Sidewalk Cost Estimates

SIDEWALK ADVISORY COMMITTEE

FEBRUARY 22, 2018

Overview - Setting the table

- General cost estimate background
- Costs applied to Pedestrian sidewalk network
- First look at prioritization
- Alternative sidewalk treatment
- Existing sidewalk cost estimate

Traditional Sidewalk

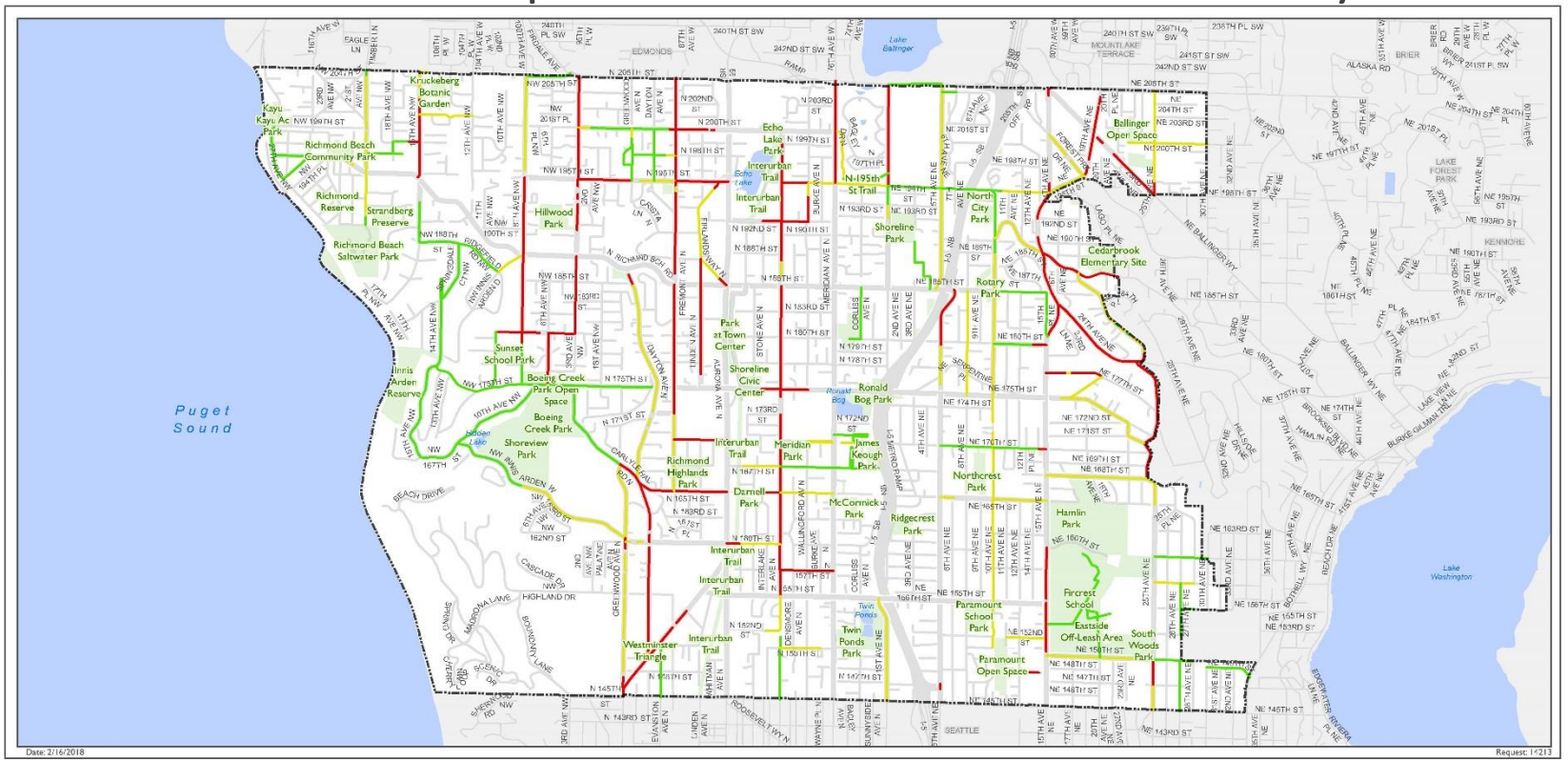
- Curb- gutter- sidewalk
- Price/Linear foot
- Other considerations:
  - Storm water
  - Topography
  - Other utilities
  - Right of Way
  - Location – arterial vs local street; traffic control
- Refine estimate as proceed with design

Summary of Pedestrian Sidewalk Plan

- 430,000 LF (over 81 miles) of un-built sidewalk per Pedestrian Sidewalk Plan (PSP)
- Approximately $675/LF for traditional sidewalk
- **$290.5 million to build-out the entire PSP**

- Break into High- Med- Low by Linear feet
- 143,000 linear feet = $96-$97 million

Prioritized Map of Planned Pedestrian System



Sidewalks & Alternative Options

Typical Treatment			Pros	Cons	Cost
Standard Sidewalk		5–8 foot sidewalk with curb and planted amenity zone (5 foot min.)	+ Longevity + Curb provides vertical separation from traffic + Addresses stormwater + Aesthetics/landscaping	– Right-of-way impact	$500/LF *(linear foot)*

Alternative Treatments			Pros	Cons	Cost
Sidewalk with Pinned-down Curb		At-grade sidewalk with pinned-down curbs that allow stormwater to pass through	+ Some separation from traffic + Lower install cost than standard sidewalk + Allows stormwater to pass through	– Minimally addresses stormwater – Lower durability – Less aesthetically pleasing – Less opportunity for landscaping	$350/LF
Curbless Sidewalk		Curbless sidewalk separated from street with amenity zone	+ Relatively well separated from traffic + Addresses stormwater + Aesthetics/landscaping + No need to go up/down curb ramps	– Right-of-way impact – Often no curb element separating facility from traffic	$395/LF
Painted Shoulder		Durable painted treatment to delineate pedestrian space	+ Relatively cheap and easy to implement + Can reduce speed and increase safety by narrowing the roadway + Minimal right-of-way impact	– No curb separation – Parking impacts – High maintenance cost	$290/LF
Trail		Trail designated for shared use by pedestrians and cyclists	+ Relatively well separated from traffic + Addresses stormwater + Aesthetics/landscaping	– Right-of-way impact – Often no curb element separating facility from traffic	$500/LF

Existing Sidewalk Repair

- Highly variable by location
- Alternatives
  - Replace full segments
  - Replace isolated panels, curb ramps
  - Spot repairs – ramping, grinding
- Difficult to estimate – prioritization is key
- Not just sidewalks – also curb ramps
- **Range: $64.4- 118.6 million**

Context for Tonight…..
Support Funding Discussion

- Ability to connect funding options with funding needs
- First look at prioritization run
- Costs for new and existing sidewalk
  - Total New: $290 million
  - Top 1/3 New: $97 million
  - Repair Existing: $64.4-$118.6 million
- Reminder: Not trying to fund everything

Context for March 8th SAC Meeting

- Thoughts on prioritization
  - Agree? Disagree?
  - Surprises?
- Alternate Sidewalk treatments
  - Where might they make sense?
  - Are there options you like or don’t like?

Estimated Funding Scenarios

SIDEWALK ADVISORY COMMITTEE

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Sidewalk Repair & Maintenance Revenue Analysis

Vehicle License Fee

- Ongoing Funding Stream
- Council Authorization
- Can support Debt Funding
- Option for Higher Voted Level

Levy Lid Lift

- Doesn't provide ongoing funding stream
- Not viable for Debt Funding
- Subject to $1.60 limit
- 50% Voter Approval req.

Voted Property Tax Levy

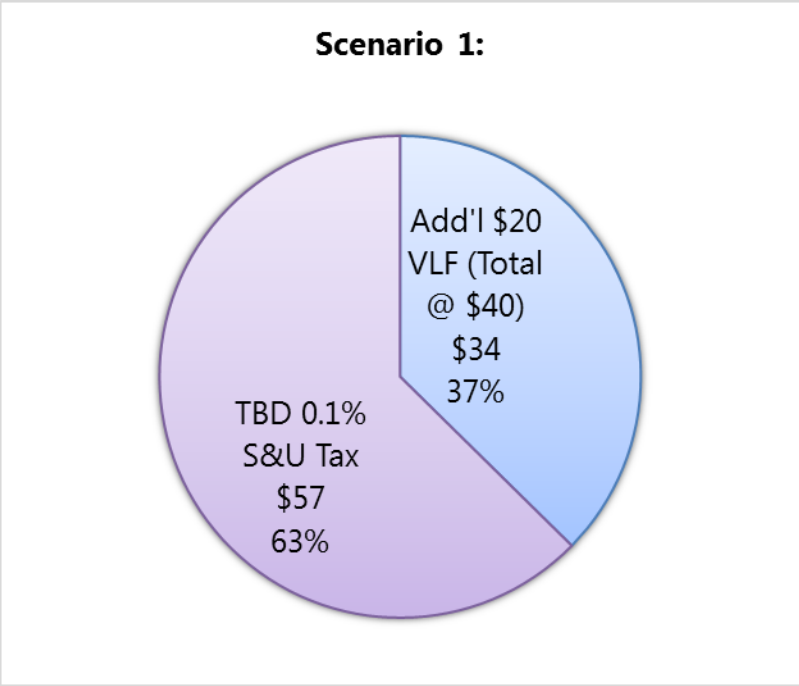
- Doesn't provide ongoing funding stream
- Supports Debt Funding
- 60% voter approval req.

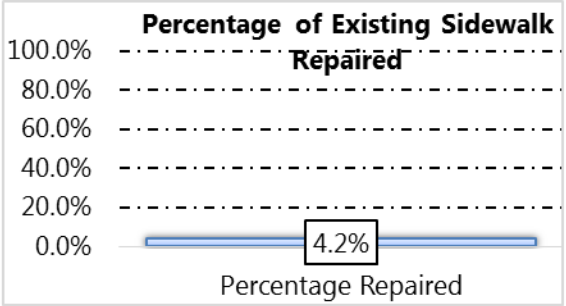
Voted Sales Tax

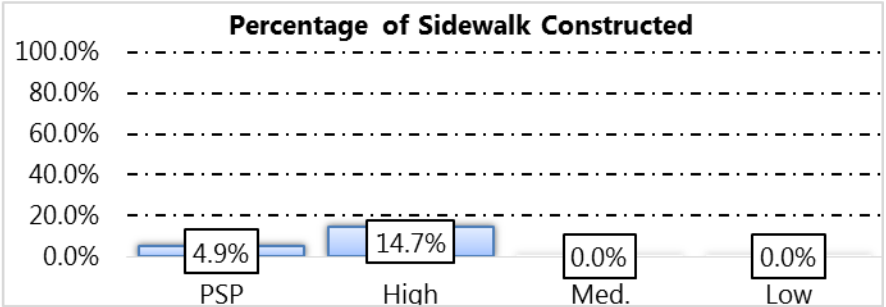
- Ongoing Funding Stream
- Can support Debt Funding
- Option for Higher Voted Level

Scenario 1: 0.1% S&U Tax; Additional $20 VLF (Total @ $40)

At an average annual cost of $91 the City would be able to repair 14,000 LF, or 4.2%, of existing sidewalk requiring repair and construct 21,000 LF, or 4.9%, of the Pedestrian System Plan.

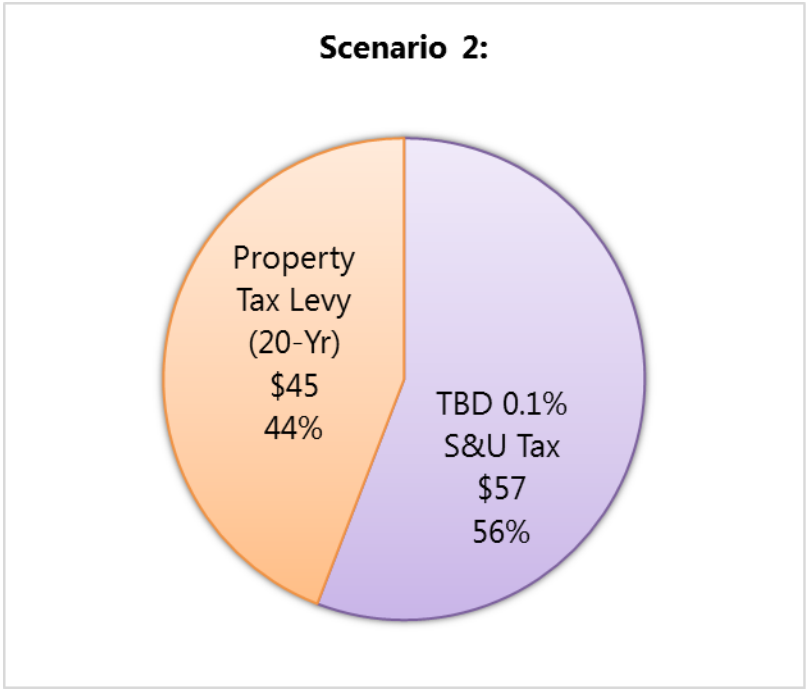


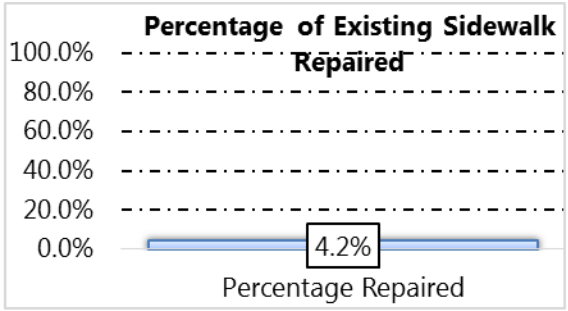


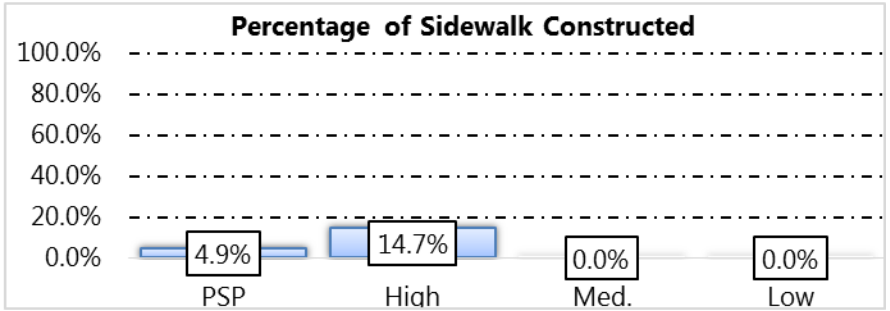


Scenario 2: 0.1% S&U Tax; Property Tax Levy

At an average annual cost of $102 the City would be able to repair 14,000 LF, or 4.2%, of existing sidewalk requiring repair and construct 21,000 LF, or 4.9%, of the Pedestrian System Plan.

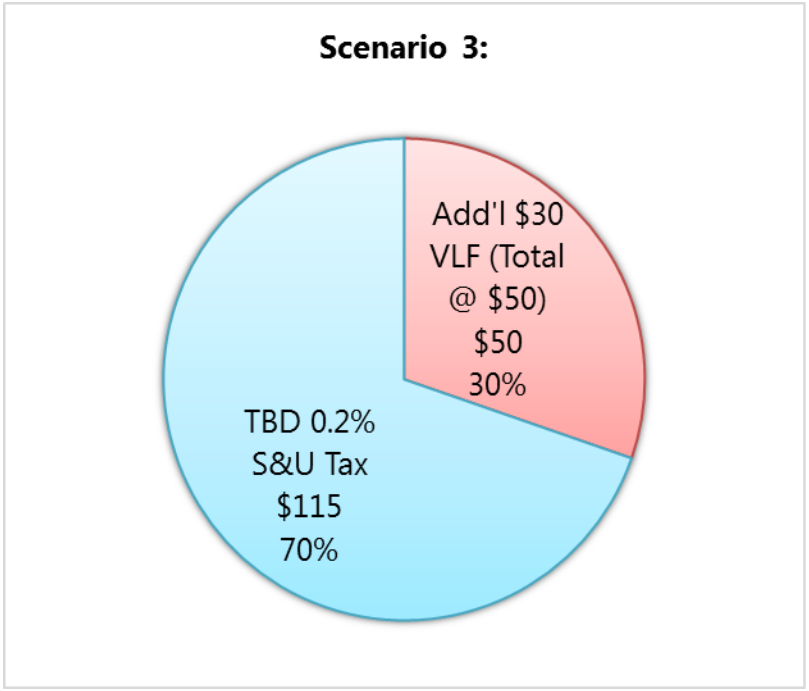


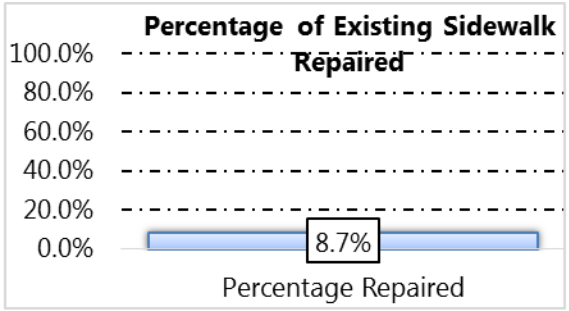


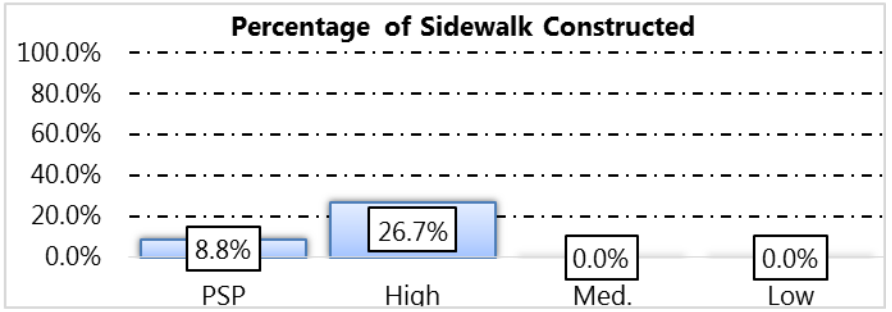


Scenario 3: Additional $30 VLF (Total @ $50); 0.2% S&U Tax

At an average annual cost of $165 the City would be able to repair 29,000 LF, or 8.7%, of existing sidewalk requiring repair and construct 38,000 LF, or 8.8%, of the Pedestrian System Plan.

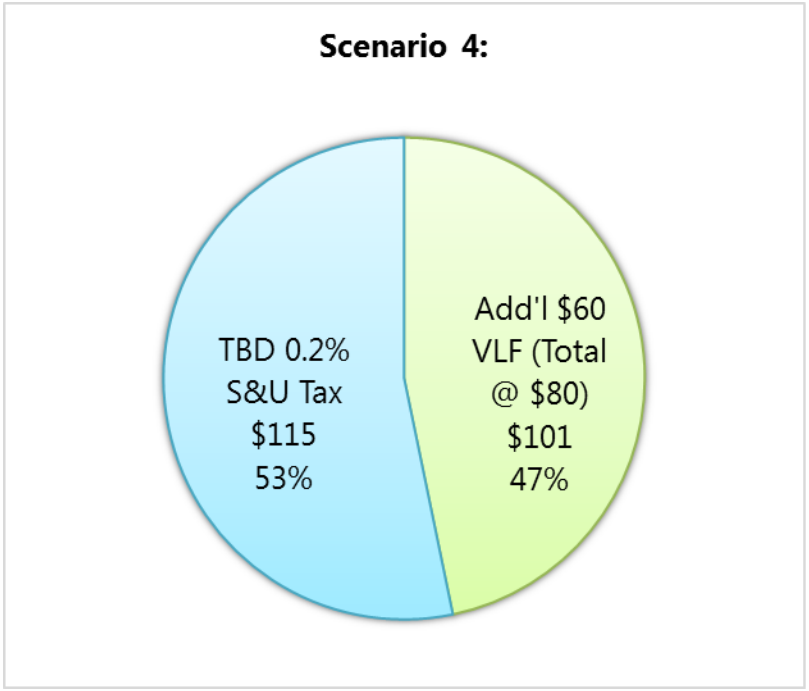


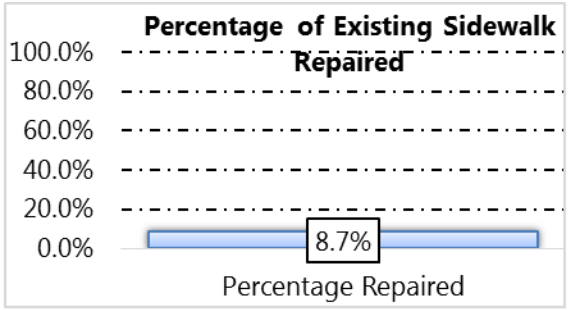


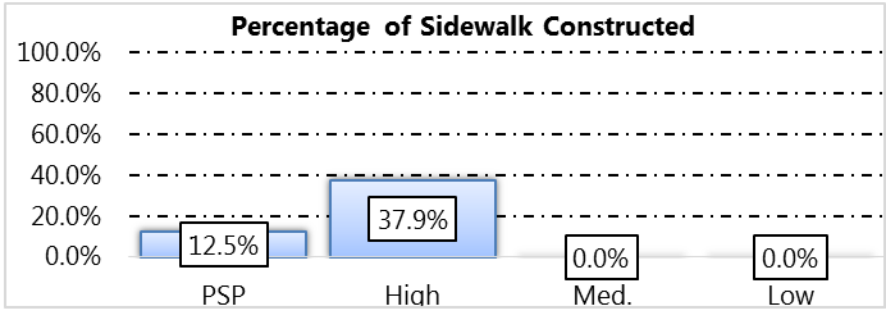


Scenario 4: Additional $60 VLF (Total @ $80); 0.2% S&U Tax

At an average annual cost of $216 the City would be able to repair 29,000 LF, or 8.7%, of existing sidewalk requiring repair and construct 54,000 LF, or 12.5%, of the Pedestrian System Plan.

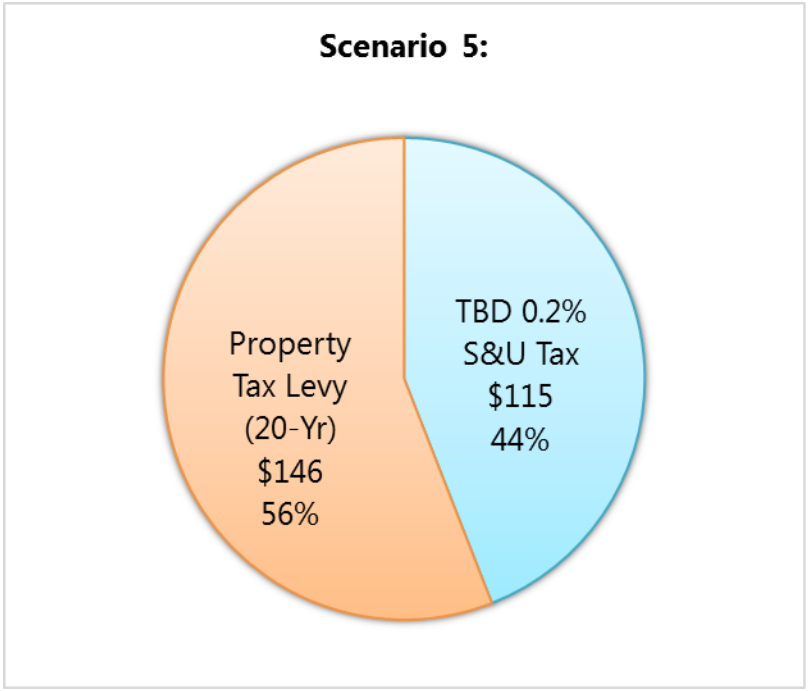


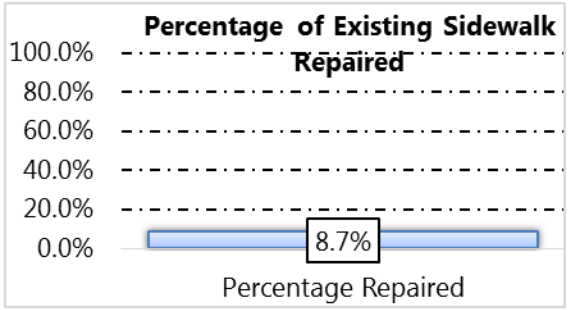


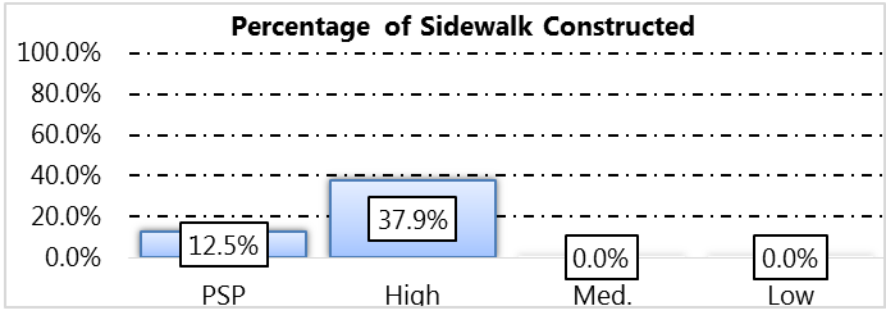


Scenario 5: 0.2% S&U Tax; Property Tax Levy

At an average annual cost of $261 the City would be able to repair 29,000 LF, or 8.7%, of existing sidewalk requiring repair and construct 54,000 LF, or 12.5%, of the Pedestrian System Plan.

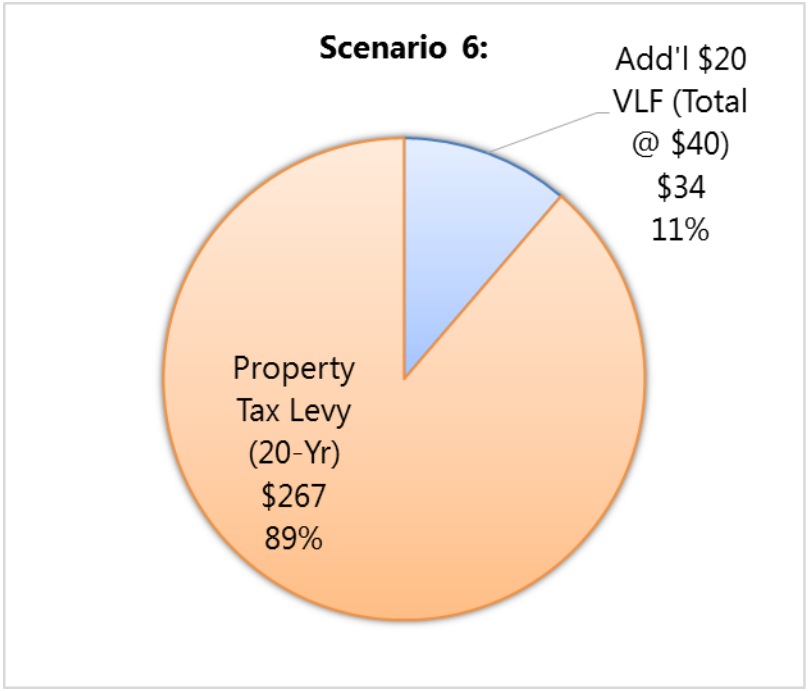


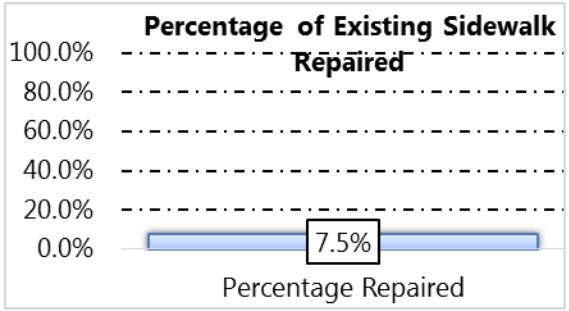


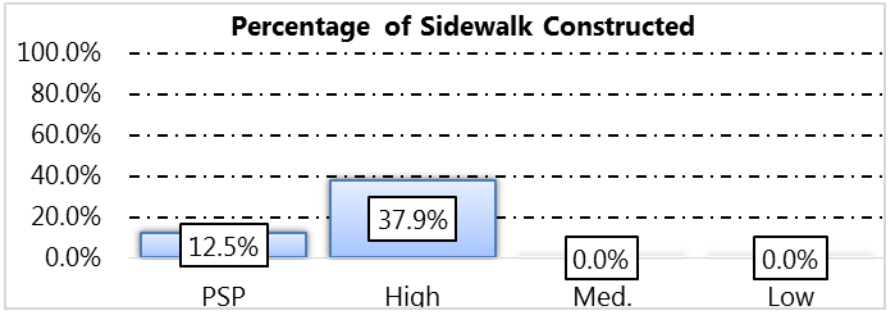


Scenario 6: Additional $20 VLF (Total @ $40); Property Tax Levy

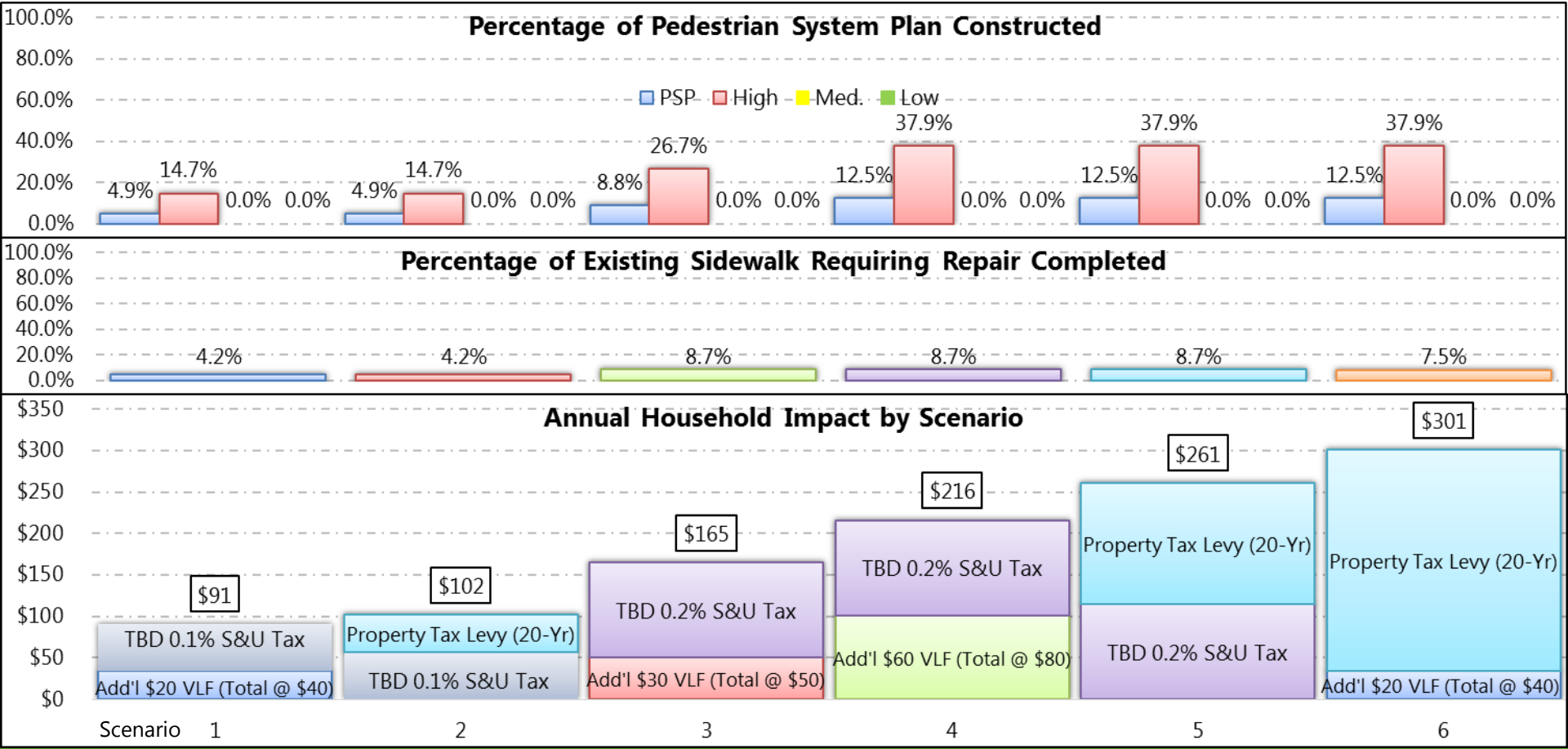
At an average annual cost of $301 the City would be able to repair 25,000 LF, or 7.5%, of existing sidewalk requiring repair and construct 54,000 LF, or 12.5%, of the Pedestrian System Plan.







Scenario Summaries



Funding Scenario Discussion Questions:

1. Do the presented scenarios make sense? What might make them more understandable to the public?
2. Does the amount of funding applied to repair versus expansion make sense?
3. Which funding scenario best achieves the balance between financial impact on residents and making progress on repairing and expanding the pedestrian system?
4. Are there other combinations that we should evaluate?
5. Given what you heard from the Parks Board at your last meeting about the potential for a future Parks bond issue, do property taxes seem like a viable option for sidewalks?
6. Besides the obvious risk of failure, what risks do the various scenarios pose when presented to the voters?