STREET REPAIR – SHORT-TERM AND LONG-TERM STRATEGIES

Background

- DESPITE PAST EFFORTS, STREETS ARE IN POOR CONDITION
- ON A PAVEMENT CONDITION SCALE OF 0 TO 100, MOST STREETS RANK BELOW 50
- TARGETED AVERAGE ANNUAL BUDGET OVER THE LAST TEN YEARS:
  - APPROXIMATELY $700,000
- AVERAGE YEARLY EXPENDITURES OVER THE LAST TEN YEARS:
  - APPROXIMATELY $350,000 PER YEAR OF LOCAL FUNDS, PLUS
  - APPROXIMATELY $390,000 PER YEAR IN GRANT FUNDS USED ON MAJOR CONNECTING STREETS (SAFETY, STREETSCAPING, STREET REHAB, ACCESSIBILITY)

Background

- MAJORITY OF LOCAL STREET REPAIRS FUNDED WITH GENERAL FUNDS: (PROPERTY TAX, SALES TAX INCREMENT)
- GAS TAX REVENUE AND GRANT FUNDS HAVE PAID FOR SOME LOCAL STREET REPAIR
- MAJORITY OF MAJOR CONNECTING STREETS REPAIRED WITH GRANT FUNDS USED TO LEVERAGE LOCAL FUNDS
- MOST STATE AND FEDERAL GRANTS ARE FOR SAFETY AND NON-MOTORIZED IMPROVEMENTS
  - THE CITY HAS LEVERAGED THESE FUNDS FOR STREET REPAIRS WHERE POSSIBLE

Background

Street Name	Starting @	Ending @	Length Approx. in feet	Year Constructed
S. 4th Street	Highland	Farroll Road	2341	2010
West Grand Avenue	2nd Street	4th Street	739	2009
S. 4th Street	Seabright Avenue	West Grand Avenue	1478	2009
Ramona Avenue	N. 8th Street	N. 9th Street	348	2009
Atlantic City Avenue	N. 12th Street	City Limit	2931	2009
Norma Lane			115	2009
S. 13th Street	Longbranch Avenue	Manhattan Avenue	343	2009
N. 4th Street	West Grand Avenue	City Limit	5350	2008
N. 10th Street	Brighton Avenue	Ramona Avenue	482	2008
N. 12th Street	Atlantic City Avenue	El Camino Real	1930	2008
Brighton Avenue	N. 9th Street	N. 10th Street	378	2008
Ramona Avenue	N. 9th Street	N. 10th Street	367	2008
Atlantic City Avenue	West of N. 8th Street	N. 12th Street	1393	2008
Ramona Avenue	N. 14th Street	N. 16th Street	751	2008
S. 7th Street	Rockaway Avenue	Longbranch Avenue	376	2007
Longbranch Avenue	S. 10th Street	S. 11th Street	364	2007

Discussion Outline:

- Cost to Repair Streets
- Short-Term Strategy
- Short-Term Outlook
- Long-Term Strategy

Cost to Repair Streets

- STREET REPAIR IS EXPENSIVE!!!
- THE CITY HAS A LOT OF PAVEMENT:
  - 9.36 million square feet of asphalt
  - Replacement cost is approximately $10 per square foot
- IF WE STARTED OVER WITH ALL NEW STREETS, $600,000 PER YEAR WOULD BE ENOUGH TO MAINTAIN ONLY OUR MAJOR CONNECTING STREETS
- IF WE STARTED WITH ALL NEW STREETS, IT WOULD COST $1.6 MILLION PER YEAR TO MAINTAIN ALL OF OUR STREETS

Short Term Strategy

- EXISTING TOOLBOX:
  - AVERAGE ANNUAL LOCAL FUNDING BETWEEN $250,000 AND $350,000
  - AVERAGE EXPENDITURES OVER THE LAST TEN YEARS = APPROXIMATELY $740,000 PER YEAR WITH GRANTS
  - POTHOLE PATCHING WITH COLD MIX
  - CONTRACT OUT SMALL REMOVAL/REPLACEMENT PROJECTS
  - CONTRACT OUT SMALL ANNUAL STREET REHAB PROJECT ON MAJOR STREETS

Short Term Strategy

- SHORT-TERM LOCAL STREET REHABILITATION PROGRAM PRIORITY LIST: MAJOR CONNECTING STREETS (Adopted by City Council)

PRIORITY	NAME
1	West Grand Avenue
2	4th Street
3	Oak Park Boulevard
4	13th Street
5	Longbranch Avenue
6	8th Street
7	Farroll Road
8	North 12th Street
9	Atlantic City Avenue
10	The Pike
11	El Camino Real
12	Newport Avenue
13	Mentone Avenue

THIS FORMS A GRID CONSISTING OF4 STREETS NORTH/SOUTH, 9 STREETS EAST/WEST

Short Term Strategy

- OPTIONS: (ADD TO THE TOOLBOX)
  - CONSIDER PURCHASE OF A PATCH TRUCK (PERMANENT REPAIRS VERSUS FILLING POTHOLES)
  - IDENTIFY A FEW INTERSECTIONS OR SEVERELY DETERIORATED AREAS FOR REMOVAL/REPLACEMENT EACH YEAR
  - INCREASE PRIVATE PARTICIPATION
    - VOLUNTEER FUNDING/REPAIRS
    - DEVELOPMENT REQUIREMENTS:
      - NEW SFR TO CONSTRUCT STREET IMPROVEMENTS TO CENTERLINE (POSSIBLE DETERRENT TO DEVELOPMENT)

Short-Term Outlook

- DUE TO THE CONDITION OF CITY STREETS, CURRENT ANNUAL FUNDING LEVELS CAN'T OVERCOME RATE OF DETERIORATION
- SPOT REPAIRS ARE BECOMING INEFFECTIVE AS PAVEMENT CONDITIONS WORSEN
- MANY STREETS HAVE REACHED THE END OF THEIR EXPECTED LIFESPAN

- WHAT IS THE OUTLOOK?

Short-Term Outlook

- WHAT HAPPENS IF....
- CONTINUE CURRENT ANNUAL FUNDING; APPLY FOR GRANTS WHEN AVAILABLE
  - CURRENT ANNUAL FUNDING IS NOT ENOUGH
  - GRANT OUTLOOK IS NOT GOOD. DON'T EXPECT MONEY FOR ANY STREETS EXCEPT OAK PARK, 4TH AND WEST GRAND AVENUE
  - EXPECT THE CONDITION OF ALL STREETS TO CONTINUE TO DECLINE
  - MAINTAIN A GRID OF 5 OR 6 MAJOR CONNECTING STREETS IN ACCEPTABLE CONDITION
  - CONTINUE TO SPOT PATCH AND REPAIR LARGE POTHOLES

Short-Term Outlook

- WHAT ABOUT ECONOMIC DEVELOPMENT AND IMPROVEMENTS IN THE ECONOMY?
  - WE CAN EXPECT MODERATE INCREASES IN GENERAL FUND REVENUE AS THE ECONOMY IMPROVES
  - NEW DEVELOPMENT WILL GENERATE ADDITIONAL GENERAL FUND REVENUE
  - NOT ENOUGH TO OVERCOME THE CURRENT CONDITION AND RATE OF DETERIORATION OF CITY STREETS
  - MAINTAIN MORE OF THE MAJOR CONNECTING STREETS, BUT NOT LOCAL STREETS
  - IF THE ENTIRE SYSTEM WERE IN BETTER CONDITION, EVENTUALLY COULD BE ENOUGH TO MAINTAIN THE MAJORITY OF CITY STREETS

Long-Term Strategy

- WHAT HAPPENS IF….
- CONTINUE CURRENT ANNUAL FUNDING; APPLY FOR GRANTS; AS THE ECONOMY IMPROVES APPLY AS MUCH NEW INCOME AS POSSIBLE TO STREET REPAIR; AND . . .
- OCCASIONALLY SEEK MAJOR INVESTMENT IN STREET NETWORK
  - USE LARGE INVESTMENT TO OVERCOME THE OBSTACLE CAUSED BY THE EXISTING CONDITION AND DETERIORATION RATE OF THE CITY STREETS
  - COULD IMPROVE THE CONDITION OF SOME OR ALL MAJOR CONNECTING STREETS
  - USE LOCAL FUNDS TO SUSTAIN MAJOR CONNECTING STREETS AND REPLACE/REPAIR A FEW RESIDENTIAL STREETS EACH YEAR

Long-Term Strategy

- WITHOUT OCCASIONAL MAJOR INVESTMENT IN STREET REPAIR:
  - NO REAL LONG TERM STRATEGY
  - EXISTING FUNDS CAN'T KEEP UP WITH DETERIORATION OF EXISTING STREETS
- OPTIONS WITH MAJOR INVESTMENT:
  - DEVELOP A GRID OF STREETS THAT WILL ALWAYS BE IN GOOD CONDITION
  - MAINTAIN GRID FOR MAXIMUM LIFE SPAN (20 – 50 YEARS)
  - APPLY EXISTING FUNDING TO MAINTAINING MAJOR CONNECTING STREETS AND REPAIRING LOCAL STREETS
  - SEEK NEW INVESTMENT AFTER 20 - 30 YEARS UNLESS INCOME REACHES A LEVEL WHERE THE CITY CAN SUSTAIN THE STREETS WITHOUT IT
- OUTCOME DEPENDS ON SIZE AND FREQUENCY OF INVESTMENT

Long-Term Strategy

- RANGE OF OPTIONS BETWEEN LARGE SINGLE INVESTMENT AND SMALLER INCREMENTAL INVESTMENTS
- LARGE INVESTMENT IN A SINGLE YEAR:
  - VERY LARGE REPAIR PROJECT (POSSIBLY INFEASIBLE)
  - LARGE INVESTMENT COST
  - IMMEDIATE BENEFIT
  - $40 MILLION COULD REPAIR MOST STREETS
- SMALLER INVESTMENTS IN ONE OR MORE YEAR INCREMENTS:
  - PROJECT EACH YEAR
  - LOWER INVESTMENT COST
  - TAKES LONGER TO SEE OVERALL BENEFIT

Long-Term Strategy

- SMALLER INVESTMENTS IN ONE OR MORE YEAR INCREMENTS:
- $10 MILLION:
  - REPAIR APPROXIMATELY HALF OF THE MAJOR CONNECTING STREETS
- $20 MILLION:
  - REPAIR ALL OF THE MAJOR CONNECTING STREETS AND A FEW OTHERS
- $35 MILLION:
  - REPAIR ALL OF THE MAJOR CONNECTING STREETS AND MOST OF THE RESIDENTIAL STREETS

Long-Term Strategy

- ADDITIONAL IDEAS TO ADD TO THE LONG-TERM STRATEGY
- REDUCE STREET WIDTHS:
  - MAJORITY OF STREETS ARE 40’ – 46’ WIDE
  - MINIMUM IS 36’ WIDE (TWO 10’ TRAVEL LANES, TWO 8’ PARKING AREAS)
  - ESTIMATED 15% REDUCTION IN PAVED AREA
  - CENTER MEDIANS, PARKWAYS, RELOCATE SIDEWALKS
  - UP FRONT COSTS AND CHALLENGES
- ONLY PAVE TRAVEL LANES:
  - ESTIMATED 30% REDUCTION
  - EROSION, TRACKING, MAINTENANCE OF PARKING AREA
- ABANDON SELECT STREETS:
  - REMOVE CERTAIN EAST/WEST OR NORTH/SOUTH STREETS