

BOARD OF ALDERMEN

ITEM NO. D(3)

AGENDA ITEM ABSTRACT

MEETING DATE: October 17, 2006

TITLE: Status Report on Sidewalk Bond Projects and Review of the Selection Process for Phase 1 Sidewalk Projects

DEPARTMENT: Management Services, Planning, and Public Works	PUBLIC HEARING: YES ____ NO <u>_x_</u>
ATTACHMENTS: <ul style="list-style-type: none">A. ResolutionB. Map showing Existing, Committed, and Proposed Sidewalk LocationsC. Objective Criteria to Rank Sidewalk ProjectsD. Ranking Reviewed and Approved by the Board on September 2, 2003E. Press Release – Preliminary List of Sidewalk ProjectsF. First Round ProjectsG. Guiding Principles for Implementing Sidewalk Bond ProjectsH. Fiscal Impact Additional Information	FOR INFORMATION CONTACT: Dale McKeel, Transportation Planner, 918-7329 L. Bingham Roenigk, Assistant Town Manager, 918-7315 George Seiz, Public Works Director, 918-7427

PURPOSE

The purpose of this agenda item to provide the Board with a brief update on Sidewalk Bond Phase I projects and provide information to the Board on the selection process used for Phase I Sidewalk Bond Projects.

INFORMATION

Status of Various Sidewalk Projects

The original 20 Phase I sidewalk bond projects have been divided into Phase IA and Phase IB. Each portion has 10 projects. Phase IA projects were those that staff and the consultant were able to have ready by spring of 2006. Two Phase IA projects were completed in May of 2006 (Quail Roost and Lisa Drive) in conjunction with special assessment paving projects for both streets. Two other projects that included some federal funding (Hanna St and Bolin Forest) were bid together as a group in May and are currently under construction. The Bolin Forest project is substantially completed. The original completion date for both of these projects was late October, but it appears now that it may be November or December. The remaining six Phase IA projects without federal funding were also bid as one group in May of 2006. These projects are currently under construction. Five of the six projects are substantially completed. The completion date for this group of projects will most likely be extended past late October

because of a few change orders. Staff has received positive feedback on completed projects and ones that are substantially completed.

Phase IB projects were found to be more complicated in design and require the acquisition of more easements/rights-of-way than Phase IA. The need for additional staffing to assist with Phase IB and future projects was previously identified and subsequently the 06/07 budget included the creation of a new Engineering Technician position in Public Works. The new Engineering Technician, Mr. Ted Barker, began working for the Town on October 6, 2006. Public meetings, preliminary designs and some final designs have been completed on Phase 1B projects.

The following spreadsheets show the early estimated construction costs for the various Phase I projects compared to relatively recent contract awards and updated cost estimates. The early estimates has been based on previous sidewalk construction projects in Carrboro prior to 2003 and were not site specific cost estimates. Most, if not all of the projects have become much more involved in terms of design requiring curb & gutter, asphalt work, storm sewer systems, and retaining walls. Construction prices have also increased significantly. It has become evident that the costs of the Phase I projects may far exceed the original anticipated bond issue for Phase I of 1.6 million dollars.

Sidewalk Bond - Phase I

Phase 1A

	Project	Construction Estimate Jan-04	Contract Award May-06	Contractor
1	Quail Roost	\$71,500	\$129,056	Asphalt Experts (projects complete)
2	Lisa Dr.	\$36,000	\$112,605	
	Sub-Total	\$107,500	\$241,661	
				Lanier
3	Hanna	\$96,227	\$200,396	under construction
4	Bolin Forest	\$19,500	\$47,473	substantially complete
	Sub-Total	\$115,727	\$247,869	
				Teer
5	Lloyd	\$5,850	\$7,300	substantially complete
6	Fowler	\$9,750	\$11,081	substantially complete
7	Williams	\$13,200	\$28,200	substantially complete
8	Jones Ferry	\$13,000	\$12,661	substantially complete
9	S. Greensboro	\$8,250	\$33,095	substantially complete
10	N. Greensboro	\$204,750	\$256,076	under construction
	Sub-Total	\$254,800	\$348,413	
	Total Phase 1A	\$478,027	\$837,943	

Phase 1B (public meetings, preliminary and some final designs completed)			
	Project	Construction Estimate Jan-04	Current Construction Estimate Oct-06
1	Pleasant Dr.	\$39,845	\$58,000
2	Ashe	\$41,250	\$75,000
3	Elm	\$56,375	\$144,000
4	Shelton	\$74,250	\$135,000
5	Bim	\$63,360	\$181,000
6	Davie	\$97,900	\$250,000
7	Estes	\$264,000	\$384,000
8	Pine	\$92,675	\$219,000
9	Cheek	\$81,675	\$193,000
10	James	\$188,265	\$342,000
Total Phase 1B		\$999,595	\$1,981,000

Various projects to be under construction in 2007. Contingent upon acquisition of ROW and easements, and funding.

Phase 1A & 1B	\$1,477,622	\$2,818,943
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Review of the Selection Process for Phase 1 Sidewalk Projects

Steps Used in Selecting the Phase 1 Sidewalk Bond Projects:

1. Identification of Possible Sidewalk Locations (Winter and Spring 2003). Town staff prepared a map showing existing, committed, and proposed sidewalk locations in Carrboro (Attachment B). “Committed” locations are those where a sidewalk was 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 had been identified on the Town’s Sidewalk Master Plan, but a source of funding has not been identified.

The list of “proposed” locations did not include places where it was felt that extensive street improvements and right-of-way acquisition would be necessary in order to build a sidewalk, such as S. Greensboro Street. An exception to this was locations where a road construction project was 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.

2. Development of a Matrix of Objective Criteria to Rank Sidewalk Priorities (Winter, Spring, and Summer 2003). At the request of the Board of Aldermen, the Transportation Advisory Board developed objective criteria that could be used to rank sidewalk projects (Attachment C). Town staff collected data in order that a score could be determined for each proposed sidewalk location.
3. Selection of a Priority List (Summer 2003). The TAB prepared several different priority lists with different applications of the criteria. Both the TAB and the Board of Aldermen expressed concern about using the “Project Length,” “Construction Feasibility,” and “Right of Way” criteria, stating that priority should be given to the need for a sidewalk rather than ease of construction or cost.

In September 2003 the Board of Aldermen selected the priority list that included the following criteria (Attachment D):

- Speed Limit
- Existing Facility
- Proximity to Schools
- Proximity to Pedestrian Generators (Parks, Retail)
- Main Route

At the time the priority list was selected, it was noted that the list is preliminary and subject to change. It was also noted that there were many other factors to be considered before final decisions are made about when and where to build sidewalks. These other factors included public comments, reports from public safety officials, engineering costs, construction costs, availability of right-of-way, and topography.

4. Preliminary List for Public Comment (December 2003). The sidewalk bond referendum was approved by voters in November 2003. On December 16, the Board of Aldermen adopted a preliminary list of the first round of sidewalk projects. At this meeting the Board reviewed the sidewalk priority list from the September 2003 meeting and requested that a preliminary list for public comment be developed as follows:

- As a base, use the first 29 projects on the September 2 priority list (Tiers 1 through 4).
- Leave Estes Drive on the preliminary list although it may be a difficult project due to right-of-way limitations.
- Remove arterial streets that now have a sidewalk on one side. Portions of the following arterials were removed: Main, Hillsborough, Greensboro, and Jones Ferry.
- Remove arterial streets slated for NCDOT construction in the current TIP. The following projects were removed: Old Fayetteville Road (between McDougale Middle School and NC 54) and Smith Level Road.
- Remove Carol Street and Rainbow Drive to avoid an over-concentration of projects in one neighborhood.
- Add Barrington Hills Road and Autumn Drive because the Board of Aldermen had previously stated a commitment to build pedestrian facilities on these streets.
- Add Davie Road (between Jones Ferry and Colson) due to previously stated concerns.

The Board of Aldermen asked that this list be publicized through press releases and the Town's website and be brought back for review and public comment at the January 13 meeting. Articles regarding the preliminary sidewalk list appeared in the Chapel Hill News, Chapel Hill Herald, and the News and Observer. Town staff also forwarded the press release to members of Town advisory boards and neighborhood associations (Attachment E).

5. Public Comment and Selection of First Round Projects (January 2004). In response to public comments, review of pedestrian crash locations, police department comments, and staff recommendations, the Board on January 13, 2004 made several changes to the preliminary list of sidewalk projects, including the following:

- Add Jones Ferry Road east of Old Fayetteville Road, in the vicinity of the Willow Springs Assisted Living Facility.
- Add S. Greensboro Street between Carr Street and Old Pittsboro Road.
- Add N. Greensboro Street from Short Street to Hillsborough Road
- Add Hanna Street
- Add Shelton Street from Oak Avenue to Carrboro Elementary
- Remove Oak Avenue
- Remove Strowd Lane
- Remove Autumn Drive
- Remove Barrington Hills Road
- Remove Lisa Street from Quail Roost to Carol (a portion of this street was later added back by the Board when the paving project was approved)
- Remove NC 54 from Main Street to Old Fayetteville Road
- Remove E. Poplar Street from Greensboro to Main

Attachment G is a list of first round sidewalk bond projects.

6. Adoption of Guiding Principles and Sidewalk Review Committee. On January 27, the Board of Aldermen adopted a set of guiding principles for implementing sidewalk bond projects (Attachment G). This document included the outline for sidewalk informational meetings and the creation of the Sidewalk Review Committee to hear neighborhood requests that a sidewalk not be built or for design modification.

FISCAL IMPACT

The fiscal impact of the Board's decision on sidewalk funding is dependent on several factors: interest rates; financing strategies; construction progress; and ultimate amount of funds desired for borrowing (up to \$4.6 million dollars authorized). The Board of Aldermen, in considering sidewalk projects, will also want to be guided by the town's fiscal policy and contemplate the fiscal impact of their decisions in context of planned capital improvement efforts (CIP), and the associated impact on the Town's tax rate and debt ratios. Detailed analysis explaining the potential fiscal impact of decisions made by the Board is included in Attachment H.

RECOMMENDATION

It is recommended that the Town continue using bond anticipation notes (BANS) for financing the Sidewalk Bond Projects Phase I, that the Board re-visit the amount needed to modify the BANS on or before the December 5, 2006 regular board meeting, and accept the report.