



Date of Council Work Session: October 7, 2013

**TOWN OF LEESBURG
TOWN COUNCIL WORK SESSION**

Subject: Morven Park Road Sidewalk Capital Project

Staff Contact: Renée LaFollette, Director of Capital Projects
Tom Brandon, Deputy Director of Capital Projects
Lisa Haley, Management/Budget Analyst, Finance Department

Recommendation: If Council desires to accelerate the Morven Park Road Sidewalk project, staff recommends additional engineering studies and public outreach be performed to define the project. It has been five years since decisions were originally made regarding the scope of the project, and there was not a strong consensus regarding the project elements at that time.

Issue: Should Town Council accelerate the design and construction of the Morven Park Road Sidewalk Project?

Fiscal Analysis: The project is estimated to cost \$1.9 million, with funding in Fiscal Years 2018 and 2019. General Obligation Bonds have been identified as the funding source. If a decision is made to accelerate the project, funding will be required prior to beginning design in order to provide additional public outreach, perform field surveys, and to develop engineering alternatives.

Background: The Morven Park Road Sidewalk Capital Project is included in the approved Fiscal Year 2014-2019 Capital Improvement Program. Engineering design is currently scheduled to begin in Fiscal Year 2018 with construction to begin in Fiscal Year 2019 (Attachment 2).

The project consists of constructing missing segments of sidewalk along the west side of Morven Park Road to provide continuous pedestrian access between West Market Street and Old Waterford Road. The project also includes drainage improvements and will provide a consistent uniform roadway section by completing the curb and gutter and extending the storm drainage system on both sides of the street.

In 2008, residents on Morven Park Road noted safety issues related to the lack of pedestrian facilities along the street. In response to the neighborhood's request, staff prepared a report (Attachment 1) which was presented at the September 22, 2008 Council Work Session that discussed various options to provide sidewalks along the street. The report recommended that additional public input should be obtained to better define the scope of the improvements.

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As a follow-up to the Work Session report, staff developed several alternatives for the sidewalk, and presented them at a neighborhood meeting on October 30, 2008. The meeting was attended by 26 residents from the area. In addition to the neighborhood meeting, a questionnaire was mailed to all Morven Park Road residents. The results of the neighborhood meeting and questionnaire were provided to Council in a report dated December 8, 2008 (Attachment 3).

The project was originally added to the Fiscal Year 2010-2014 Capital Improvement Plan, with funding scheduled to start in Fiscal Year 2014. However, in the Fiscal Year 2012-2017 Capital Improvement Plan, the project was placed in the “Priority Future Capital Projects” list until Town Council moved the project to the current Capital Improvement Plan.

Attachments:

Attachment 1 – Staff Report dated September 22, 2008

Attachment 2 – Project Budget Sheet from FY 2014-2019 CIP

Attachment 3 – Staff Report dated December 8, 2008



Date of Council Meeting: September 22, 2008

**TOWN OF LEESBURG
TOWN COUNCIL MEETING**

Subject: Status Report: Morven Park Road Sidewalk

Staff Contact: Tom Brandon, Assistant Director of Capital Projects Management

Issue: What is the status of sidewalk improvements along Morven Park Road between West Market Street and Old Waterford Road?

Background: Morven Park Road provides a north-south connection between West Market Street and Old Waterford Road. In recent years, the Town has completed pedestrian improvements at each end of the road with the Ida Lee Trail Phase II and the West Market Street Sidewalk projects. Although there are some segments of sidewalk along Morven Park Road, there is no continuous pedestrian route along the road. As a result, pedestrians must walk within the street for a large portion of the 2,400 foot (0.45 mile) length.

Residents of this neighborhood have petitioned the Town to include a project in the Capital Improvement Program to construct the missing segments and provide a continuous sidewalk along the road. In response to the residents' request, the project was identified in the FY 2009-2013 CIP as a "Potential Future Project".

It is necessary to better define the scope of work in order to develop a reasonable estimate for the project to be added to the CIP. Several major decisions must be made, including:

1. Which side of the street will the sidewalk be added, or should sidewalk be added to both sides? To complete the missing segments on the west side of the road will require approximately 1,140 feet of new sidewalk, and approximately 1,955 feet of new sidewalk would be needed on the east side. This decision will significantly impact easement requirements, utility relocations, and construction cost.
2. Will curb and gutter be installed as part of the sidewalk construction? A safe sidewalk design requires a separation from the roadway. Construction of a curb allows the horizontal separation to be reduced, which will decrease easement requirements and reduce impacts on residents' yards, walls, fences, trees, and sometimes utilities. However, construction of curb and gutter will also require construction of a storm drainage system which must be connected to an adequate outfall, which could impact underground utilities. If curb and gutter is not constructed, the drainage must be collected by roadside ditches, which will further impact adjacent property.
3. Should street parking be accommodated, and if so, where? In segments of Morven Park Road where there is currently no curb and gutter or sidewalk, the existing road is relatively narrow (typically 19' to 20' wide). In these areas, residents can park on the roadway shoulder. If street parking continues to be allowed, the sidewalk would need to be located away from the roadway to allow for this (consistent with the sections of the

road that currently have sidewalk). By moving the sidewalk further from the road, there will be additional impacts to trees and yards.

4. Should the sidewalk width meet current design standards, or should it be designed to match the existing sidewalk segments? Current standards require a 5' wide sidewalk to better accommodate persons with disabilities. The existing segments of sidewalk are 4' wide. Three options are to construct the new sidewalk segments to the old 4' standard; construct the new segments to the 5' standard and transition to the existing 4' sidewalks; or construct the entire length to the new 5' standard by reconstructing the existing segments.

The decisions made on the above issues will have a significant effect on the project costs and the impacts on the adjacent property owners. Additional input from the community is recommended prior to establishing the scope of the project.

Addition of this project to the CIP can be considered by Town Council during the budget discussions this spring.

STREETS, HIGHWAYS, BUILDINGS, AND GROUNDS PROJECTS (continued)

TITLE: Morven Park Road Sidewalk (14301)
STATUS: Ongoing

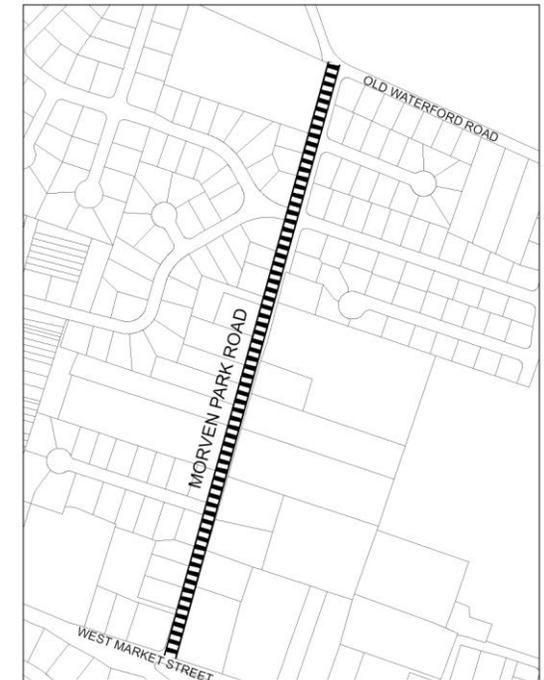
PROGRAM DESCRIPTION: The project consists of constructing missing segments of sidewalk along the west side of Morven Park Road to provide a continuous pedestrian access route between West Market Street and Old Waterford Road. The project will also improve drainage and provide a uniform roadway section by completing the curb and gutter on both sides of the street and extending the storm drain system.

UTILITY RELOCATION START DATE: Fall 2018

CONSTRUCTION START DATE: Spring 2019

ESTIMATED COMPLETION DATE: Spring 2020

OPERATING IMPACT: Minimal increased maintenance of sidewalk and drainage system



PLANNED FINANCING

Sources:	Total Required Project Funding	Funded through 6/30/13	PLANNED FINANCING						TOTAL for 6-Yr CIP	Future Funds Required	
			2014	2015	2016	2017	2018	2019			
Bonds	\$1,900,000							\$250,000	\$750,000	\$1,000,000	\$900,000
TOTAL	\$1,900,000							\$250,000	\$750,000	\$1,000,000	\$900,000

PLANNED EXPENDITURES

Uses:	Total Project Cost	Exp through 6/30/13	PLANNED EXPENDITURES						TOTAL for 6-Yr CIP	Future Funds Required	
			2014	2015	2016	2017	2018	2019			
Land	\$200,000							\$100,000	\$100,000	\$200,000	
Design/Eng.	\$200,000							150,000	50,000	\$200,000	
Construction	\$1,500,000								600,000	\$600,000	900,000
TOTAL	\$1,900,000							\$250,000	\$750,000	\$1,000,000	\$900,000

OPERATING IMPACT

Operating/Maintenance:	OPERATING IMPACT						TOTAL for 6-Yr CIP
	2014	2015	2016	2017	2018	2019	
Lane Mile Maintenance							

GOAL ADDRESSED:

2012 Town Plan

Transportation Objective 5 calls for providing a safe, convenient, continuous, comfortable, and aesthetically pleasing transportation environment that promotes bicycling and walking.



Date of Council Meeting: December 8, 2008

**TOWN OF LEESBURG
TOWN COUNCIL WORK SESSION**

Subject: Status Report: Morven Park Road Sidewalk

Staff Contacts: Tom Brandon, P.E., Assistant Director, Department of CPM
Paul Webster, P.E., Capital Projects Engineer

Issue: What is the status of sidewalk improvements along Morven Park Road between West Market Street and Old Waterford Road?

Background: In response to a request from the neighborhood, staff provided a report to Council during the September 22 Council Workshop Session regarding the need for a continuous sidewalk system along Morven Park Road. The report included a discussion of options available and issues that must be addressed. The report noted the need to better define the scope of work and address certain issues including on-street parking, impacts to adjacent property, and drainage in order to develop a reliable cost estimate. The need to obtain public input on these issues was emphasized. As a follow up to that meeting, staff further developed sidewalk alternatives and obtained input from the area residents. This report provides a summary of those efforts:

Alternative Analysis:

Four major scenarios were evaluated to provide a continuous sidewalk along Morven Park Road between West Market Street and Old Waterford Road. Each of the four scenarios was evaluated for a sidewalk on the east side only, on the west side only, or on both sides. The scenarios are illustrated on the attached Exhibit A and are summarized below:

- Scenario 1 – Curb and gutter with no on-street parking
- Scenario 2 – Curb and gutter with on-street parking
- Scenario 3 – No curb and gutter with no on-street parking
- Scenario 4 – No curb and gutter with on-street parking

The typical sections shown on Exhibit A drawings are for a full roadway section but could be applied as half sections where improvements are only needed on one side of the road. The cost estimate (in current dollars) for various alternatives ranged from approximately \$550,000 to \$2.5 million, depending on several variables.

Public Input

On October 30, 2008, a neighborhood meeting was held to receive input from the residents regarding their preferences regarding the various aspects of the sidewalk. The meeting was attended by 26 residents, representing 20 properties on Morven Park Road, Williams Street, Ayrlee Avenue, Morven Park Court, and West Market Street.

During the meeting, staff explained the pros and cons of each scenario. A questionnaire (Exhibit B) was provided to the attendees to obtain their preferences. The questionnaire was later mailed to Morven Park Road property owners who did not attend the meeting. A total of 32 completed questionnaires were received. The results of the questionnaires are summarized on the attached Exhibit C.

Following is a summary of comments from the neighborhood meeting and results of the questionnaire:

- *Sidewalk vs. No Sidewalk* - There is strong support for a continuous sidewalk system. Nearly all (over 90%) of the questionnaires indicated support of a sidewalk along the road. Public comments during the meeting seemed to confirm this consensus.
- *Sidewalk Location* – Of the residents indicating a desire for a sidewalk, there was less consensus on the location. A slight majority (53%) indicated a preference for the west side location, with the remainder generally split between a preference for an east side location, both sides, or some combination of east and west side. A further evaluation of questionnaires from only the Morven Park Road residents indicated a strong preference that the sidewalk be located on the side of the road opposite their residence (west side residents prefer an east side sidewalk, and east side residents prefer a west side sidewalk). Many participants noted that, although they want the sidewalk to be located on the west side, they did not want the improvements to impact the large oak tree located at 131 Morven Park Road and requested that every effort should be made to minimize the impacts to that tree.
- *On-Street Parking* - The majority of the residents (66%) do not want on-street parking to be provided for as part of the sidewalk project. Two property owners along the west side of Morven Park Road that would be affected stated that they would want on-street parking. One of the two property owners is Waterford Home Builders LLC.
- *Storm Drainage Design* – There was a slight preference for curb and gutter and a new underground storm drainage system to be constructed as part of the project (50%) vs. approximately 31% indicating a desire for the drainage to remain in ditches. The remainder of the respondents did not indicate a preference.
- *Buffer Strip between Sidewalk and Curb* – Of those having an opinion, the majority of residents did not want a grass buffer strip between the curb and sidewalk. The remainder either preferred the grass buffer, did not have an opinion, or did not want a curb.
- *Easement Donation* – Of the property owners whose property would be directly impacted, 33% (5 of 15) would be willing to donate an easement for the project.
- *Traffic Calming* – During the Meeting, several residents noted that vehicles often speed on Morven Park Road and expressed concerns that the proposed improvements could worsen the situation by removing bottleneck areas. In response to these concerns, speed counts were obtained in two locations on November 4th and 5th. The results showed average speeds ranging from 26 to 29 mph. In accordance with Town guidelines, average speeds must be 31 mph or greater for a road to be eligible for traffic calming measures.

Conclusions and Next Steps:

Based on the above, there is strong endorsement from the neighborhood to provide a continuous sidewalk along Morven Park Road between West Market Street and Old Waterford Road. The general consensus and/or results of staff studies are that the sidewalk project should have the following elements:

- Locate only along the west side of the road
- Curb and gutter and underground storm drainage system
- No grass buffer between the sidewalk and the curb
- No on-street parking
- Design to avoid tree removal at 131 Morven Park Road, if possible
- Town to purchase all necessary easements
- No traffic calming

Exhibit D shows approximately where new curb and gutter and sidewalks would be constructed along Morven Park Road based on the general consensus noted above. At this stage of the project it is unknown whether the proposed sidewalk along 131 Morven Park Road, based on the above criteria, would require removal of the large oak tree. To better evaluate this issue an arborist would need to be hired to evaluate the tree.

The cost of the project based on these design concepts is between \$700,000 and \$800,000 (current dollars). Factoring inflation, the cost range would increase to between \$850,000 and \$1,000,000 by FY 2014.

Several residents indicated that they would speak in favor of the project during the public hearings when the proposed FY 2010-2014 CIP is considered by the Planning Commission in February and by the Town Council in April.

Attachments: Exhibit A – Morven Park Road Sidewalk Scenarios
Exhibit B – Morven Park Road Sidewalk Questionnaire
Exhibit C - Morven Park Road Sidewalk Questionnaire – Summary
Exhibit D – Morven Park Road Sidewalk – Proposed Sidewalks Aerial View