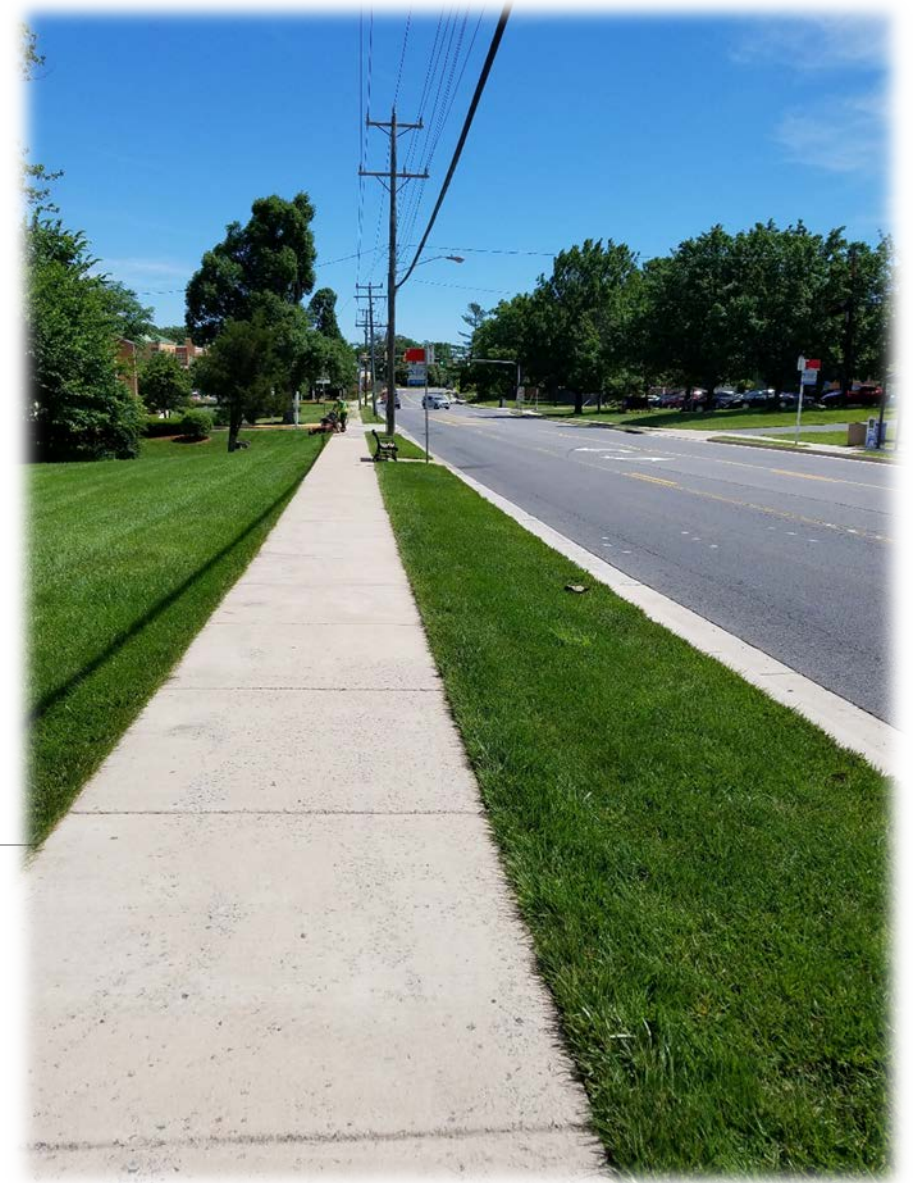


# Residential Sidewalk Program: Evaluation and Recommendations

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CITY COUNCIL

SEPTEMBER 2019



# Outline

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- Residential Sidewalk Program
  - Current requests
  - Evaluation of conditions and criteria
- Recommended Projects
- Next Steps



# Background

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- Policy and program timeline:
  - November 27, 2018: City Council Work Session to review proposed policy updates and program
  - January 8, 2019: Adoption of revised residential sidewalk policy
  - April-June 2019: Traffic data collection to evaluate potential safety benefits
  - May 2019: Adoption of FY 2020 budget including residential sidewalk program (\$200,000 per year)
  - September 2019: Presentation of staff recommendations for sidewalk program funding
- Remember: residential sidewalks are locally funded; projects identified on arterial streets may be eligible for outside funding and may be considered concurrently



# Residential Sidewalk Evaluation Criteria

## Evaluation Criteria

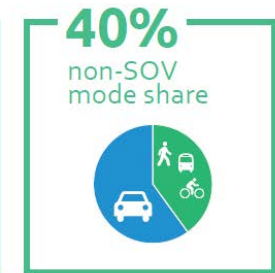
**Neighborhood Connectivity** (access to transit, bike routes, trails, other sidewalks; completion of missing links)

**Access to Destinations** (proximity to activity centers or other commercial areas; proximity to schools, parks, community centers)

**Resident Support** (support from neighborhood and from residents adjacent to project)

**Traffic Volumes and Speeds** (average daily traffic volumes, average traffic speeds)

**Constructability and Cost** (requirements for ROW, drainage improvements, curb and gutter, utility relocation, retaining walls)



# Residential Sidewalk Evaluation Criteria: Connectivity and Access

Neighborhood Connectivity	Measurement: Low (0-1), Medium (2-3), High (4)
<input type="checkbox"/> Improves access to transit	Creates a continuous path within ¼ mile transit buffer (10 min walk)
<input type="checkbox"/> Improves access to trails	Creates a continuous path within ½ mile of a trail (15 min walk)
<input type="checkbox"/> Completes missing link on block	Completes a missing link on a block with partial sidewalks
<input type="checkbox"/> Completes missing link in neighborhood	Fills a gap in the neighborhood sidewalk network
Access to Destinations	Measurement: Low (0-1), Medium (2-3), High (4)
<input type="checkbox"/> Improves access to activity centers / commercial areas	Creates a continuous path within ½ mile of AC/commercial area
<input type="checkbox"/> Improves access to schools / school bus stops	Creates a continuous path within ½ -1 mile of a school
<input type="checkbox"/> Improves access to parks	Creates a continuous path within ½ mile of a park (15 min walk)
<input type="checkbox"/> Improves access to other community destinations	Creates a continuous path within ½ mile of a community destination (i.e. community center, post office, community pool)



# Residential Sidewalk Evaluation Criteria: Traffic and Resident Support

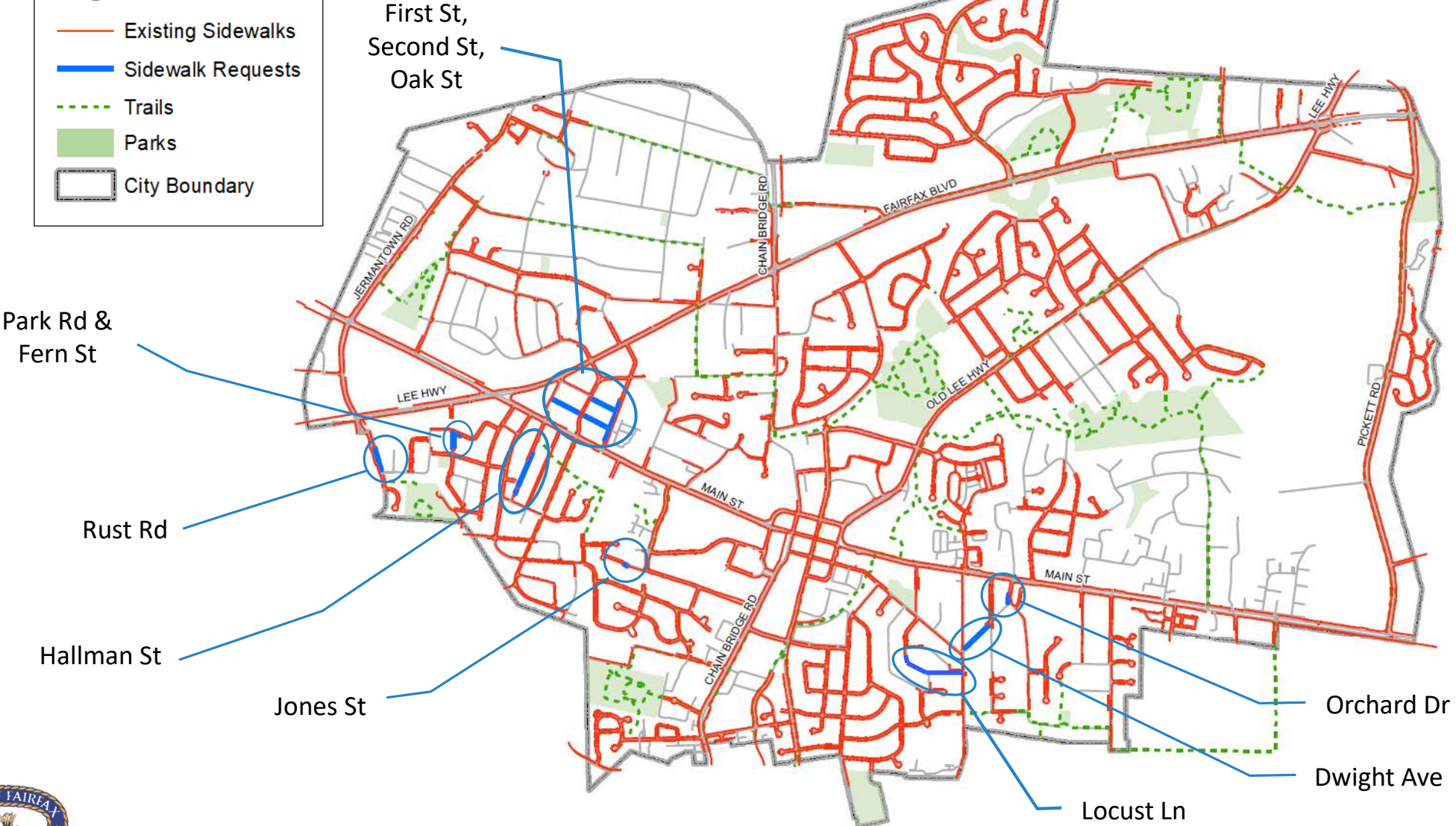
Traffic Volumes and Speeds	Measurement:
<input type="checkbox"/> Traffic volumes	Traffic volumes: Low: 0-999 vpd; Medium: 1,000-2,999 vpd; High: 3,000+ vpd
<input type="checkbox"/> Traffic speeds	Traffic speeds: Low: 0-27 mph; Medium: 28-32 mph; High: 33+ mph
Resident Support	Measurement: Low (0), Medium (1), High (2)
<input type="checkbox"/> Majority of residents on block support	HHs on the block who signed the petition (more than 66%)
<input type="checkbox"/> Majority of impacted residents support	HHs adjacent to project who signed the petition (more than 66%)



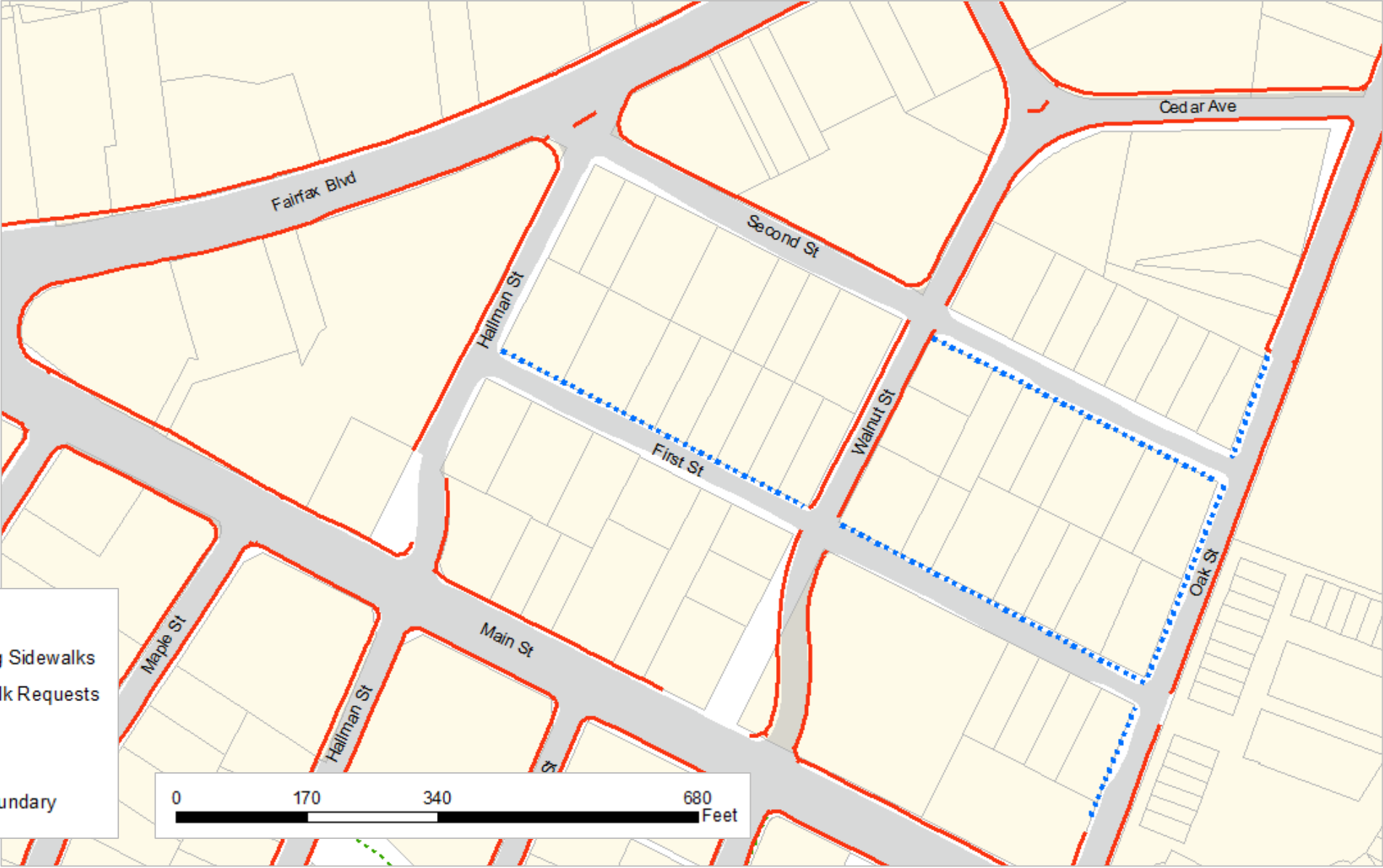
# Sidewalk Requests

**Legend**

- Existing Sidewalks
- Sidewalk Requests
- Trails
- Parks
- City Boundary



# First St, Second St, Oak St



## Legend

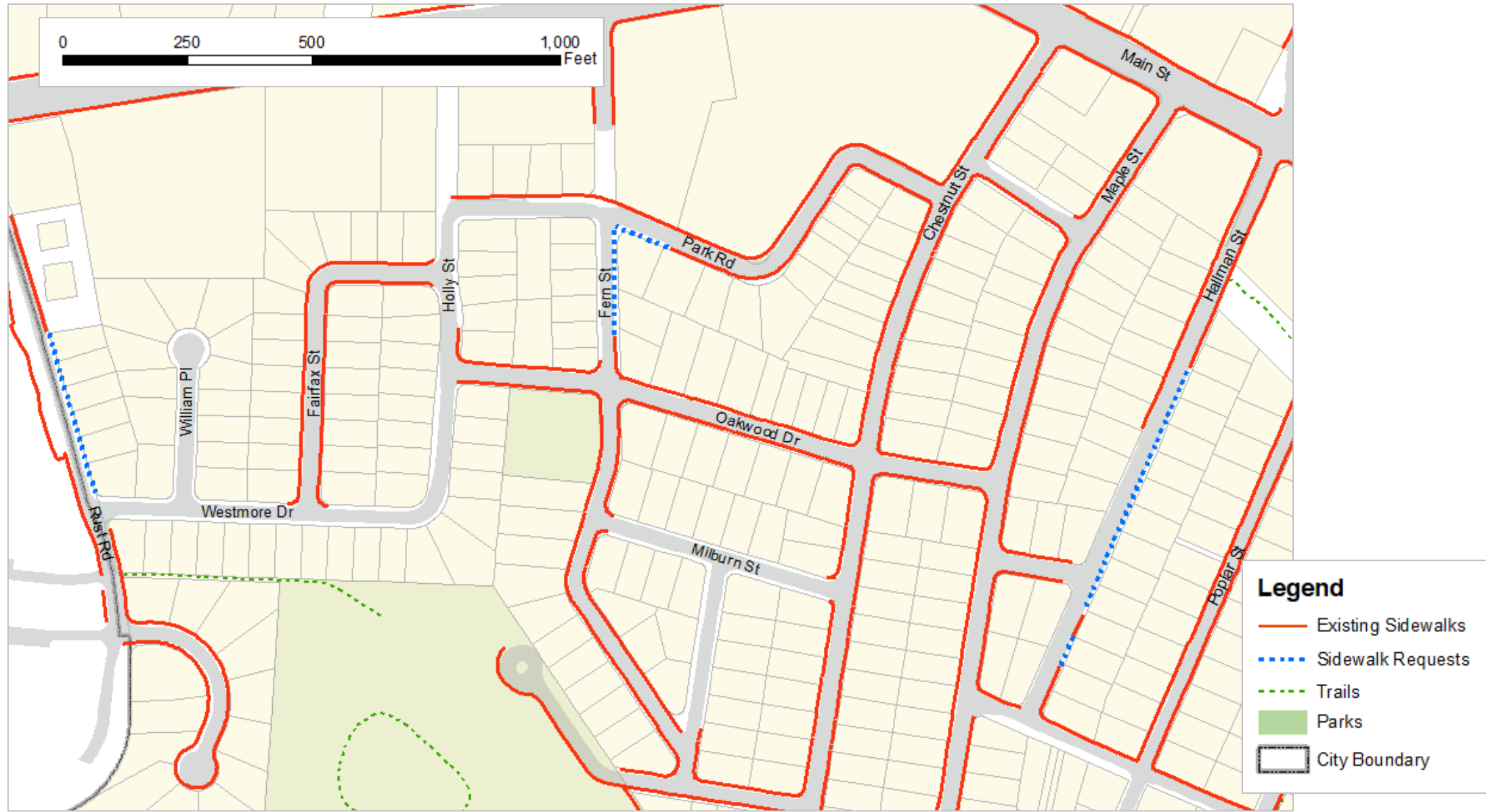
- Existing Sidewalks
- Sidewalk Requests
- Trails
- Parks
- City Boundary

0 170 340 680 Feet

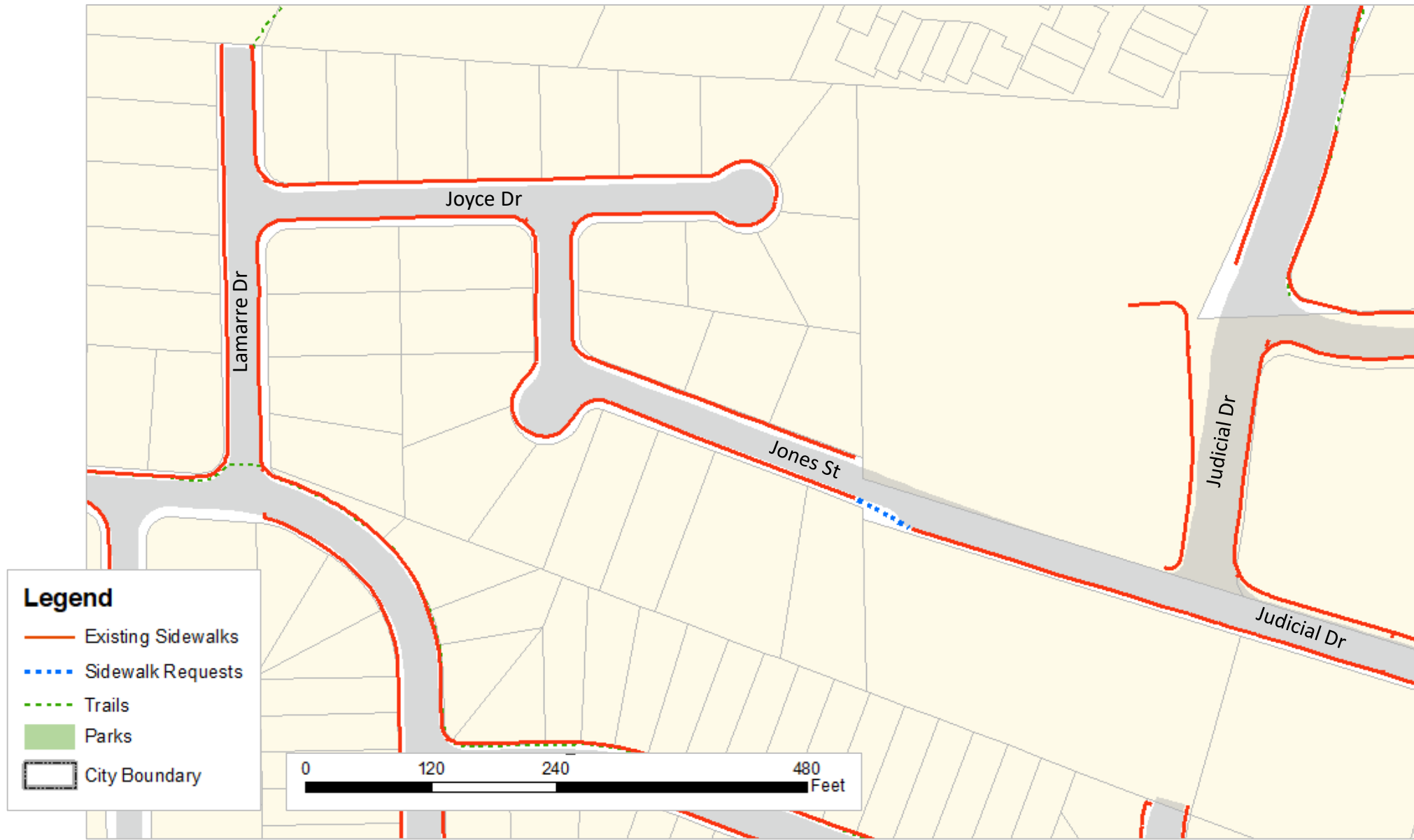




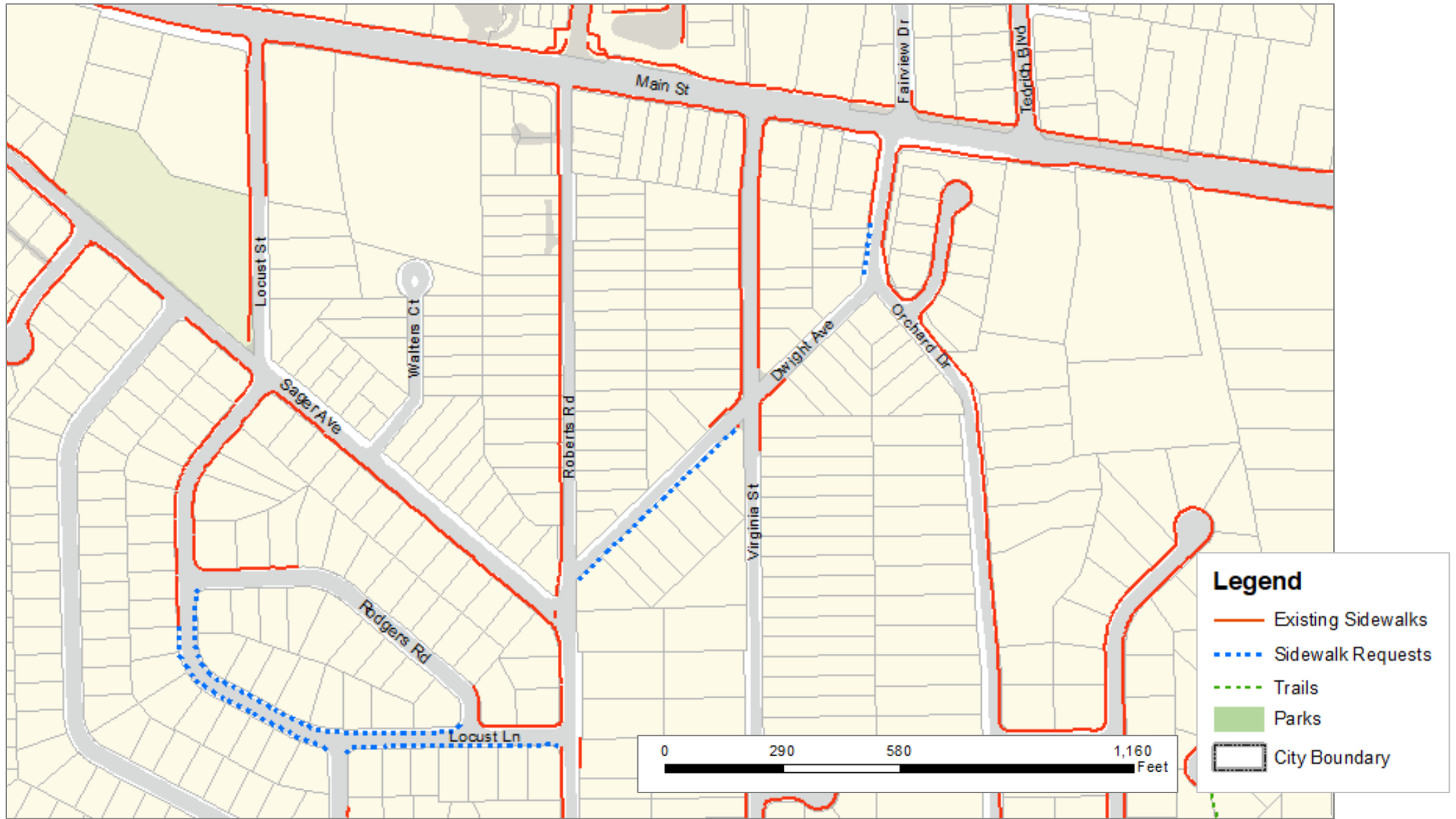
# Hallman St, Park Rd & Fern St, Rust Rd



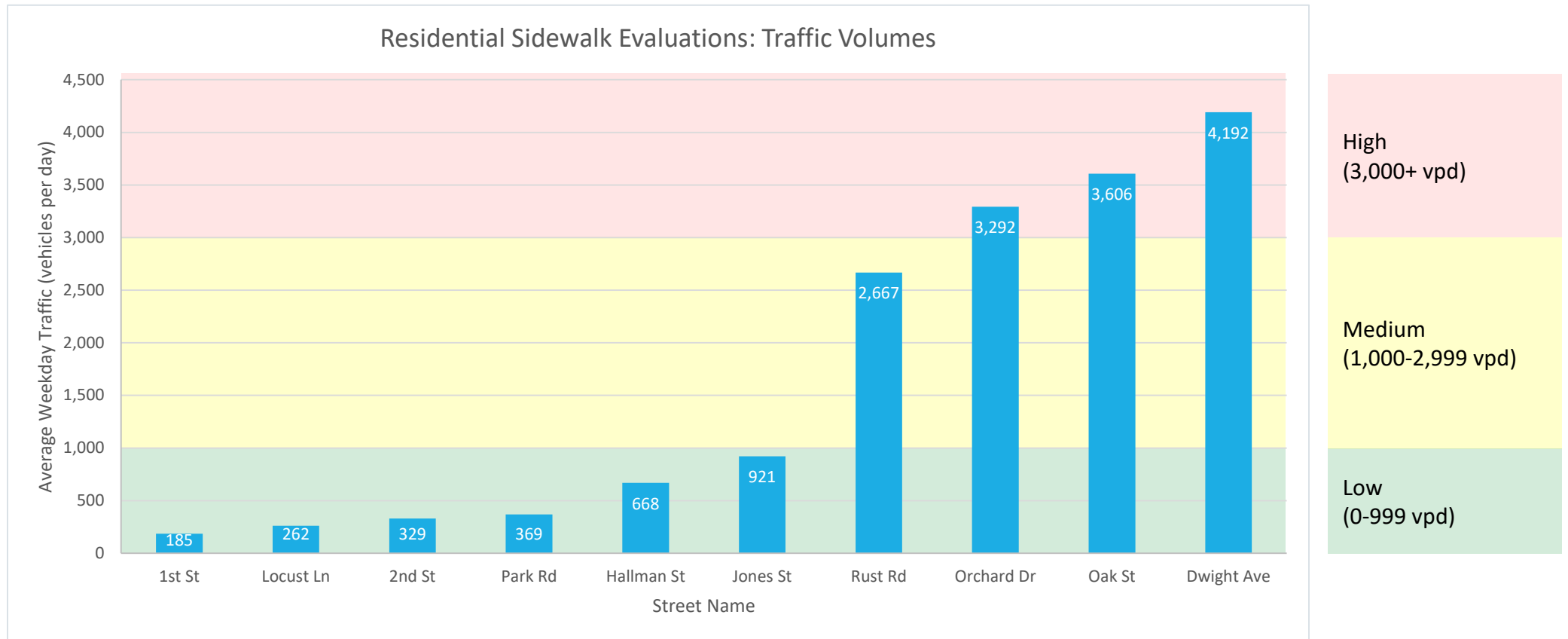
# Jones St



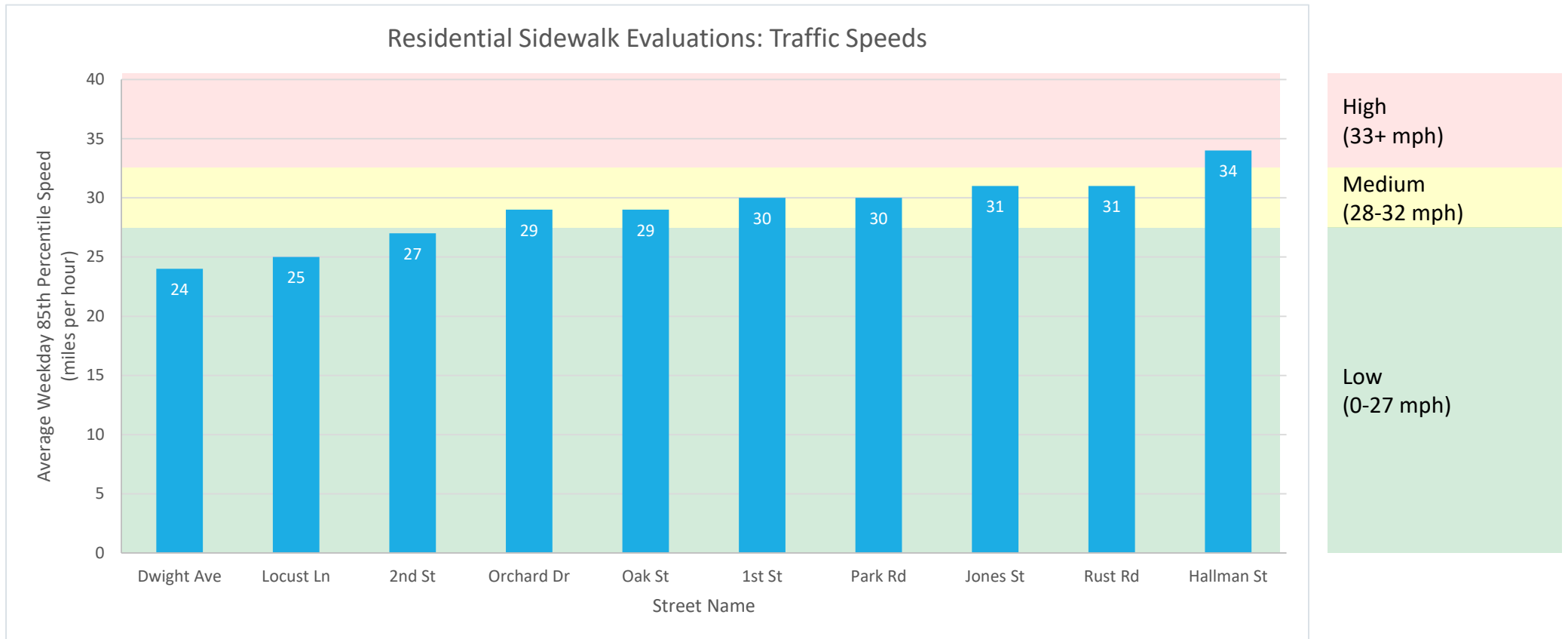
# Dwight Ave, Orchard Dr



# Average Weekday Traffic Volumes



# Average Weekday Traffic Speeds



# Summary of Project Benefits

Project Name	Appx. Year Requested	Neighborhood Connectivity	Access to Destinations	Traffic Speeds and Volumes	Resident Support	Project Cost Est.
First Street (2 blocks)	2018	Medium	Medium	Low or Medium	Low or Medium	\$500,000
Second Street	2018	Medium	Medium	Low	High	\$320,000
Oak St (3 blocks)	2007	Medium	Medium or High	Medium or High	Unknown	\$390,000
Orchard Drive	2015	Medium	High	Medium or High	Unknown	\$130,000
Jones Street	2016	High	Medium	Low or Medium	Unknown	\$120,000
Hallman Street	2017	High	High	Medium	High	\$240,000
Rust Road	2017	Medium	Medium	Medium	High	\$300,000
Park Rd & Fern St	2011	Medium	Medium	Low or Medium	Unknown	\$290,000
Dwight Ave	2018	Medium	High	Medium	Medium	\$540,000
Locust Ln	2019	High	High	Low	High	\$



# Staff Evaluation of Sidewalk Requests

	High Benefit	Medium Benefit	Low Benefit
Low Cost (< \$200K)		<ul style="list-style-type: none"><li>• Orchard Drive</li><li>• Jones Street</li></ul>	
Medium Cost (\$200 - \$400K)	<ul style="list-style-type: none"><li>• Hallman Street</li></ul>	<ul style="list-style-type: none"><li>• Second Street</li><li>• Rust Road</li><li>• <b>Locust Lane</b></li></ul>	<ul style="list-style-type: none"><li>• Park and Fern</li></ul>
High Cost (> \$400K)	<ul style="list-style-type: none"><li>• Oak Street</li></ul>	<ul style="list-style-type: none"><li>• Dwight Avenue</li></ul>	<ul style="list-style-type: none"><li>• First Street</li></ul>



# Staff Recommendation

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	Design	Construct
FY 2020	Jones St Hallman St	Jones St
FY 2021	TBD	Hallman St
FY 2022+	Future years TBD	





# Next Steps

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- Develop projects selected for advancement in FY 2020:
  - Notify residents and other stakeholders
  - Develop preliminary design and present to stakeholders
  - Proceed with final design and construction upon approval of preliminary design
- Contact residents for updates on continuing project support for unfunded project requests
- Remind residents about timeline for new requests
- Prepare for evaluation of new and continuing requests in FY 2021





## Questions and Discussion

