

## Overview – URMD Pedestrian and Biking Improvement Projects

Updated: 1-15-20

| Year of the program                               | When URMDAC made its recommendation | For funding in          | Amount funded  | # of projects                    | Projects  |
|---|-------------------------------------|-------------------------|--|----------------------------------|---|
| 1   | Fall 2011 <sup>1</sup>              | FY 2012/13              | \$911,000  | 7                                | Six ped paths, one guardrail  |
| 2   | Fall 2012                           | FY 2013/14              | \$2.7 million  | 6                                | Five ped paths <sup>2</sup>   |
| 3   | Fall 2013                           | FY 2014/15              | \$2.8 million  | 6                                | Four ped paths, one ped/bike path, one ped improvement <sup>3</sup>             |
| 4   | Fall 2014                           | FY 2015/16              | \$2.6 million  | 6                                | Six ped paths   |
| 5   | Fall 2015                           | FY 2016/17              | \$2 million  | 7                                | Five ped paths, two sidewalks   |
| 6   | Fall 2016                           | FY 2017/18              | \$3.7 million <sup>4</sup>   | 9                                | Nine sidewalks  |
| 7 & 8 <sup>5</sup>                                | Fall 2017                           | FY 2018-19 & FY 2019-20 | \$7 million<br>(\$3.5 million each FY)   | 8                                | Eight sidewalks <sup>6</sup>  |
| 9 & 10  | Fall 2019                           | FY 2020-21 & FY 2021-22 | \$11.4 million<br>Consists of (a) \$7 million URMD funding (\$3.5 million each FY) & (b) \$4.4 million HB 2017 funding (\$2.2 million each FY) | 13<br>(plus 1 alternate project) | Ten sidewalks, one sidewalk/asphalt path, two pedestrian crossings <sup>7</sup> |
| <b>Total over first ten years of the program:</b> |                                     |                         | <b>Over \$28.7 million URMD funding and \$4.4 million of HB 2017 funding</b>   | <b>62</b>                        |   |

<sup>1</sup> FY 2012-13 was the first year URMD Pedestrian and Biking Improvements were budgeted. The Board approved the program after the budget development cycle for FY 2011-12 had been completed, but within FY 2011-12 – their decision was to fund them for the first time in FY 2012-13. The program was originally called the URMD Safety Improvements program; its name was changed to the URMD Pedestrian and Biking Improvements program in 2017.

<sup>2</sup> The improvement project planned for Butner Road from Cedar Hills to Murray was canceled. As the design process progressed it became evident to engineers that environmental and drainage requirements made the project cost prohibitive. URMDAC heard an update on the status of this and other improvement projects funded for 2013-2014 at its January meeting. Based on the project manager's report, the committee voted unanimously in favor of canceling the Butner project. Funds allocated for the Butner project were carried forward to future improvement projects.

<sup>3</sup> The pedestrian improvement was construction of curb ramps.

<sup>4</sup> URMDAC was told that \$2.6 million was available for 2017-18; in the fall of 2016, URMDAC selected 8 projects totaling \$2.2 million of projects. In April 2017, URMDAC was told another \$1.5 million was available for FY 2017-18; in May, URMDAC selected one additional sidewalk project costing \$1.5 million (Bull Mountain Road).

<sup>5</sup> In the fall of 2017, URMDAC decided to allocate URMD Pedestrian and Biking Improvement funds for the next two fiscal years, and not go through a selection process in 2018.

<sup>6</sup> The improvement project planned for Rigert Road from Charlotte Drive to Bryan Way was canceled. In early 2019, URMDAC voted to pull this project due to significant environmental impacts, increased costs, constructability, and adding a sidewalk being more appropriate as part of a capital project.

<sup>7</sup> This was the first selection cycle where pedestrian crossings were eligible (to be eligible, a County-approved study must indicate a crossing is warranted).

s/Shared/Urban Services and Community Engagement/Pedestrian and Biking Improvements/Summaries, Status Reports.../Table, Overview of URMD Ped and Biking Improvement Projects, updated 1-15-20