

Sidewalk Repair Prioritization



Safety Criteria

- ◆ Degree of Sidewalk Distress (see *Distress Points Map*)
- ◆ Concentration of Sidewalk Distress Points
- ◆ ADA Ramps (Presence or Absence)
- ◆ Pedestrian Injury in Vicinity
- ◆ Speed Limit (see *Speed Limit Map*)



Equity Criteria

- ◆ High Presence of Children or Seniors
- ◆ Proximity to Manufactured Housing



Proximity Criteria

- ◆ Proximity to School Zone (see *Parks/Schools Walkshed Map*)
- ◆ Proximity to Parks and/or Trails
- ◆ Proximity to Bus Stop
- ◆ Proximity to Public Services (Healthcare Services, Post Office, Public Buildings, Senior Center)
- ◆ Proximity to Senior Housing
- ◆ Proximity to Commercial Areas, Employment Centers, or Mixed Use Zones



Connectivity Criteria

- ◆ Extends Sidewalk Network into New Area
- ◆ Closes a Gap in the Network (see *Sidewalk Gaps Map*)
- ◆ Provides Off-Street Alternative Route
 - ◇ Improvement provides an alternative to travel along a motorized facility: Trail or path through a park or undeveloped right of way
- ◆ Located On Street w/ Sidewalk Only on One Side

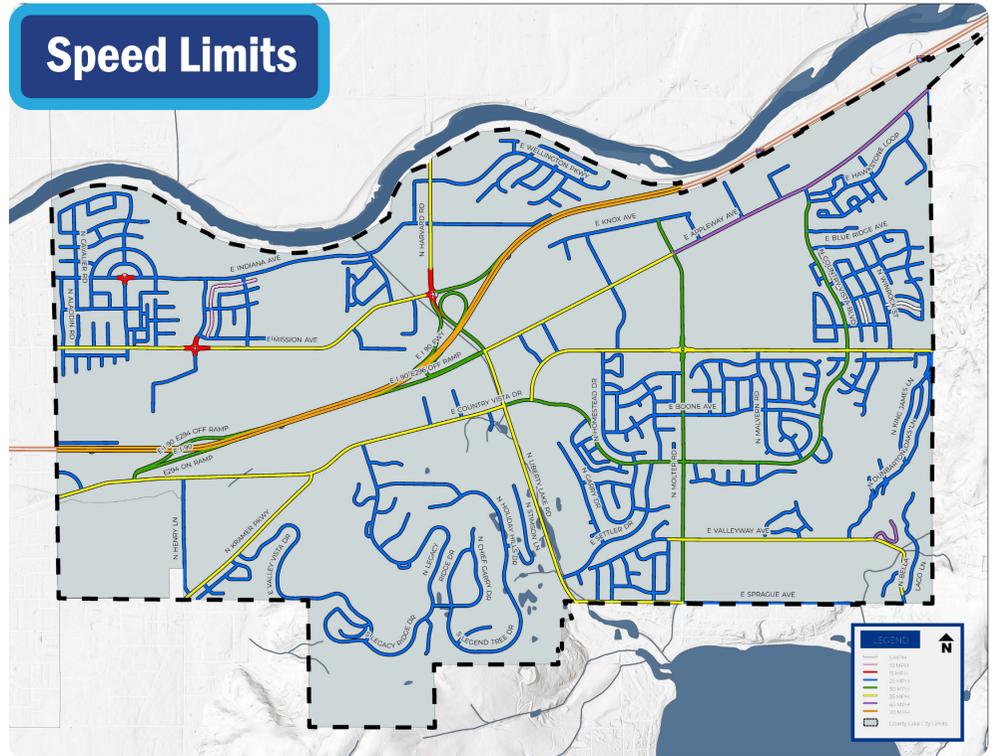


Economic Criteria

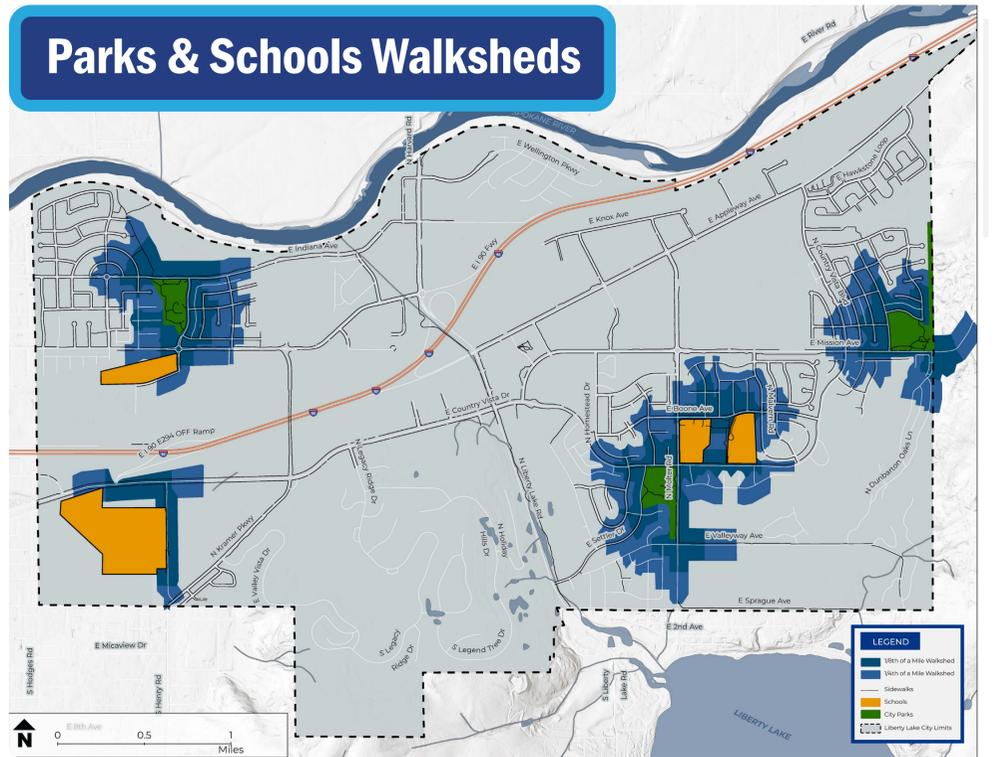
- ◆ Cost/Benefit Analysis of the Improvement:
 - ◇ Benefit:
 - High = Proximity to a high pedestrian traffic generator
 - Low = Not within close proximity to a high pedestrian traffic generator
 - ◇ Obstruction Costs:

■ Utility Poles / Utility Boxes	■ Steep Topography
■ Culverts / Storm Drain	■ Low Cost: No or Minimal Obstructions for Repair
■ Mature Trees	

Speed Limits



Parks & Schools Walksheds



Sidewalk Gaps

