Public Works Department

Memo

To: Mike Wildgen, City Manager
From: Charles Soules, Director of Public Works
Tamara Bennett, Senior Management Analyst
Date: February 3, 2006
Re: Sidewalk program connectivity and maintenance

The City Commission has scheduled a study session to discuss the appropriate role and responsibility for the municipal government to play in the construction and maintenance of sidewalks. A comprehensive memo on this issue was prepared in November, 2004. Additionally, a memo was prepared in August, 2004 that contained information regarding how area communities handle sidewalk maintenance issues. Both memos are attached for reference and remain a valuable tool in the course of discussion.

For the purpose of the current discussion, we propose the sidewalk issue be broken down into two fundamental components – connectivity (e.g., completeness of network) and repair/ maintenance of existing walkways.

CONNECTIVITY

A map is attached for your review that shows the existing sidewalk network along arterial and collector streets. The current development code requires 6 feet wide sidewalks on both sides of arterials, and 5 feet wide sidewalks on both sides of collectors. The red lines on the map represent the sidewalks needed to complete the networks along arterials and collector streets.

For the purpose of connectivity and pedestrian transportation, staff recommends primary and secondary priorities as follows:

Primary
1) complete sidewalks on both sides of arterials with state highway designations (e.g., 6th St., 23rd St., Iowa, and North 2nd);
2) complete any gaps to ensure sidewalks on at least one side of arterial streets;
3) complete gaps to ensure sidewalks on at least one side of collectors.

Secondary
4) complete second side of arterials;
5) complete second side of collectors;
6) begin to address completion of one side of residential streets.

Based on the sidewalk map, 49,400 linear feet of sidewalk would be required to address the primary group above (items 1-3). A construction estimate for those walkways is $1,333,800*, assuming availability of adequate right of way and no conflict with other structures. **The City of Lawrence could achieve the goal of a continuous sidewalk network on the arterial and**

collector system with a five to six year program funded at $250,000 per year. Cost estimates for the secondary phases have not yet been calculated.
*[Cost estimates based on 2006 bids received for Yale Road sidewalk and for Parks & Recreation contract bids.]

REPAIR AND MAINTENANCE RESPONSIBLITIES

There are currently greater than 296 miles of sidewalks and multi-use pathways within the City limits (or 1,562,880 linear feet). We know that one of the first steps in developing a sidewalk plan will be compiling an accurate inventory of the existing sidewalk infrastructure. The following is an excerpt from the 2004 memo that attempts to predict the scope of repairs that might be necessary if the City were solely responsible for side walk maintenance responsibilities:

> The existing sidewalk network is estimated to be 296 miles of sidewalks and multi-use pathways, constructed of various materials – concrete, brick, asphalt, slate, and so on. We do not have data at the current time to assist with projecting the number of sidewalks currently in need of repair or replacement. Assuming that an average block is 800 feet long with concrete sidewalk on one side of the street, and that 50% of this walk is in need of repair, it would cost $8000 per block to reconstruct this sidewalk. Therefore, if the City budgeted $100,000 each year to repair sidewalk, we could repair approximately 12 blocks per year, using 2004 costs. The actual number of blocks completed would be significantly influenced by the actual percentage of deteriorated sidewalks and construction materials for the project identified in any specific year.

Currently, sidewalk maintenance is the responsibility of the adjacent property owner, as defined by state statute (Chapter 12, Article 18 of the Kansas Statutes Annotated) and City Code (Chapter 16, Articles 1 and 2). In practice, the City has assisted with some maintenance responsibilities under specific conditions or situations:

a. corner ADA curb ramps, or the perpendicular intersections of right-of-way;
b. deflections in walks associated with ground settling around storm sewer inlets, catch basins, sanitary sewer manholes, or right-of-way trees;
c. sidewalks adjacent to public buildings or in parks (City property);
d. recreational paths and facilities.

In the past, we have committed limited budgets and staff availability to these tasks. For instance, the Parks and Recreation Department has annual budget availability of $50,000 to address sidewalk maintenance in parks, adjacent to recreation facilities, multi-use recreational paths, and damage to residential sidewalks caused by right of way trees. At the 2005 contract prices, they can expect to address approximately 1100 to 1800 linear feet of sidewalk in 2006. The Public Works Department has a single concrete crew that is responsible for all concrete street repair completed in-house including patching, curb and gutter replacement, and all sidewalk curb ramps. The crew currently has a waiting list for repair priorities in each of these categories.

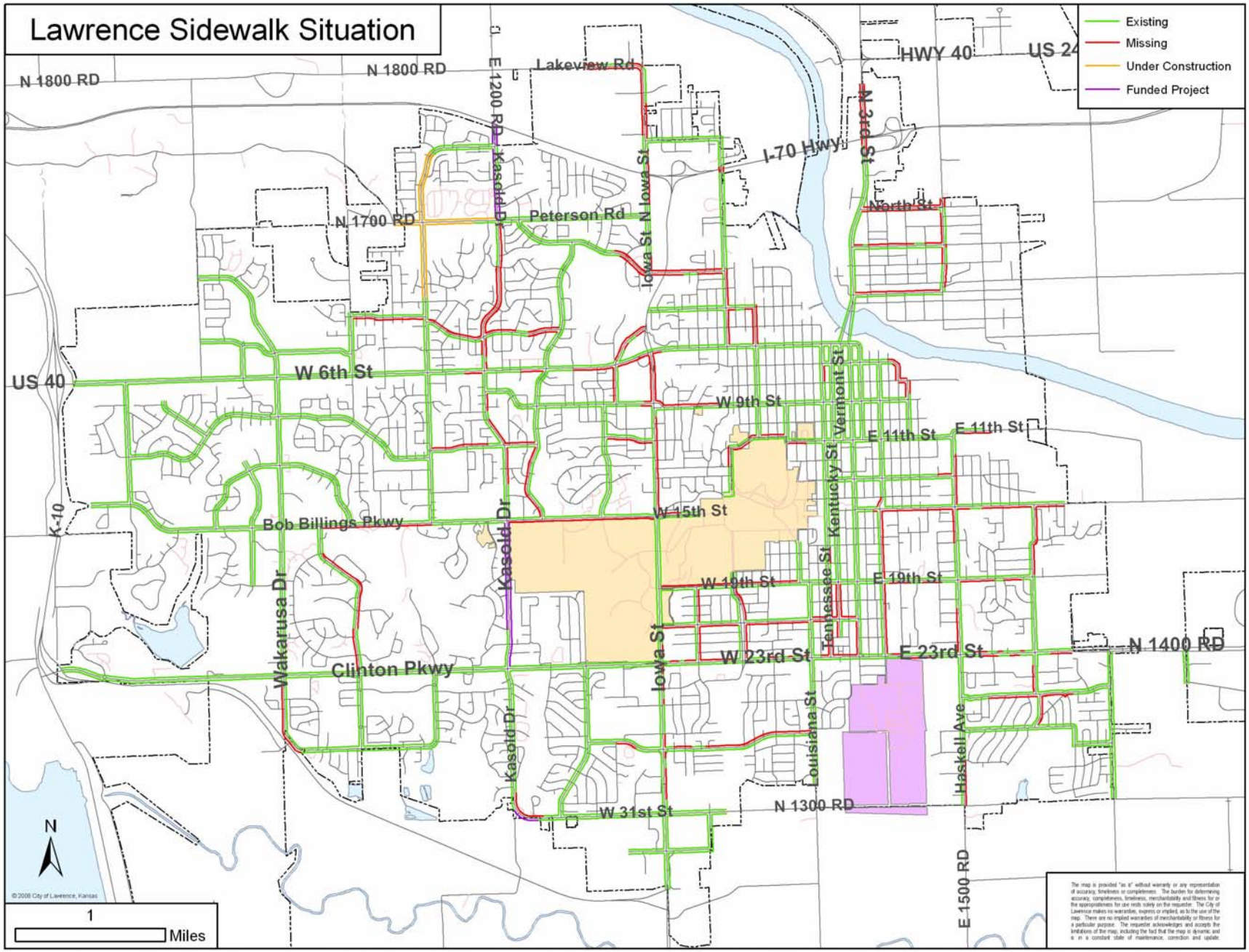
There are complicating factors to consider when discussing increasing the City's responsibility for structures in the right of way, in addition to the scope, budgetary impact, and legal liabilities. Attached you will find a Sidewalk Responsibility Diagram. It details some of the areas where complications can occur, e.g. steps from the sidewalk to the street and driveways are also located on City right of way. Following that are some photos to serve as samples of these situations. It is also important to note that Historic Resource Commission review may be required for repair and maintenance of sidewalks in historic districts or environs. For example,

slate is not uncommon as a surface in Old West Lawrence and repair would have to use similar material.

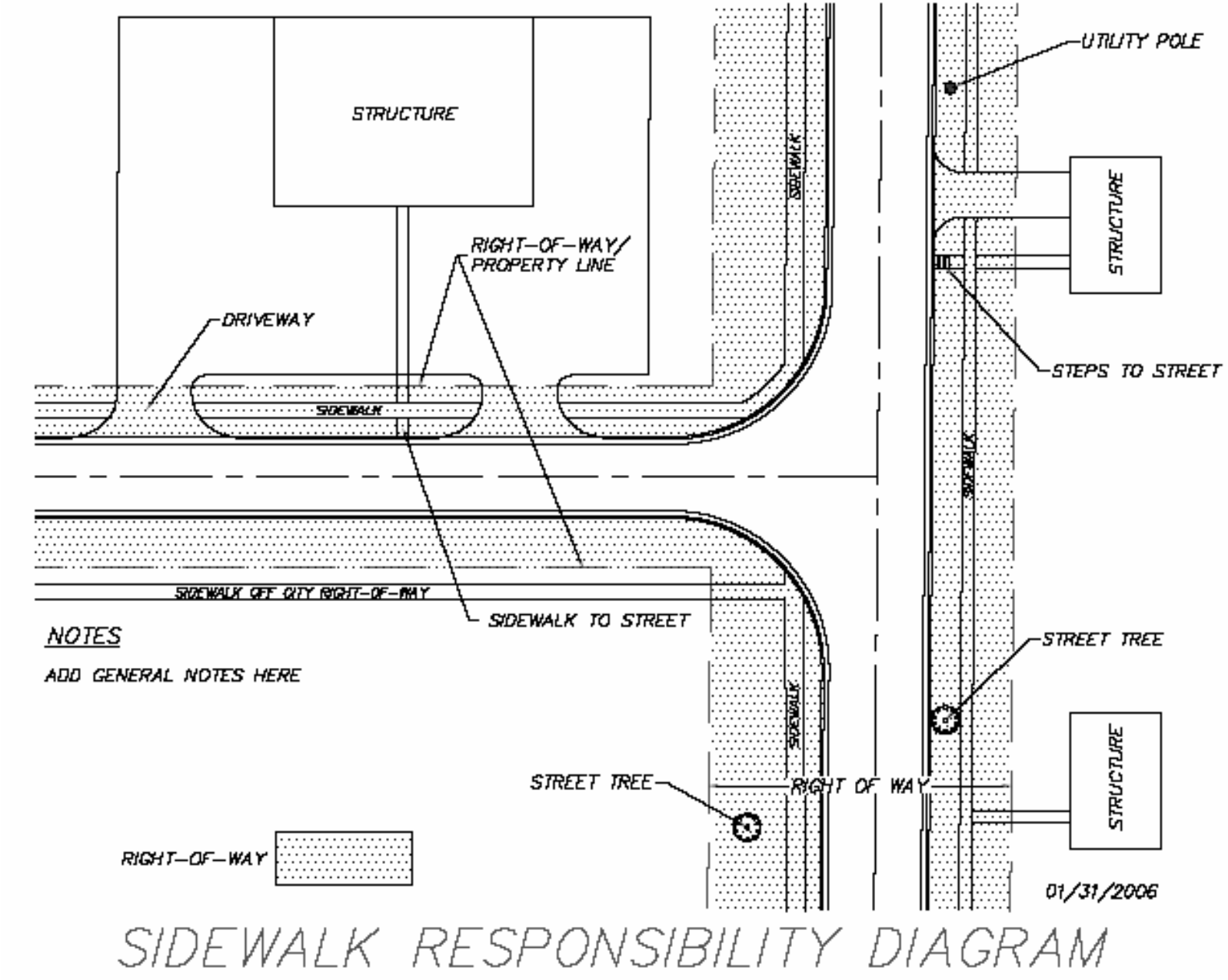
We welcome discussions that address either connectivity or repair/maintenance programs.

cc: Debbie Van Saun, Asst. City Manager
Dave Corliss, Asst. City Manager

Lawrence Sidewalk Map:

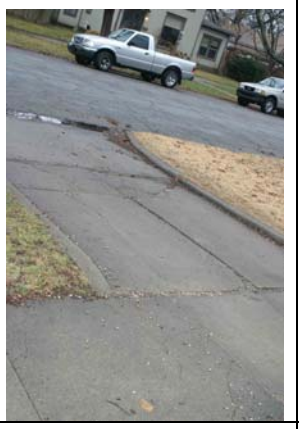


Sidewalk Responsibility Diagram:



Recent photos demonstrating challenges:

Issues at driveways



Steps in the right-of-way

Other conflicts:

Public Works Department

Memo

To: Mike Wildgen, City Manager

From: Charles Soules, Director of Public Works
Tamara Bennett, Senior Management Analyst

Date: November 17, 2004 minor modifications February 3, 2006 in red

Re: Sidewalk program

The purpose of this memo is to provide general information on the current status of maintenance/repair policies for sidewalks in Lawrence. This memo may serve to facilitate further policy and budgetary discussions regarding the overall goals for maintaining the sidewalk network in the community.

Background: The City of Lawrence has an estimated sidewalk network of 296 miles, excluding the levee trail. Construction materials utilized for sidewalks include concrete, brick, slate, and asphalt. The vast majority of sidewalks are constructed concurrently with the development of properties and subdivisions, as required by the infrastructure standards in place at the time of plan approval. Thus, the network is enlarged each year, as are the maintenance requirements.

Construction standards: Current development standards require concrete sidewalks to be constructed concurrently with street infrastructure. Constructing the sidewalks concurrently with streets eliminates a variety of problems with grade and cross-slope as well as facilitates the continuity of the network. The width and placement of sidewalks vary by street designations, as follows:

Current Sidewalk Standards

- Residential streets: 5 feet wide, one side of street
- Collector streets: 5 feet wide, both sides of street
- Arterial streets: 6 feet wide, both sides of street

Historical observations: Commitment to sidewalks and construction requirements has varied greatly over time, as noted in the following observations.

- Older, established, developed areas tend to have extensive sidewalk networks – typically 4 to 5 feet wide and located on both sides of the street. Examples of these areas are East Lawrence, Old West Lawrence, Pinckney, and Oread.
- Areas with chip and seal roads with open drainage have no sidewalks. Examples of these areas include North Lawrence and Western Hills.
- Areas developed in the 1950's, 1960's and 1970's tend to have few sidewalks, as none were likely required by the City. Examples of these areas include Indian Hills, areas around 21st and Louisiana, and 15th and Maple Lane. However, when FHA eligible home buyers were a target audience for a new development, sidewalks were constructed on both sides of the street, to meet the FHA requirements. Examples of

those developments include the Holiday Hills areas and homes along Cadet in far east Lawrence. During some of this time, when sidewalks were constructed voluntarily, they were completed when the house was built, rather than concurrent with street construction.

- Changes in standards in the early 1980's required 4 to 5 feet wide sidewalks on one or both sides of the street, depending on street classification. Examples of theses areas include Marvonne Meadows and the neighborhood south of Clinton Parkway, east and west of Lawrence Avenue.
- The current standards were implemented in the early 1990's. Examples of areas developed in these years include subdivisions west of Wakarusa and newer housing developments adjacent to O'Connell Road.

Retrofitting sidewalks: Some of the areas developed without sidewalks have been retrofit to provide pedestrian facilities. To retrofit in this application is to install sidewalks in developed areas using current standards. A variety of mechanisms have been used to accomplish (fund) these projects including benefit districts, grants, CDBG projects, and city-at-large funded gap* projects. Historically, there has been resistance from adjacent property owners. Thus, the number of retrofit projects has been limited. (*The "gap" program was developed to provide funding for installation of sidewalk in small areas, or gaps, between existing sidewalks.)

Sidewalk maintenance responsibilities: Generally speaking, sidewalk maintenance is the responsibility of the adjacent property owner, as defined by state statute (Chapter 12, Article 18 of the Kansas Statutes Annotated) and City Code (Chapter 16, Articles 1 and 2). In practice, the City has assisted with some maintenance responsibilities under specific conditions or situations:

e. corner curb ramps, or the perpendicular intersections of right-of-way;
f. deflections in walks associated with ground settling around storm sewer inlets, catch basins, sanitary sewer manholes, or right-of-way trees;
g. sidewalks adjacent to public buildings or in parks (City property);
h. recreational paths and facilities.

Inventory of sidewalks: The Public Works Department does not have an inventory of existing sidewalks in the community. [2006 update information: Some basic data was collected during the initial pavement inventory process. More detailed information may be identified during the pavement inventory survey update phases.] Sidewalks are generally constructed of brick or concrete. Some slate and stone construction still exist in Lawrence. From an accessibility and maintenance perspective, concrete sidewalks are the preference. Some neighborhoods and/or property owners may prefer maintenance of the existing brick sidewalks. Additionally, brick sidewalks contribute to the environs of historic areas. Brick sidewalks are more difficult to maintain, susceptible to weed growth and trip hazards. Samples of various types of sidewalks, both good and bad, may be found in the attached table.

Sidewalk program improvements: Lawrence has undertaken some significant sidewalk improvements in the last 15 years, as funding has been identified. Some of the significant achievements include:

- Gap in-fill: Iowa, 19th to 23rd;
- Gap in-fill: Haskell Avenue, 19th to 23rd;
- Gap in-fill: East 19th, Haskell to Harper;
- Gap in-fill: Harper, 15th to 19th;
- Gap in-fill: Louisiana, 18th to Broken Arrow Park;

- Gap in-fill: Kasold, south of 6th;
- Gap in-fill: 6th St., Arizona to Sonic;
- Gap in-fill: Kasold, 23rd to the SLT recreation path;
- Gap in-fill: 31st St., Lawrence Ave to Harrison;
- Gap in-fill: Crestline, 9th to Yale;
- Gap in-fill: Centennial Park, Bucky's to Rockledge;
- Naismith Valley Park multi-use pathway; (KDOT grant)
- Heatherwood / Atchison / West Campus multi-use pathway; (KDOT grant)
- Indian Hills sidewalk project (50% City, 50% benefit district);
- Chaparral and Cimarron Hills neighborhood sidewalk project (City and benefit district);
- 12th and Mississippi stair reconstruction in Oread. (CDBG);
- 15th Street, Iowa to Kasold, south side, bike/ped parkway (proposed KDOT grant)
- SLT bike/ped path (City/County/KDOT) Iowa to 1750 Road

The above list is not exhaustive, but serves to demonstrate the City's commitment to maximize the utility of the sidewalk network when feasible. Money is also budgeted annually in the Parks and Recreation Department for repairs and maintenance of the SLT path, levee trail, and park pedestrian and bicycle paths.

Challenges for sidewalk program management: Sidewalk program management is a time-intensive program that affects both property owners and pedestrians very directly. There are a variety of challenges in managing the programs, including:

- *Property owner compliance for maintenance*: As stated in the beginning of this memo, adjacent property owners are responsible for sidewalk maintenance, per state statute and city code. Enforcement has been on a complaint basis within available resources. Some property owners are very compliant with maintenance requirements and some are not – as is true with almost any maintenance or code enforcement issue.

- *Condemnation*: When property owners are not willing to comply voluntarily, condemnation is an option under state law. Condemnation has been used infrequently in the last 10 years in Lawrence to force property owners to address sidewalk safety and maintenance issues. While the process can be effective at forcing repairs, it has drawbacks. It is time-intensive for engineering and legal staff. Each individual sidewalk condemnation also requires action by the City Commission – first to condemn the property then eventually to assess costs back to the property owner. Because of the adversarial nature of the process and staffing concerns, we have not undertaken widespread sidewalk condemnation.

- *Retrofitting sidewalks, property owner resistance*: The City has been successful retrofitting sidewalks in some areas, particularly along arterial streets. Retrofitting in residential areas is significantly more difficult. Staff experience has been that very few property owners who do not have sidewalks actually want them. Many are extremely vocal in opposition. Common complaints are:
    - Disruption of landscape or trees;
    - Increased litter and debris along property -- the 2 T's (trash and trouble)
    - Perception of increased pedestrian access increasing likelihood of "trouble";
    - Dissatisfaction with maintenance requirements, such as snow removal;
    - Reduction of driveway parking capacity because cars cannot block sidewalk;
    - Property owner participation in cost – installation and/or maintenance

- Right-of-way or easement acquisition requirements

Two projects were completed in the 1990's where sidewalks were retrofit in existing neighborhoods – in Indian Hills (along Arkansas and 27th Streets) and throughout the Chaparral and Cimarron Hills area. The City paid 50 percent of the total costs of those projects. Both were controversial and unpopular with many adjacent property owners.

- *Retrofitting sidewalks, physical challenges*: The other challenge encountered in sidewalk retrofit situations is the physical terrain and right of way constraints. There are often challenges with topography, driveway grades, and other physical features. These drive up costs of constructing sidewalks in existing areas, as opposed to construction during new development (concurrent with street construction). A second challenge in retrofit situations is the construction of sidewalks immediately behind the curb. Sometimes this is the only alternative, due to right-of-way issues. There are important safety considerations for the pedestrians with this type of construction, thus, back of curb sidewalks should be avoided as much as possible.

- *Funding:* A significant challenge in sidewalk management is funding – pure and simple, whether it is by property owner or the City. The following matrix estimates general costs per linear foot of walk:

	Removal and replacement (2004 costs)
4' concrete	$20 per linear foot
5' concrete	$20 per linear foot
6' concrete	$22 per linear foot
5' brick (if bricks are available)	$45 per linear foot
5' brick (if bricks are purchased)	$55 per linear foot
5' slate	Cannot be replaced, materials no longer available. Replacement with concrete

does not include additional costs for tying into existing driveways, need for retaining walls, etc.
Table modified, Jan 2006

Recent bids were received for removal and replacement of portion of the bike path along Clinton Parkway. Low bid on the project was $43.95 per linear foot for removal and replacement of a 10 feet wide concrete path. The other bids ranged from $49.80 / lf to $61.50 / lf.

The existing sidewalk network is estimated to be 296 miles of sidewalks and multi-use pathways, constructed of various materials – concrete, brick, asphalt, slate, and so on. We do not have data at the current time to assist with projecting the number of sidewalks currently in need of repair or replacement. Assuming that an average block is 800 feet long with concrete sidewalk on one side of the street, and that 50% of this walk is in need of repair, it would cost $8000 per block to reconstruct this sidewalk. Therefore, if the City budgeted $100,000 each year to repair sidewalk, we could repair approximately 12 blocks per year, using 2004 costs. The actual number of blocks completed would be significantly influenced by the actual percentage of deteriorated sidewalks and construction materials for the project identified in any specific year. Using the assumptions and funding level above, it would take over 100 years to address the current sidewalk inventory.

Conclusions and future actions: The purpose of this memo is to provide a background for further policy or budgetary discussions. Some sidewalk program management elements for future consideration include:

1. Inventory of existing walks and condition. A detailed inventory of existing sidewalks, construction materials, and a condition assessment would provide valuable information when formulating future options for the sidewalk management program. [2006 update information: The preliminary assessment is complete. Detailed data may be collected during future inventory phases. The attached pictures illustrate some of the sidewalk types and conditions currently observable in the community.] The process of inventorying the sidewalk network would be similar to the current process being undertaken for the pavement management program. It would be appropriate to assign this project to the Project Engineer / Infrastructure Management to formulate a work plan and schedule, **once the street pavement inventory is complete**.

2. Future capacity of sidewalk network. Some of the most established neighborhoods in the community have the most extensive sidewalk networks. They were developed with sidewalks on both sides of every street. This may be a model worthy of consideration to ensure the pedestrian friendliness of all neighborhoods into the future. [2006 update information: The development code currently under consideration will require sidewalks on both sides of all streets constructed in the future. Approval of that code is pending.]

3. Responsibility for maintenance. Staff will need further direction if the City wishes to take over maintenance responsibility for some or all of the existing sidewalk network. In past budgets, funds were budgeted for some larger scale repair projects and gap in-fill. Given budgetary constraints in the Gas Tax Fund, no plans for sidewalk developed in 2004. If the City assumes the sole responsibility for the maintenance of public sidewalks adjacent to private property the City will also assume the legal liability associated with injuries resulting from defects and poor conditions on these sidewalks. The legal standard will be similar to street defects, in that the City is responsible for maintaining safe streets for vehicular traffic and that it can be liable in situations when it is on notice of a defect in a street (e.g. a pothole) and fails to appropriately remedy the defect in a reasonable timeframe.

4. Mayor Rundle suggested the drafting of a plan to "divide the town up into sections and each year upgrade a portion of those sections", per the July 6, 2004 City Commission minutes. Post-inventory (see action item #1, above), a priorities list of removal/replacement areas could be developed, along with estimated budgetary impact, for consideration by the Commission each year during the budget process. In the meantime, if the City Commission wishes to direct Gas Tax funds towards the projects identified in the attached "Gap & Repair" list, staff can develop a 2005 contract. Funding may be re-allocated between line items, as deemed appropriate by the City Commission. There are a variety of ways a sidewalk program could be structured or administered, depending on the philosophical approach and funding levels deemed appropriate by the Commission. [2006 update information: The park district map is attached as one option as a method for "dividing the town up into sections," if that is deemed the direction of the Commission.]

Cc: Debbie Van Saun, Assistant City Manager
Dave Corliss, Assistant City Manager
Terese Gorman, City Engineer

Good condition, generally

Good concrete walk

Concrete walk with retaining wall

Brick walk, recently re-laid

Demonstrating various challenges

Broken concrete, overgrowth

Debris on walk, some cracking

Problem overhang, missing brick

Asphalt sidewalk

Slate sidewalk

Brick walk overgrown with weeds

Bricks missing, trip hazards

Slate broken and overgrown

Slate walk with concrete patch

Slate walk, cracked

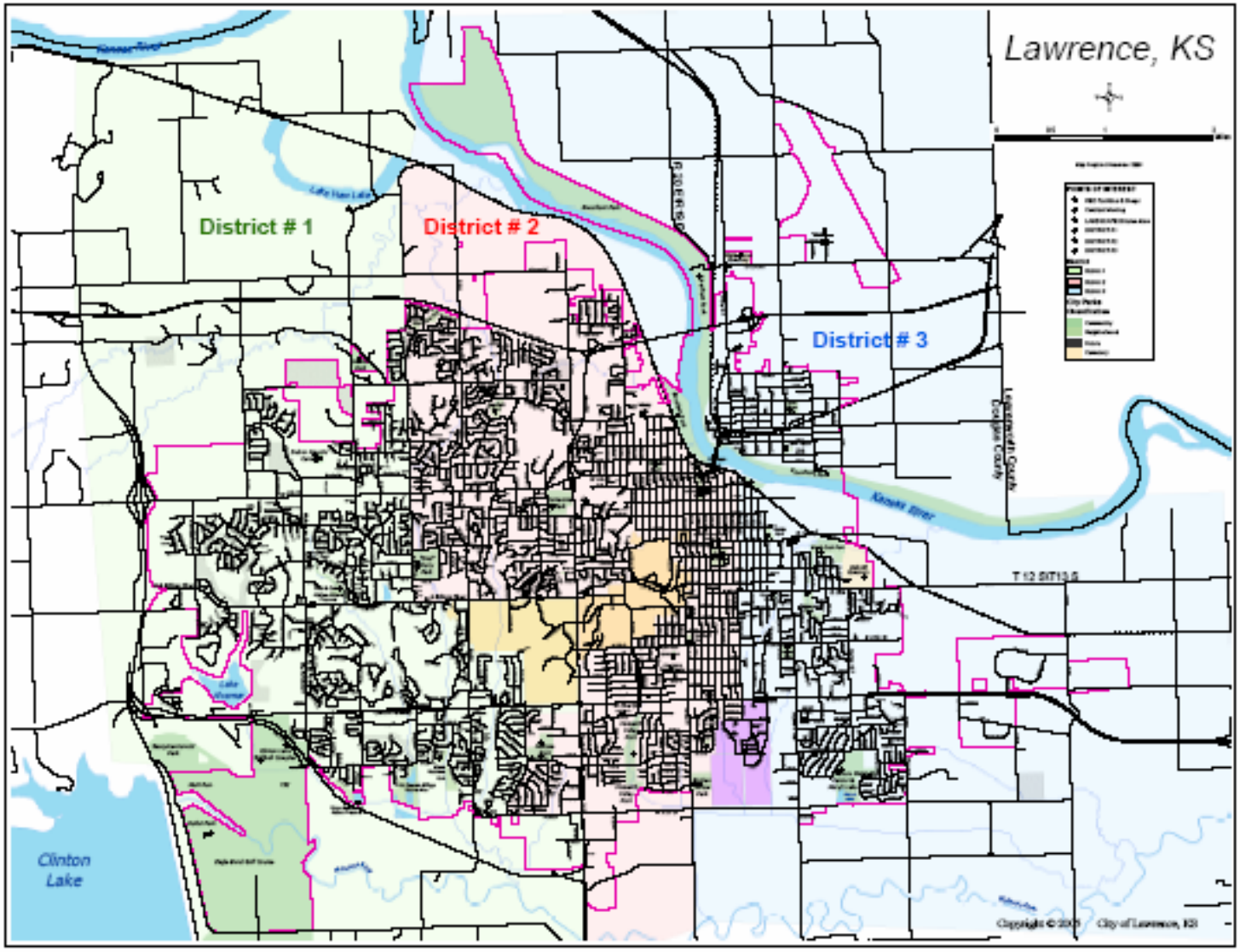
EXCERPT OF CITY COMMISSION MINUTES: July 6, 2004

The following comments were made at the conclusion of the discussion on the agenda item ***Receive staff report from Victor Torres, Director of Neighborhood Resources, regarding proposed amendments to the health and sanitation code and consider adopting Ordinance No. 7802, amending Chapter 9 of the City of Lawrence code.***

Commissioner Schauner said there was a connection between the quality of sidewalks as pedestrian ways in neighborhood and the way neighborhoods tended to think of themselves. He said if there was good pedestrian traffic and a good way for people to get around on foot, he believed there would be a payoff in terms of blighted structures. He said there was a relationship between the appearance of the street in the area and the way people tended to think of their properties. He said certain parts of the City had an inferior sidewalk infrastructure. He said this issue was part of the City's responsibility to enforce that piece to be a partner in improving neighborhoods.

Mayor Rundle said the sidewalks are part of our overall transportation system. He suggested that staff could come up with a plan to divide the town up into sections and each year upgrade a portion of those sections. He said also staff could assess some type of budgetary impact. He said the existing ordinance required property owners to keep those sidewalks up, but there were people on low-income and fixed incomes and staff might figure out a way to address those needs.

2006 update information: Insert Park District Map



Public Works Department

Memo

To: Charles Soules, Director of Public Works
From: Tammy Bennett, Senior Management Analyst
Date: August 13, 2004
Re: Sidewalk programs

Per your request, I have attached a summary of information regarding sidewalk programs, in Lawrence and other communities.

Funding for the Lawrence program originated in 2000. At that time, staff generated a couple of alternative approaches:

City funded repairs and gaps
Use City funds annually for sidewalk gap projects and for sidewalk repairs in CDBG targeted neighborhoods based on a five year plan. If complaints are received for a property or area that is not planned for repair in the immediate future, the property owners would be responsible for those repairs, in accordance with State law and City policy.

Sidewalk repairs and condemnation

- Continue to use complaint based process.
- Include entire block of complaint when considering condemnation.
- Issue annual contract for condemned sidewalks, similar to Wichita.
- Require contactor of annual contract to perform the same work at the request of the property owner for the contract price.

Alternative: Survey contractors in the area and provide property owners a list of contractors who are willing to do small repair jobs when they receive the condemnation notice. Contractors who are not willing to complete repairs in a timely manner at the request of property owners may be removed from the list mailed with future condemnation letters.

Sidewalk in-fill projects and repair requests were solicited from neighborhoods and various service groups in 2000. The listing of sidewalk projects is attached. Staff has worked with that original list since that time. Select sidewalks have been added based on complaints, but we have not solicited additional community input. Accessibility concerns have received top priority.

Please note some of the challenges with the existing program, as outlined in the table below.

Due to the status of the gas tax fund, we are not issuing a sidewalk contract in 2004. No funding is authorized for the sidewalk program in 2005. This funding hiatus provides us with a good opportunity to reconsider how we wish to structure our sidewalk program and what funding level is feasible or appropriate.

Please let me know if additional information is needed. Bill Ahrens provided three links to information on the web that may be of interest: www.walkinginfo.org/de/index.htm , www.fhwa.dot.gov/environment/bikeped/design.htm , www.morpc.org/web/departments/transportation/bikeped/Chapter1.pdf .

Summary of Sidewalk Programs

(Response to the question of how the City manages sidewalks and repairs, particularly in residential areas)

Lawrence	• Sidewalk repairs are the responsibility of the property owner. • Enforcement is on a complaint basis. • Condemnation is used infrequently when property owners are not voluntarily compliant with requirements. Historically, there has been reluctance from the City Commission to condemn property for sidewalk repairs. • Beginning fiscal year 2000, funding was budgeted for a sidewalk program to complete "gap projects" (filling in gaps in the sidewalk network) and repairing significant lengths of residential sidewalks. Top priority were sidewalk requests for accessibility. • Challenges presented by the program: The City could not fund repairs for all sidewalks necessary. Property owners still maintain legal responsibility. Some sidewalks were being repaired by the City while other property owners were forced to fund personally. Inherent inequities in the program design need to be addressed in future programming plans. • Program has experienced budget reductions in '04 and '05 due to fiscal situation in the Gas Tax Fund.
Columbia, MO	• Sidewalk repairs are the responsibility of the property owner. • Enforcement is on a complaint basis, only. • Do not have an aggressive enforcement process because of the negative public perception. • Separate program to fill in sidewalk gaps, funded by the City. Funding level not reported.
Emporia, KS	• The city of Emporia pays 50% of the first $400 on residential properties. Above that, the City pays for the rest. • Enforcement is on a complaint basis only and only when the condition is very bad. Work is completed by contract. • Approximately $100,000 is spent for sidewalks each year, funded by the street maintenance general fund.
Hays, KS	• Sidewalk repairs are the responsibility of the property owner. • Enforcement is on a complaint basis. • Condemnation is very rare (has not occurred in at least 8 years). • One program option being considered by staff is a cost-sharing program where the city pays for materials and the property owner pays for labor. The viability of this proposal depends on revenue levels from a newly passed ¾ cent sales tax.
Kansas City, MO	• Sidewalk repairs are the responsibility of the property owner. • Public funds pay for sidewalk and curb located on corner radii within the intersection as well as any drainage inlet repairs. • A City Wide Repair program is formulated based on complaints about specific locations. Most of the work done is 100% assessable to abutting property.
Lenexa, KS	• The City can require property owners to repair sidewalks, but that is not typical. • Sidewalks are considered part of the pavement management program (PMP). On a 5-7 year rotation, the city goes into each subdivision and repairs sidewalks, curbs, and streets, prior to a slurry seal treatment. • Citizen complaints of possible trip hazards receive a "temporary" asphalt wedge that will stay in play until the subdivision is addressed in the rotation of the PMP. • Major problem areas may be reconstructed sooner using in-house crews. • Any sidewalk work completed near an intersection will trigger upgrading intersection ramps to ADA regulations. All public sidewalks in Lenexa use the Johnson County granite aggregate mix.

	• Funding for the in-house crew (only), materials, and ADA upgrades is approximately $75,000 per year. No estimate was given on contracted sidewalk work during subdivision treatments.
Manhattan, KS	• Sidewalks are the responsibility of the property owner. The City will remedy problems associated with City work or structures, such as adjacent to a storm inlet. • Enforcement is on a complain basis or may be initiated by inspectors who observe a problem. • The cost of repairs is assessed to the property. • The City budgets $50,000 per year for use to infill sidewalks in existing neighborhoods. A proposal is under consideration to use some of this funding to assist property owners with repairs. If the City provides funding to assist property owners, they will also become more aggressive at enforcing sidewalk ordinances.
Olathe, KS	• Technically, the property owner is responsible for sidewalks. Practically, the City has maintained sidewalks for at least 25 years. • Smaller repairs are completed by in-house concrete crews. Larger repairs (e.g., whole blocks) are contracted and funded from a Miscellaneous Sidewalk Project in the CIP, which is cash funded through a General Fund transfer. • Current performance measures call for repair of sidewalks within 90 days of receiving a request.
Overland Park, KS	• City ordinance states that the property owner is responsible for sidewalk maintenance but through common practice and in the spirit of good service, the City has assumed responsibility. The Overland Park web page for requesting sidewalk repairs can be seen at: www.opkansas.org/_Res/City_Services/Maintenance_of_Property/sidewalks.cfm. • Temporary repairs are made for trip hazards until permanent repair work can be scheduled. • The majority of sidewalk repair is completed with the major street maintenance programs. While it varies from year to year, an average of $400,000 is spent on sidewalk repairs annually under this component. • Historically, an additional $200,000 is budgeted in 2 smaller programs: o $100,000 in a customer based program attempting to handle all customer requests o $100,000 in a programmatic program which attempts to repair all sidewalks in a defined geographic area o Additional funding is provided to retrofit ramps to ADA standards o Funding was reduced or eliminated in 2004 but has been restored to $200,000 in 2005. • The sidewalk network is approximately 450 miles.
Salina, KS	• Sidewalk repairs are the responsibility of the property owner. • Enforcement is on a complaint basis. • Once a complaint is made, the City enforces aggressively. • Inspectors mark the limits of removal and replacement. Property owners are notified and given 5 days to repair or contact the City to make arrangements. Costs are assessed to the property.
Topeka, KS	• Sidewalk repairs are the responsibility of the property owner. • Enforcement is on a complaint basis. The Engineering Division maintains a "Request for Action" program, inspecting on a complaint basis. If the sidewalk does not meet ADA tolerances, property owners will be notified and given 30 days to repair. • Condemnation is used when property owners are not voluntarily compliant.
Wichita, KS	• Sidewalk repairs are the responsibility of the property owner. • Enforcement is on a complaint basis, only. • When responding to a sidewalk condition complaint, inspectors review entire block surrounding identified location. • Use condemnation process. Bid annual Unit Price contract for repair of condemned sidewalks. Property owners are billed for repairs.

CITY SIDEWALK GAP & REPAIR PROJECT LIST (8-04)

Repair or New Construction	Street Name	Side of Street	From x to y	linear feet	Complete	project date	referred by	comments
new	Rhode Island	West	19th to 20th		rejected			
new	3rd (North 3rd. St.)	West	Elm to Locust		y	2000	N.L.I.A.	
new	7th (North 7th St.)	West	Locust to Maple		y	2000	N.L.I.A.	
new	19th	North	Harper to Mobile Home Park (E. entrance)		y	2000	ATF	
new	19th	North	Maple Ln to Edgelea		y	2000	ATF	
new	19th	North / South	Massachussetts to New Hampshire	1/2 block	y	2000	Saunny Scott	
new	23rd	North	Haskell to end of existing		y	2000	ATF	
new	Harper	West	15th to 19th		y	2000	Brookcreek NA	
new	Haskell	East	19th to 23rd	2400	y	2000	City	
new	Kasold	East	Walgreens to 8th		y	2000	City	
new	Locust	South	N. 3rd to N. 4th		y	2000		
new	14th	north & south	Rhode Island to Connecticut	300	y-north	2001		North Side
new	6th	South	Arizona to existing		n	2003	KDOT Project	
new	20th		Barker and Rhode Island		rejected			
new	21st	South	Louisiana to Tennessee		n		Betty Alderson	Need Right-of-way
new	31st	North	Harrison to Lawrence Ave.	1225	y	2002	City	
new	31st	South	church to bike path		n		Russ Jensen	Need Right-of-way
new	Crescent Road	South	west of Naismith Drive		n		MW	Need Right-of-way
new	Crestline	West	6th to 9th		n		TSC	Traffic Safety Comm.
new	Crestline	West	9th to Yale	520	y	2002	TSC	East Side
new	Haskell	West	19th to 23rd	1600	rejected		City	Sidewalk on East Side
new	Haskell	East & West	Pincone Dr. and 23rd		y	2000		East Side
new	Iowa	East/West	6th to existing		n		MW	Mike was going to talk to Compton re easement
new	Maine	East	North of 6th St.		n		Saunny Scott	
new	Moodie Road	East	19th to 20th		n		Health Care	Access
new	Naismith	East	19th to 23rd		n		Betty Alderson	pending approval 18th to 23rd Naismith project
repair/ new	Louisiana	East	18th to Broken Arrow Park	6000	y	2000		
new	23rd	North	Ousdahl West		y	2003	The "T"	

new	Atchison Ave	West	Clinton Prkwy to the South	350	y	2000	City	
new	Princeton	North	North Iowa To existing Walk @ 2401 Princeton		N		Elizabeth C. Banks	
new	Iowa	West	Sears Store South to 29th Terr	912	Yes	2003	City	
repair	9th	North	Rhode Island to Connecticut	95	y	2001		
repair	Vermont	West	11th to 12th	15 (45)	y		Oread N.A.	45' Repaired ??? When
repair	11th	North	Massachusetts to Vermont	10	y	2002	Oread N.A.	Intrust Bank -complete part of new construction
repair	4th	North	Alabama to Mississippi	500	y	2001	Pinckney	
repair	10th	North / South	Alabama to Maine	250	y	N/2001// S/2002	Oread N.A.	
repair	Delaware	West	11th to 12th	600	y	2001	ELA	
repair	Indiana	East / West	11th to 12th	400	y	2001	Oread N.A.	
repair	University	North / South	2710	30	y	2001	MW	
repair	Vermont	East	11th to 12th	250	y	2001	Oread N.A.	
repair	Westhills Parkway		West Hills Terrace to Emery Rd.	221	y	2001	West Hills NA	
repair	11th	North /South	Delaware to Pennsylvania	147	y-both	2000		
repair	Barker	West	19th to 20th		y	2000	Saunny Scott	
repair	Connecticut	East	14th to 15th	15	y	2000	ELA	
repair	Delaware	West	10th to 11th	350	y	2000	ELA	
repair	Elm	South	N. 3rd to N. 5th		y	2000		
repair	Maine	East / West	9th to 10th	500	y- west	2000	Oread N.A.	
repair	Mississippi	East / West	3rd to 4th	485	y-west	2000	Pinckney	
repair	Haskell	East	driveway between 15th St. and Boys and Girls Club		y	1999	Independence Inc.; ATF	
repair	New Jersey	East	9th to 10th	300	y	1999	ELA	
repair	Whitmore Drive		Whitmore Court to Whitmore Drive		y	1999	ATF	
repair	4th	South	Mississippi to Indiana	114	n		TAG	
repair	9th	South	Massachusetts to Vermont	15'	n		Oread N.A.	
repair	9th	North/South	Maine to Alabama		n			
repair	9th	South	Vermont to Kentucky	10	n		Oread N.A.	
repair	10th	North / South	Indiana to Mississippi	250	n		Oread N.A.	
repair	10th	South	Maine to Missouri	175	n		Oread N.A.	
repair	10th	North / South	Mississippi to Illionis	100	n		Oread N.A.	
repair	11th	North	Pennsylvania to New Jersey	185	n			
repair	11th	South	Tennessee to Ohio	15	n		Oread N.A.	
repair	11th	North / South	Vermont to Kentucky	15	n		Oread N.A.	

repair	11th	South	Connecticut to New York	5	n			
repair	12th	North / South	Indiana to Mississippi	25	n		Oread N.A.	
repair	12th	North / South	Ohio to Louisiana	15	n		Oread N.A.	
repair	12th	North	Louisiana to Indiana	25	n		Oread N.A.	
repair	13th	South	Louisiana to Oread	10	n		Oread N.A.	
repair	13th	North	New Jersey to Pennslyvania	55	n			
repair	13th	North / South	Pennsylvania to Haskell	1450 N 1450 S	n		School District	
repair	13th	North / South	Ohio to Louisiana	15	n		Oread N.A.	
repair	13th	South	Oregon to Haskell		n		Brookcreek NA	
repair	13th	North / South	Tennessee to Ohio	25	n		Oread N.A.	
repair	13th	North	Vermont to Kentucky	10	n		Oread N.A.	
repair	14th	North / South	Kentucky to Tenessee	15	n		Oread N.A.	
repair	14th	North /South	Ohio to Louisiana	15	n		Oread N.A.	
repair	14th	North / South	Tennessee to Ohio	15	n		Oread N.A.	
repair	14th	North / South	Vermont to Kentucky	25	n		Oread N.A.	
repair	14th	North	Massachusetts to Rhode Island	400	y	2002		Remove & Replace Brick
repair	15th		Brook to Maple Ln		n		ATF	
repair	15th	North	Massachusetts to New Hampshire	12	y	2001		School District
repair	16th	South	Massachusetts to Vermont	15	n		Oread N.A.	
repair	16th	North	Vermont to Kentucky	10	n		Oread N.A.	
repair	19th		Rhode Island to 20th ???		n			
repair	Alabama	East /West	10th to 11th	60	n	2001	Oread N.A.	West Side Replaced
repair	Alabama	East / West	9th to 10th	90	n		Oread N.A.	
repair	Arkansas	East	9th to 10th	120	n		Oread N.A.	
repair	Arkansas	East	8th to 9th	575	n		citizen	
repair	Connecticut	East	7th to 8th	50	n			
repair	Delaware	East	11th to 12th	400	y	2001	ELA	West Side Repaired in 20
repair	Delaware	East / West	12th to 13th	550	y	2002	ELA	West Side Repaired in 20
repair	Delaware	West	9th to 10th	100	n		ELA	
repair	Highland Drive	West	9th to Harvard		y	2002	R Dale, Bellinger	Walk was replaced by Overlay Project
repair	Illinois	East / West	9th to 10th	60	n		Oread N.A.	
repair	Illinois	East / West	10th to 11th	20	n		Oread N.A.	
repair	Indiana	East	9th to 10th	360	n		Oread N.A.	
repair	Kent Terrace	South	Ridge Court East 250'Cedarwood to Ridge Court	255	Y		City	

repair	Kentucky	East / West	9th to 10th	30	n		Oread N.A.	
repair	Kentucky	East / West	10th to 11th	120	n		Oread N.A.	
repair	Kentucky	East / West	11th to 12th	30	n		Oread N.A.	
repair	Kentucky	East / West	12th to 13th	60	n		Oread N.A.	
repair	Kentucky	East / West	13th to 14th	60	n		Oread N.A.	
repair	Kentucky	East / West	14th to 15th	30	n		Oread N.A.	
repair	Kentucky	East / West	15th to 16th	60	n		Oread N.A.	
repair	Kentucky	East / West	16th to 17th	60	n		Oread N.A.	
repair	Louisiana	East / West	9th to 10th	200	n		Oread N.A.	
repair	Louisiana	East / West	11th to 12th	150	n		Oread N.A.	
repair	Louisiana	East	12th to 13th	30	n		Oread N.A.	
repair	Maine	East / West	10th to 11th	20	n		Oread N.A.	
repair	Mississippi	East / West	10th to 11th	25	n		Oread N.A.	
repair	Mississippi	West	4th to 5th	604	Yes	2003	City	
repair	Mississippi	East	11th to 12th	90	n		Oread N.A.	
repair	Mississippi	West	3rd to 4th	550	y	2000	Pickney	
repair	Missouri	West	6th to 7th	575	n		citizen	
repair	Missouri	West	9th to 10th	120	n		Oread N.A.	
repair	Ohio	West	9th to 10th	30	n		Oread N.A.	
repair	Ohio	East / West	11th to 12th	150	n		Oread N.A.	
repair	Ohio	East / West	12th to 13th	30	n		Oread N.A.	
repair	Ohio	East / West	13th To 14th (near schol halls in ?)	420? ??	n		Oread N.A.	
repair	Ohio	East	14th to 15th	350	y	2002	Oread N.A.	East Side
repair	Ridge Court	East	Kent Terrace to 25th	165	Yes	2003	City	
repair	Sunset	West	south to 9th to new construction		n		City	
repair	Tennessee	East / West	9th to 10th	150	n		Oread N.A.	
repair	Tennessee	East / West	10th to 11th	300	n		Oread N.A.	
repair	Tennessee	East / West	11th to 12th	180	n		Oread N.A.	
repair	Tennessee	East / West	12th to 13th	210	n		Oread N.A.	
repair	Tennessee	East / West	13th to 14th	90	n		Oread N.A.	
repair	Tennessee	East / West	14th to 15th	180	y	2002	Oread N.A.	East Side
repair	Tennessee	East / West	16th to 17th	300	n		Oread N.A.	
repair	Vermont	East	9th to 10th	30	n		Oread N.A.	
repair	Vermont	East	10th to 11th	30	n		Oread N.A.	
repair	Vermont	East / West	13th to 14th	30	n		Oread N.A.	
repair	Vermont	East / West	16th to 17th	60	n		Oread N.A.	
repair	Illinois	West	4th to 5th	620	n	2002	Pinckney	East Side

repair	Clinton Parkway	South	Iowa to Lawrence Avenue	1935	y	2002	City	10' Concrete Rec.	Path
repair	Clinton Parkway	South	Lawrence Ave. to Atchison Ave.	1120	y	2000	City	10' Concrete Rec.	Path
repair	Clinton Parkway	South	Atchison Ave. to Kasold Dr.	1300	y	2000	City	10' Concrete Rec.	Path
repair	Clinton Parkway	South	Kasold Dr. to Hawthorn	1100	y	2002	City	10' Concrete Rec.	Path
repair	Clinton Parkway	North	Kasold Dr. to Hartford	798	y	2003	City	10' Concrete Rec.	Path
repair	Clinton Parkway	South	Crossgate Drive West	752	y	2003	City	10' Concrete Rec.	Path
repair	Clinton Parkway	South	Soport To Sport Area	529	y	2003	City	10' Concrete Rec.	Path
repair	Clinton Parkway	South	Hawthorn to Crossgate Dr.	1200	y	2002	City	10' Concrete Rec.	Path
repair	Clinton Parkway	North	Iowa to Lawrence Avenue	1935	y	2001	City	10' Concrete Rec.	Path
repair	Clinton Parkway	North	Inverness Dr. to Wakarusa Dr.	2250	y	1998	City	10' Concrete Rec.	Path
repair	Watson Park	In Park	By Train Engine	180	y	2002	City		
repair	Holcum Park	North	27th Street	165	y	2002	City		
repair	Holcum Park	East	Lawrence Ave	35	y	2002	City		