

PAVEMENT MANAGEMENT PROGRAM (PMP)

THE QUESTIONS AND THE ANSWERS

Last updated October 7, 2020

EVALUATING STREETS

IMPERVIOUS SURFACE AREA

- Q1.** A key objective of the PMP is to reduce the amount of impervious area, which is why the streets were originally to be narrowed to 26 feet in width. If this is an important objective, why is the City considering building on narrow lots and is adding many new apartment buildings? Is there a target percent of land to be impervious?
- A:** The key objective of PMP is to manage the street system in a manner that is cost effective in the long-term lifespan of the roadways. This is achieved by using many methods, including reconstruction and maintenance measures. Reduction of stormwater runoff volume and the pollutants in the runoff is a benefit of reduced impervious surfaces. Development and redevelopment projects are required to implement stormwater quality, volume, and rate measures based upon a number of factors. The maximum allowed percentage of impervious land is identified in the City Code: Chapter 113, and is 50-60 percent for residential areas, depending on Zoning District
- Q2.** The City has an ordinance that a second entry to the street is not allowed (will be curbed over). Is the objective of this ordinance to reduce impervious area? Can homeowners with two driveways currently be grandfathered in?
- A:** Partially. Other concerns are obstructions within the public right-of-way and long-term maintenance of driveway aprons. Existing horseshoe driveways and second driveways to separate permitted garages that are in compliance with City Code are allowed.
- Q3.** If more water goes into the ground because there is less impervious area due to streets being narrowed so much, does it follow that it is more likely that homes will have sump pumps operating more frequently?
- A:** Staff is not aware of a correlation between reduced impervious surface and ground water levels. There are currently ground water issues throughout the city.
- Q4.** Have you looked into the cost and durability of pervious concrete? If so, is it under consideration for our streets and sidewalks?
- A:** Yes, and porous concrete paving is more expensive than asphalt pavement and requires specialized and expensive street sweeping equipment to keep it porous.

STREET WIDTH AND DESIGN

Q5. Provide information on how the street width is determined.

A: As of 2019, the PMP policy sets 28 feet as the width of residential streets. Streets may be wider to accommodate higher traffic volumes, or be narrowed to avoid excessive impacts to property, avoid wetlands, or other factors that are studied during design of the street.

Q6. Are all streets going to be the same width?

A: As of 2019, the PMP policy sets 28 feet as the width of residential streets. There do not appear to be any of the conditions discussed above with any of the streets in the remaining PMP projects.

Q7. Since the standard is now 28 feet and all streets in the remaining PMPs are wider than that, under what circumstances might the street be designed so that a specific homeowner loses some yard? When would the homeowner be informed of a street design which negatively impacts him? What recourse would a homeowners have if they loses yard and don't want to lose yard?

A: Minor alignment changes at intersections may result in increases or decreases to lawn area within the public street right-of-way. At no point are there changes that result in a decrease of privately owned property. Project design details are available at the second open house. If there are specific issues, which may include impacts to properties and many other issues, the property owners will be contacted directly to discuss the issue. All street improvements are within City street right-of-way and not within private property.

Q8. If there are streets in a PMP area that are straight and tend to have more drivers who speed, what traffic calming measures have you considered other than narrower streets (for example, speed bumps that are longer than normal speed bumps so cyclists can easily ride up and down the speed bumps but cars must slow down)?

A: None. The City does not install speed bumps on its roadways due to maintenance concerns and emergency response delays. Studies show that speeds actually increase between bumps to make up for perceived lost time.

Q9. Some streets are concrete. The City's "Concrete Streets" handout provided during open houses states the City will evaluate these streets to determine if it's more cost effective to rehabilitate them than to replace them as asphalt. Do you have plans for any streets in the remaining PMPs to be rehabilitated as concrete?

A: No.