

COUNCIL SIDEWALK COMMITTEE (COMMITTEE) RECOMMENDATIONS FOR 2018

- FUNDS AVAILABLE: \$312,000

- **Alternative Transportation Fund (ATF)** Use the \$312,000 of Alternative Transportation Funds appropriated in 2018 for sidewalk and traffic-calming initiatives recommended by the Committee.
- **CBU Assistance with Storm Water Component of Council Sidewalk Committee Projects**  
While no longer setting aside funds for the storm water component of Council sidewalk projects, CBU continues to evaluate projects for some in-kind contributions.
- *Note: Occasionally, in past years, allocations from the previous year remained unspent and the Committee made recommendations about its use should an additional appropriation be proposed. No funds were identified for additional appropriation and, therefore, the shaded column remains empty.*

Project	ATF	ATF (Additional Amounts – Should They be Appropriated)	CBU	OTHER FUNDS
<b>Moores Pike and Clarizz Boulevard</b> <b>Design and Installation of a Pedestrian crossing – Across Moores Pike</b> Estimated Costs: Evaluation (\$20,000 – spent in 2016); Planning and Engineering [PE] – (\$10,710); Temporary Right-of-Way (Possible – amount unknown) & Construction (\$75,000)	\$81,000		\$0	\$14,000 <sup>1</sup>
<b>Walnut Street – from Winston Thomas to National Guard Armory (West Side)</b> <b>Construction of a sidewalk</b> Estimated Costs: Design (\$32,750 - spent in 2016); Right-of-Way (\$0); and Construction (\$63,000)	\$63,000		\$0	\$0
<b>Mitchell Street – from Maxwell Lane to Circle Drive (East Side)</b> <b>Construction of a Sidewalk (to replace lane markings installed in 2012).</b> Estimated Cost: Design (\$27,250 - expended in 2016); Right-of-Way (\$0); Storm Water (\$45,000); and Construction (\$153,000).	\$153,000		\$45,000 <sup>3</sup>	\$0
<b>Maxwell Street – from Miller Drive to North of Short Street (West Side)</b> <b>Design of a Sidewalk</b> Estimated Cost: To be determined at the Design stage.	\$13,000			\$ <sup>2</sup>
<u><b>Traffic-Calming</b></u> <b>Toward acquisition of temporary traffic-calming devices</b> Estimated Costs: See Footnote 3.	\$2,000		\$0	\$ <sup>3</sup>
<b>2018 ALLOCATION</b>	<b>\$312,000</b>	<b>\$0</b>	<b>\$45,000</b>	<b>\$14,000</b>

**Note: The Committee recognizes that the allocations for each project are estimates and may change. The allocations are intended to establish priorities and keep expenditures within appropriations. According to a motion adopted this year, the Committee amended its Overage Policy to give staff latitude to shift as much as 20% of the estimated project costs from one project to another upon approval of the Chair (after consultation with the Committee). Shifts of more than \$45,000 over the project estimate must be approved by the Committee.**

This year the Committee agreed to meet on Tuesday, November 13, 2018 at noon assuming that a Status Report has been filed in time to be included in the Initial Committee packet.

<sup>1</sup> P & T staff indicate that \$14,000 of other funds at their disposal will be available for this project.

<sup>2</sup> The Committee wishes to explore sharing the cost of a sidewalk with the developer of the amendment to the Co-Housing PUD which was given a positive recommendation by the Plan Commission on May 14, 2018.

<sup>3</sup> In 2017, the Committee recognized Traffic-Calming as an “emerging priority” which required a separate evaluation and approach along with additional funding. In 2018, the Committee learned that the P & T Department has acquired some temporary traffic-calming (speed control) devices to be deployed for: resident-generated traffic concerns; traffic diversion due to road construction; and, adjustments to existing on-street bicycle and pedestrian facilities. This year’s investment of \$2,000 is anticipated to help with traffic-calming along Graham Drive needed to handle the cut-through traffic generated from the intersection work at Tapp Road and Country Club Drive and used elsewhere as needed in the future.