

Two-Thirds Bonds – Streets and Sidewalks Bond Order Projects

STREET RESURFACING

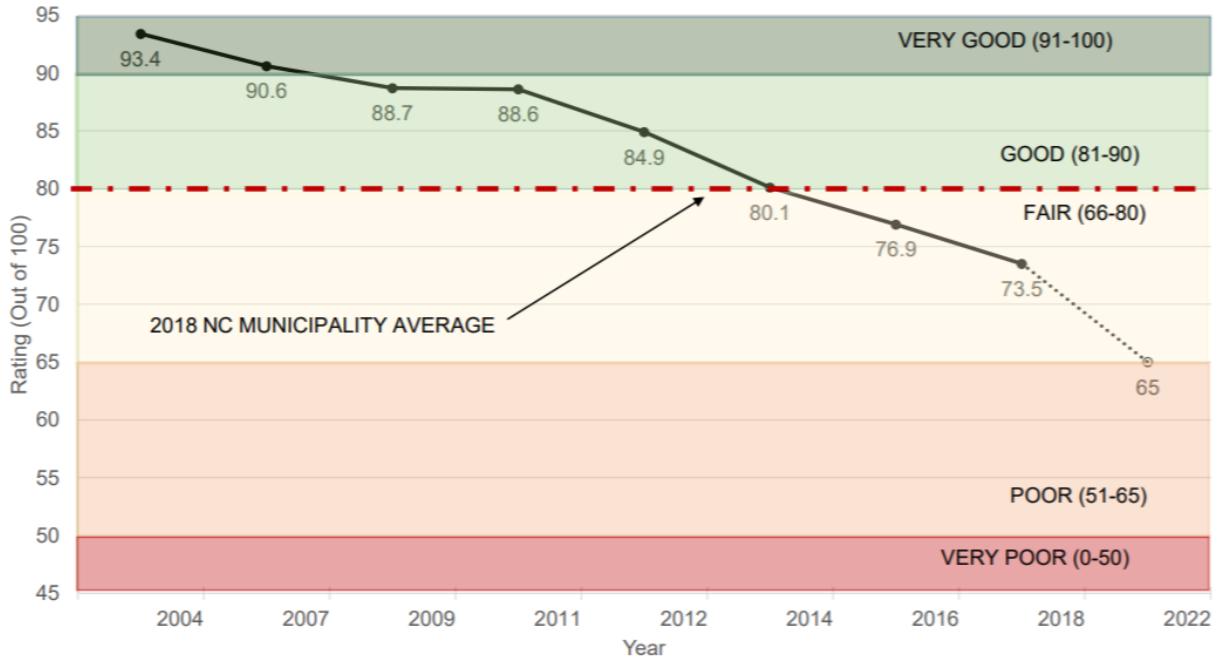
Recommended: Based on the known need, the recommended bond issuance for Streets is highly recommended for street resurfacing.

Reason for Recommendation

- Due to the insufficient operating budget, there is a significant **backlog of needed maintenance on about 2/3 of the Town's streets, equaling ~\$12 million** (excluding additional cost of up to 40% for milling, curb repairs, mobilization, etc.).
 - PW has a prioritized list of **shovel-ready street maintenance needs throughout Town totaling \$2.7 million** (about 26 streets - includes milling/stripping costs). “Bonds at Work” signs will be posted throughout Town at the work sites.
- The community and Town staff have identified street maintenance as a top priority.
 - Street resurfacing was the #1 ranked need in 2019 and #3 ranked need of 116 projects in 2020 identified in the Town's capital project prioritization process.
 - According to the **2020 Community Survey, maintenance of streets was the top category of public facilities** that respondents identified as needing the most emphasis from Town leaders. According to the **2017 Community Survey, resident satisfaction with maintenance of streets decreased more than any other decrease in satisfaction with a service** (17 points since 2009).
- **The longer maintenance is deferred, the more the Town will pay** for the same maintenance.
 - Postponing maintenance until a street is in “Poor” condition typically comes with a much higher price tag than if we resurface streets when they are in “Good” to “Fair” condition.
 - The **annual funding need is \$2.9 million** (excluding additional cost of up to 40% for milling, curb repairs, mobilization, etc.).
 - The Town's **annual street resurfacing budget has averaged ~\$665,000** per year over the last 12 years. The FY21 operating budget for street resurfacing was \$368,000.
 - As good stewards of taxpayer dollars, there is an interest to avoid future significantly higher maintenance costs by catching up as soon as possible.

Pavement Condition

The below graph shows the Town's overall Pavement Condition Rating (PCR) each year the third-party survey was completed through 2018.



The 2022 projection (dotted line on the graph) assumed that the operating budget would remain stable and accounted for planned use of remaining 2015 bond funds for resurfacing.

Multi-Modal (Bike-Ped and Transit) Impacts

- Public Works staff reviews the resurfacing plan each year with the Bike-Ped Team to identify opportunities to implement the Mobility and Connectivity Plan. **The proposed street resurfacing two-thirds bonds would include restriping roads to add bike lanes on the following streets:**
 - Burning Tree Drive
 - Europa Drive/ Legion Road
 - Tenney Circle
 - Riggsbee Road
 - N. Columbia St (sharrows)
- Further review is needed to confirm current conditions will permit the installation of bike lanes on these streets (such as, street width, on-street parking, any needed studies, coordination with other agencies, etc.)

- Many of the Town's roads were not originally constructed to carry heavy bus loads. As the Town resurfaces roads, multi-modal streets (which include bus routes) are prioritized to ensure that street condition is maintained for safe and efficient bus travel.

SIDEWALK PRIORITY PROJECTS

Recommended: Based on the known need, the recommended bond issuance for Sidewalks is highly recommended for sidewalk maintenance.

Sidewalk Maintenance Needs

- Staff has compiled a long list of high priority sidewalk repair needs throughout town representing a current backlog of \$200,000.
- The Town recently received a request from one neighborhood that identified about 350 locations of sidewalk maintenance concerns. Staff is reviewing this request.
- Addressing sidewalk repair needs also has a positive impact related to ADA requirements.
- 2015 bond funds have been unavailable due to being prioritized for new sidewalk construction projects.

Status of New Sidewalk Construction Projects

In October 2016, the Council prioritized the Town's top ten sidewalk construction projects, and five of the sidewalk projects were funded. Status updates for these five projects are listed below:

- Rosemary Street (from Henderson Street to S. Merritt Mill Road) was completed in 2016 as part of the Rosemary Street Streetscape Improvements project.
- Willow Drive (from Bank of America to Conner Drive) was completed in 2017.
- Homestead Road (from Weaver Dairy Road Ext. to Seawell School Road) and Seawell School Road (from Homestead Road to existing sidewalk) were combined into one project.
 - All right-of-way property acquisition is completed.
 - Construction is tentatively scheduled to begin in Summer 2021.
 - About half of the funding (~\$1 million) for this project is coming from federal grant funds.
- Ephesus Church Road Sidewalk Construction (East of Pinehurst to Colony Woods and Sharon Road to Pope Road) is at 90% design.

- Property acquisition is complete.
- Due to increasing costs for other bond projects, construction for this project was put on hold while staff worked to identify any alternate funding opportunities.
- **Staff has pursued but not received alternate funding opportunities at this time.** If we were to proceed with this project now, it would be completely funded by the Town. Waiting allows us to continue to pursue possible state and federal funding opportunities to offset the local cost to taxpayers.
- Because this project is planned for bond funds in Spring 2022, there will not be a significant delay.
- Proceeding with this project at a later date will be more accommodating to current staff capacity to manage the multiple construction.
- Given the above considerations, staff recommended the use of two-thirds bonds for other streets and sidewalks needs that have insufficient to no planned funding at this time.

Bike-Ped Projects

The Town plans to carry out Estes Drive Extension Bike-Ped and Fordham Sidepath projects using the last round of 2015 Streets and Sidewalk bond funding, tentatively planned to issue in Spring 2022. This timeframe will allow the projects to begin on schedule, as described below.

Both projects have been awarded federal grant funding through NCDOT, which will cover 80% of the project costs.

Estes Extension Bike-Ped

- Schedule:
 - Begin Design – FY 22, pending approval from NCDOT
 - Right-of-Way Acquisition – FY 23
 - Construction – FY 25
- Budget
 - The total local match is \$856,000. The local match for design phase only is \$65,000.

Fordham Blvd. Multiuse Path

- Schedule:
 - Begin Design – FY 23
 - Right-of-Way Acquisition – FY 24
 - Construction – FY 26
- Budget
 - The total local match is \$450,000. The local match for design phase only is \$41,000.