lines have been added to the criteria lists to differentiate rankings.*

3. Alderman Gist suggested that more weight be given to safety issues, that the town staff review incident reports involving pedestrians, and that the police department offer input on streets they feel are unsafe for pedestrians.

*Response: The TAB chair will provide an overview of the TAB's discussion of this recommendation on August 26. Town staff is reviewing crash reports available from the DMV and a memorandum will be prepared for the August 26 meeting. In addition, the Police Chief is polling supervisors in the Police Department and a memorandum will be prepared for the August 26 meeting.*

4. Alderman Zaffron asked that the TAB articulate in detail what criteria they used to determine need exclusive of the other criteria they used to set priorities.

*Response: The TAB chair will provide an overview of the TAB's discussion of this request on August 26.*

5. Mayor Nelson requested that a representative from the TAB be present at the August 26<sup>th</sup> meeting of the Board when the Board next discusses this matter.

*Response: A representative from the TAB is planning to attend the meeting.*

6. Alderman Broun asked that that the TAB factor in streets with curves when considering priorities.

*Response: The TAB chair will provide an overview of the TAB's discussion of this recommendation on August 26.*

7. Alderman Herrera requested that the TAB consider streets that do not have public transportation when setting priorities.

*Response: The TAB chair will provide an overview of the TAB's discussion of this recommendation on August 26.*

### **RECOMMENDATION**

The Administration recommends that the Board of Aldermen adopt the resolution receiving the report and make a decision on the prioritization method to be used for new sidewalk locations (Attachment A).