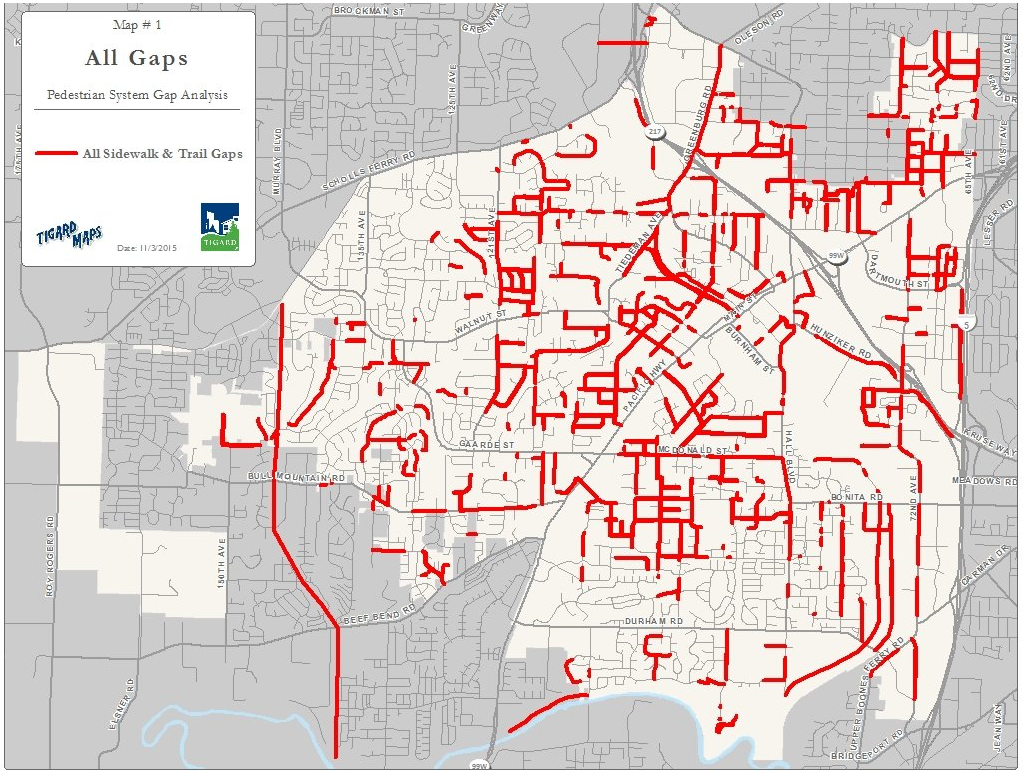
City *of* Tigard Respect and Care | Do the Right Thing | Get it Done

Sidewalk Gap Program

November 17, 2015

City *of* Tigard

Gaps in pedestrian facilities in Tigard makes walking a difficult transportation option thus increasing traffic on Tigard's roads.



Location of sidewalk and trail gaps in Tigard.

Feedback from Oct 20, 2015

- Focus on primary routes in the system.
- Include difficult to build, high-cost gaps.
- Don’t include gaps on low traffic volume local streets.
- Develop 20 year program.

Primary System Routes

- Arterial Roads
- Collector Streets
- Neighborhood routes with average daily traffic (ADT) volume over 1,500 or near a school.
- Trails

Program Costing

- Costing is done at a high programmatic level.
- Actual costs of individual sections will vary.
- Recognizes that some sections can be completed with lower cost paved connections.
- Only includes sidewalk gaps within city boundaries.

Program Costing

- Estimates include sidewalks on both sides of streets.
- Priority crossings included in the project costs. Specific location will be determined in the design process.
- Bike lanes included in costs for Arterials and Collectors.

Program Costing

- Trails are those identified in Trail Master Plan, including neighborhood and multi-use trails.
- Regional trails only include portions within city boundaries.

Program Costing

- A sidewalk/trail costs $250/linear foot.
- Identified 4 factors that increase cost:
  - City needs to buy right-of-way
  - Steep slopes
  - Wetlands
  - Drainage ditches
- Each cost factor adds $400/linear foot.

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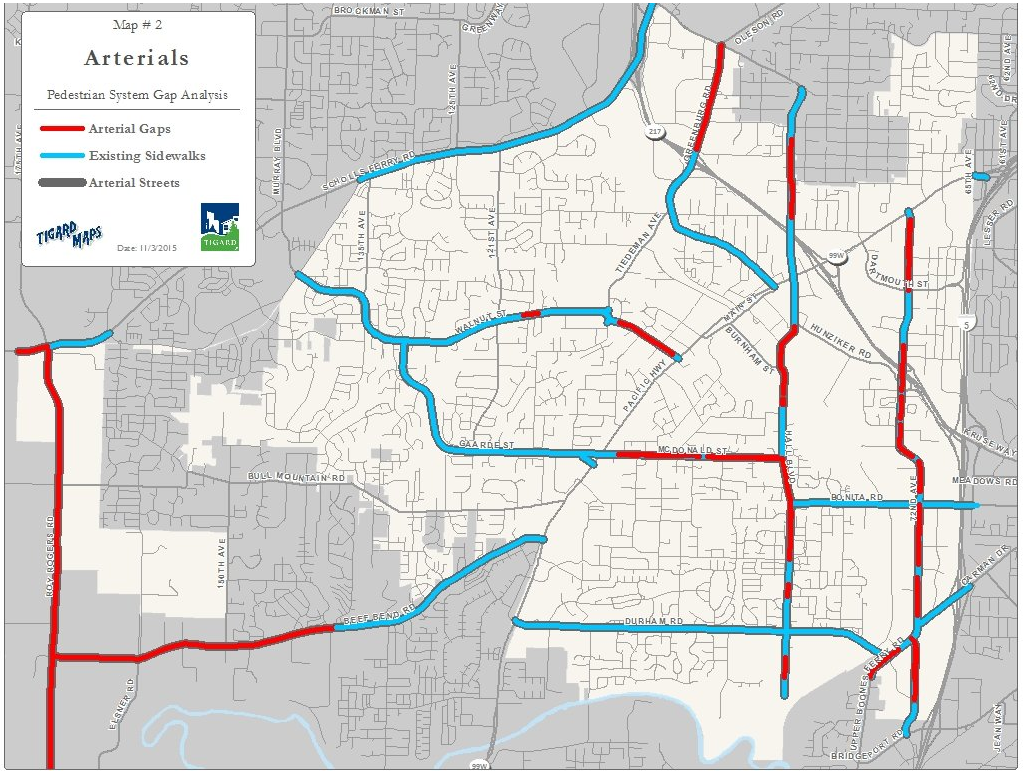
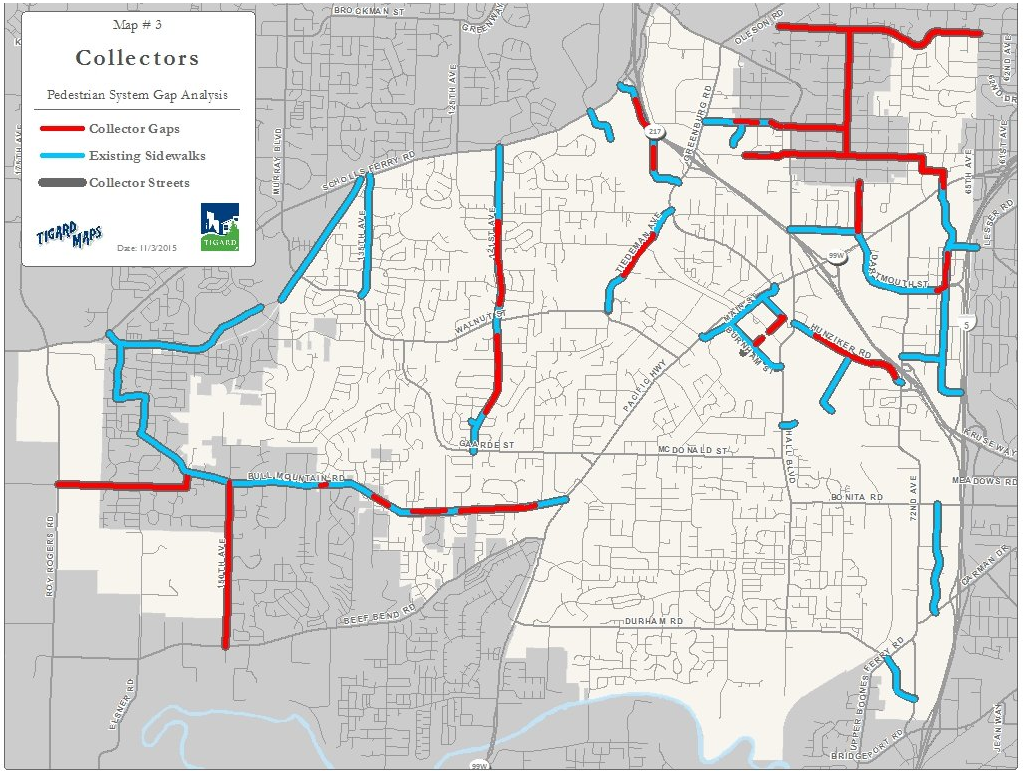
Tigard's Arterial Roads have 7.2 miles of sidewalk gaps. Filling those gaps will cost $27.6 million.



Location of arterial roads and their sidewalk gaps.

City *of* Tigard

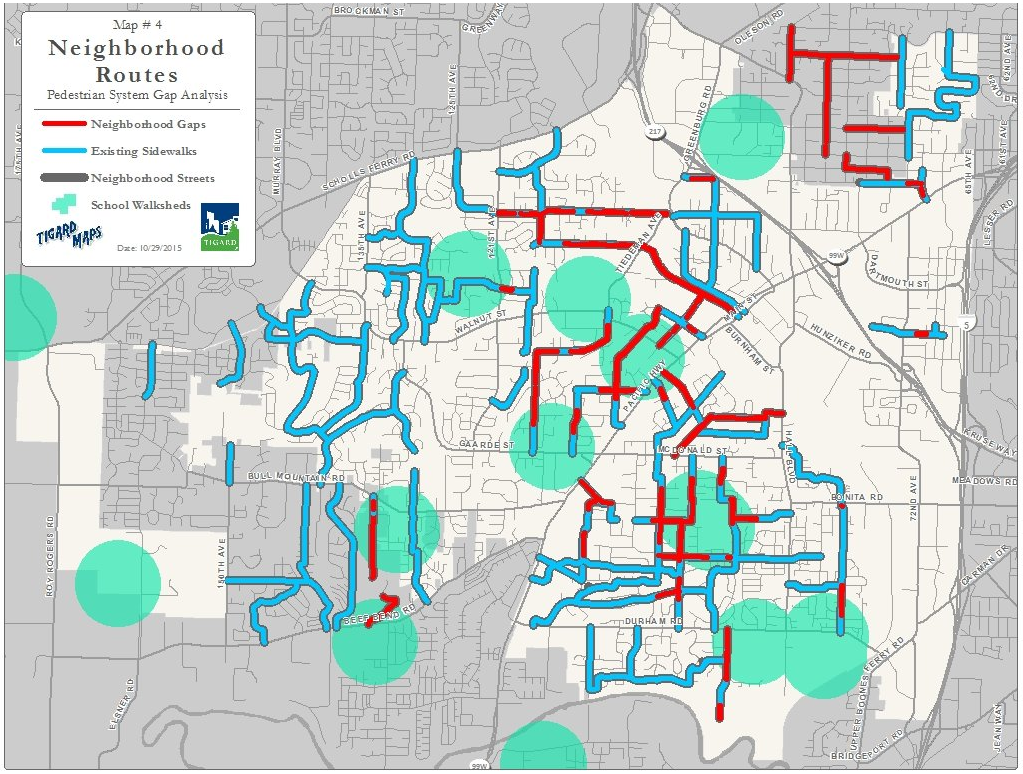
Tigard's Collector Streets have 6.3 miles of sidewalk gaps. Filling those gaps will cost $26.3 million.



Location of collector roads and their sidewalk gaps.

City *of* Tigard

Neighborhood Routes with traffic of over 1,500 trips/day have 13.9 miles of sidewalk gaps. Filling those gaps will cost $38.8 mil.



Location of neighborhood routes with ADT over 1,500 and their sidewalk gaps.

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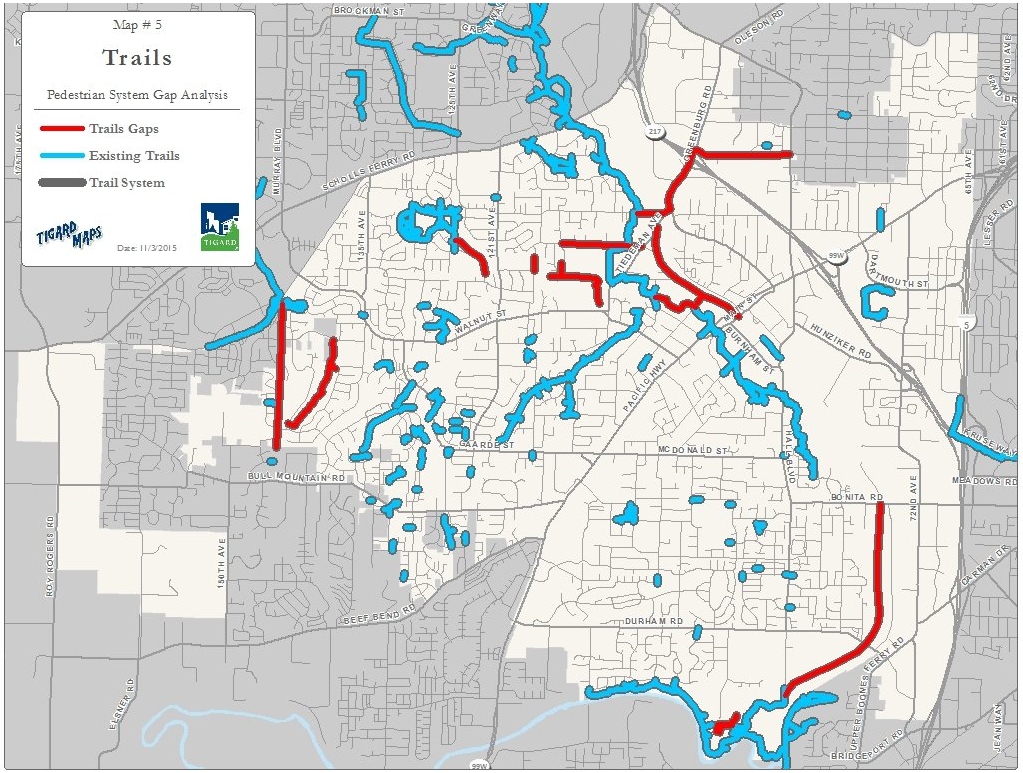
Tigard's trails have 6.7 miles of gaps within the city. Filling those gaps will cost $25.6 million.



Location of trail and their trail gaps.

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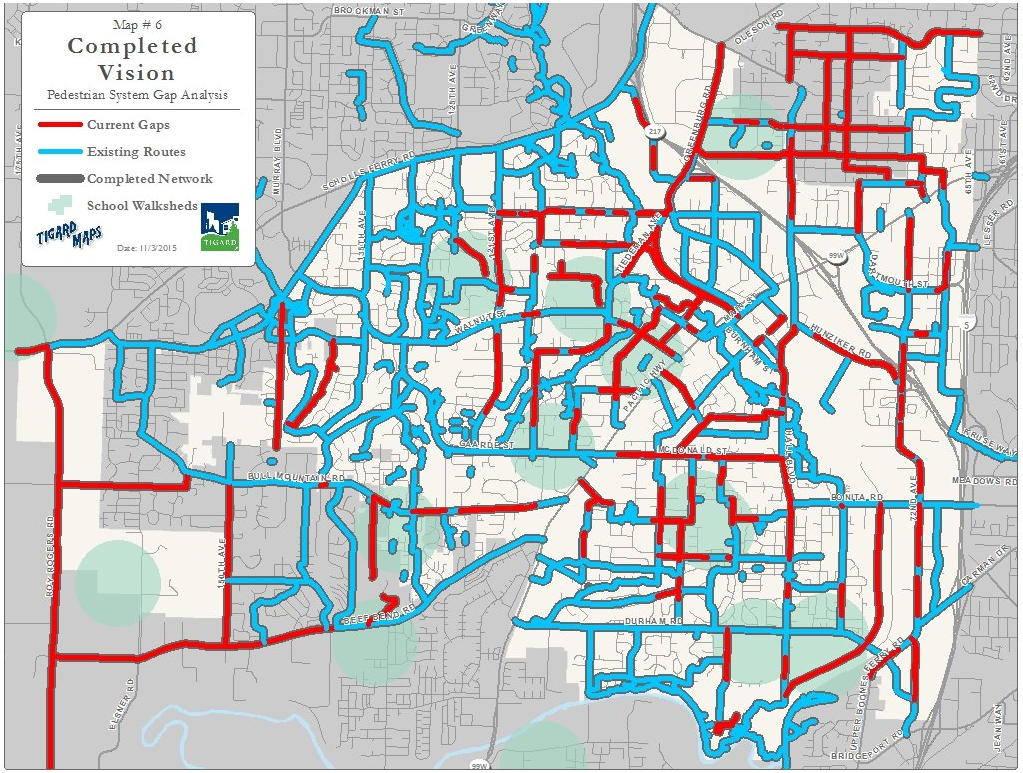
A complete pedestrian system with all 34 miles of system gaps filled will make walking a more attractive transportation option. Creating the system will cost $118 million.



Location of completed pedestrian system.

Potential Program Funding

- Gas Tax Fund
- Current 3% City Gas Tax Fund
- Potential Additional 2% City Gas Tax
- Outside Funding Sources
- Potential Utility Bill Charge

Gas Tax Fund

- Currently supports:
  - Street Maintenance
  - Electric bill for streetlights and signals
  - Debt service on Burnham St. thru FY 2020.
- Available Funds for all Transportation Needs:
  - Currently $200K undedicated annually .
  - Starting FY 2021, $790K available annually.
  - $10,240,000 over next 20 years.

3% City Gas Tax Fund

- Currently supports:
  - Debt service on Greenburg/Main Intersection thru FY 2020.
- Available Funds for all Transportation Needs:
  - Currently $200K undedicated annually .
  - Starting FY 2021, $510K available annually.
  - $5,760,000 over next 20 years.
  - Needs TTAC recommendation.

Potential 2% City Gas Tax

- Would need to be implemented.
- Would generate $400K per year.
- Over a 20 year period, would generate $8 Mil.

Outside Funding

- Grants
- Large CIP projects including outside jurisdiction funding, such as MSTIP
- Development
  - Thru development in an area where a gap exists
  - Thru reimbursement program in an area where Gap Program has built the sidewalk prior to development.
- Estimate that 20% of Gap Program Funding will come from Outside Funding.

Utility Bill Charge

- Modeled on Street Maintenance Fee.
- Program has 20 year duration.
- Program Costs reduced by 20% funding from outside sources.
- Other city resources not included. Would represent another 20% program reduction if all resources were applied to Sidewalk Gaps.

Utility Bill Charge

Calculation of 20-Year Program Cost by Customer Type

Road Type	Cost ($Mil)	Res Share	Res Cost ($Mil)	Non-Res Share	Non-Res Cost ($Mil)
Arterial	27.6	38%	10.5	62%	17.1
Collector	26.3	50%	13.2	50%	13.2
Neighborhood	38.8	100%	38.8	0%	0.0
Trail	25.6	90%	23.0	10%	2.6
20-Yr Total	118.3		85.5		26.3

Utility Bill Charge

Calculation of Annual Program Cost Charged to Utility Bill by Customer Type

Road Type	Total Cost ($Mil)	Res Cost ($Mil)	Non-Res Cost ($Mil)
20-Yr Total	118.3	85.5	26.3
Less: 20% Outside Funding	-23.7	-17.1	-6.6
20-Yr Total from Utility Charge	94.7	68.4	26.3
Annual Cost	4.7	3.4	1.3

Utility Bill Charge

Calculation of Monthly Utility Bill Charge by Customer Type

Road Type	Total Cost	Res Cost	Non-Res Cost
Annual Cost	$4.7 Mil	$3.4 Mil	$1.3 Mil
Units		20,813 Residences	39,723 Required Parking
Annual Cost Per Unit		$164.28	$33.12
Monthly Utility Charge per Unit		$13.69	$2.76

Summary

- Connected walkability will reduce traffic.
- Connecting pedestrian facilities on primary routes will cost $118 million.
- Additional resources are needed to pay for a Sidewalk Gap program.
- If a Utility Fee was used, a home would pay about $14/month.

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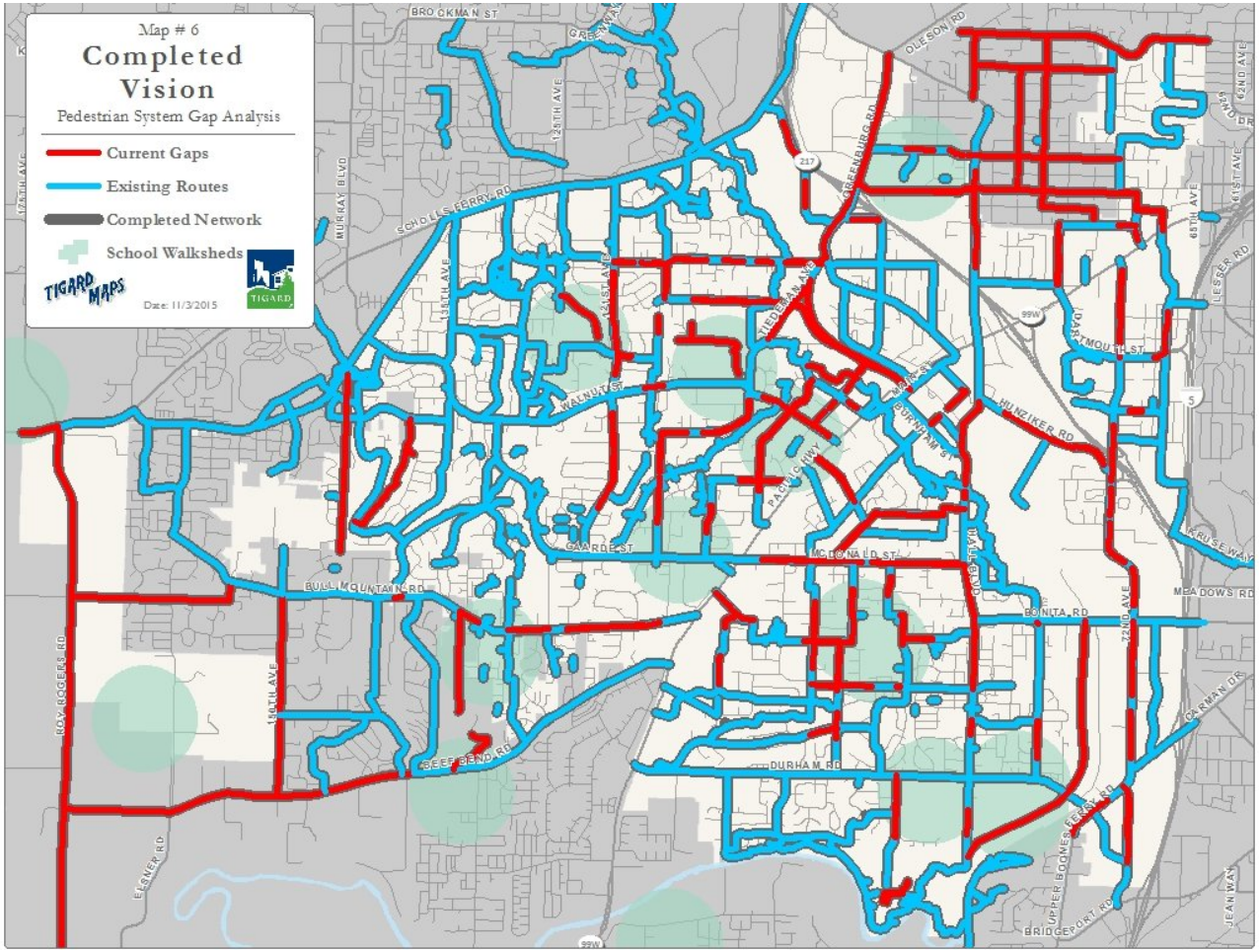

Location of completed pedestrian system.