



---

# Implementation and Launch of the Sidewalk Enterprise Program

August 2024

# Agenda

1. Program Overview
2. Stakeholder Process
3. Fee Structure Recommendations
4. Affordability Program Recommendations
5. Implementation Preview

# Vision of Denver's Sidewalk Program

*Together, we can build a Denver that is vibrant, affordable and safe for all.*

Denver's Sidewalk Program seeks to improve accessibility for residents and visitors by constructing, reconstructing, and repairing sidewalks to establish a safe, connected sidewalk network that enhances mobility for all, supports transit options, promotes community connectivity, establishes sustainable practices, and stimulates economic vitality.

# Overview of Program

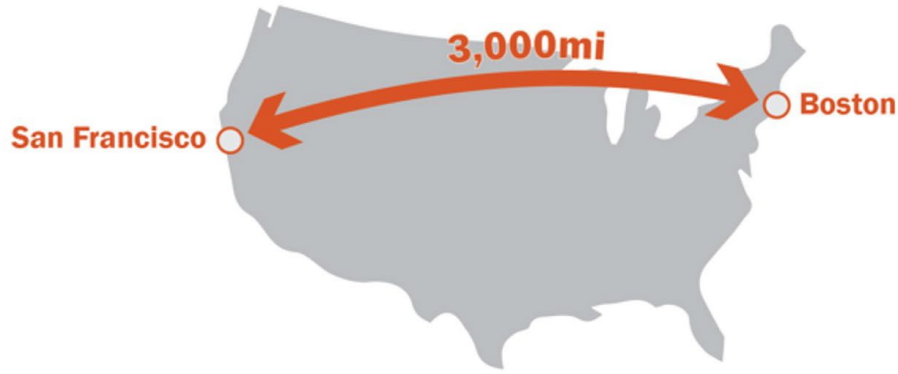
Citizen-Initiative 307 “Denver Deserves Sidewalks” shifts responsibility for sidewalk repairs and reconstruction from the adjacent property owner to the City and establishes a fee structure to fund the repair, construction and reconstruction of new sidewalks.

## Does Not Include:

- Reconstruction of curb ramps to meet DOJ requirement
- Pedestrian crossings at intersections
- Trails, shared spaces, and other non-traditional ROW uses
- Other pedestrian safety measures, wayfinding, etc.
- Snow/Debris Removal



# Denver's Sidewalk Network



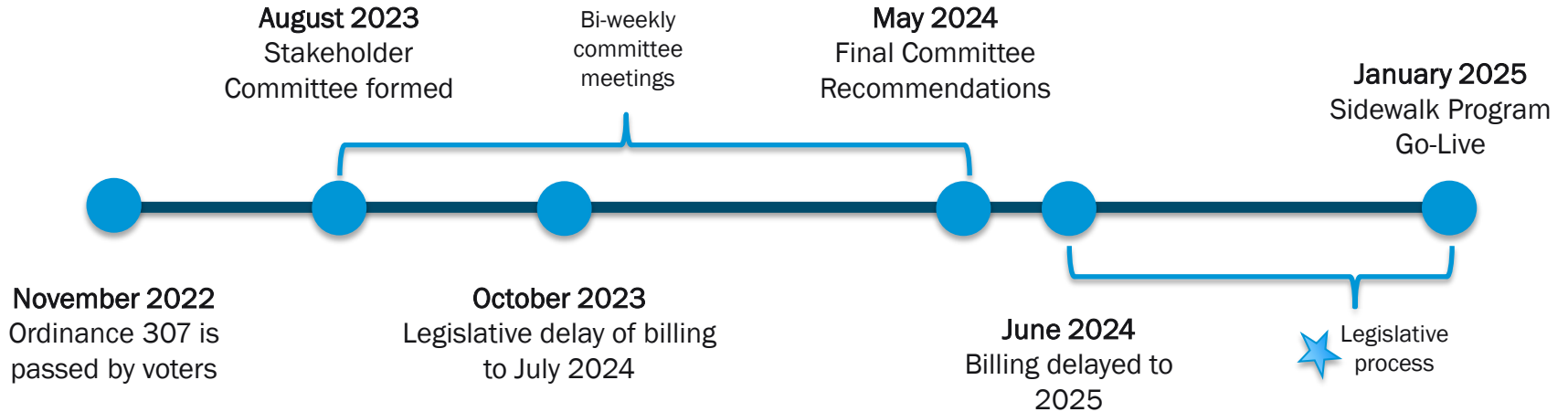
## Sidewalk Inventory Data

- Total Existing Sidewalk: 3,110 miles
- Total Sidewalk Gaps: 358 miles (11%)
- Total Deficient (<5ft): 1,235 miles (40%)



*Deficient "Hollywood" Sidewalk*

# Program Development Timeline



# Recommendation Development

## Process

- Community-led, collaborative, and data-driven in consultation with other Denver depts (CAO, DOF, DPR)
- 26 member (two council members) Citizen Stakeholder Committee met bi-weekly for ten months

## Considerations

1. Limit unusually high fees on residential properties (e.g., corner lots) but retain relationship between characteristics of the property and the fee (e.g. larger lots have more square feet of sidewalk, higher density development is more efficient and requires fewer square feet of sidewalk per household)
2. Ensure everyone contributes meaningfully to the fee because everyone benefits from sidewalks
3. Implement a meaningful and accessible low-income rebate
4. Easy to understand and consistent billing experience for residents
5. Ensure compliance with enterprise fund and TABOR rules

# Overview of Recommendations

## Fee Structure

- Base Rate
- Impact Fee

## Affordability

- Income Qualified Instant Rebate Program
- Affordable Housing Rebate Program

## Implementation

- Inflationary Increases
- Completion Timeline



# Fee Structure Recommendations

- Fee is assessed at the account level (vs. parcel level), consistent with Stormwater billing.
- Adjustment from a “per linear foot of frontage” to a **base rate of \$150/year**.
- Apply additional “**impact fee**” of **\$3.50 per foot** for accounts with over 230 linear feet that have a high impact on the network.

Annual Revenue	
Base Fee	\$ 28,024,950.00
Impact Fee	\$ 12,077,441.22
Total	\$ 40,102,391.22

*The recommended fee structure remains **revenue neutral** from the original ordinance, with total fees approximately the same.*

# Fee Structure Considerations

	Percent paying \$150 flat rate	Percent paying more than \$150
Single family homes	98.9%	1.1%
All accounts	95.7%	4.3%

*\*per the original ordinance, properties with no/very little frontage paid a respective fee*

# Affordability Program

307 Original Language	Stakeholder Committee Recommendations
All properties in NEST Neighborhoods receive 20%	Individual, need-based program aligned with existing Solid Waste Affordability Program
Residents may defer all payments until disposition of property	20% Rebate for affordable housing

# Affordability Considerations

As of EOY 2023, we had 5,235 households enrolled in the Solid Waste rebate program.

Expect enrollment to increase as Sidewalk Program is Launched & Implemented.

Area Median Income (AMI) Eligibility	Household Size						Rebate Percentage
	1 person	2 people	3 people	4 people	5 people	6 people	
60%	\$54,780	\$62,640	\$70,440	\$78,240	\$84,540	\$90,780	50%
50%	\$45,650	\$52,200	\$58,700	\$65,200	\$70,450	\$75,650	75%
30%	\$27,400	\$31,300	\$35,200	\$39,100	\$42,250	\$45,400	100%

# Implementation Recommendations

- To ensure confidence in bonding, rate adjustments will be annually and will be based on CPI and CDOT Construction Index as a proportion of operating and capital costs, respectively.
- Work will be completed “In nine years or as soon thereafter as determined feasible by the manager of transportation and infrastructure”.
- These changes improve the overall fiscal sustainability of the program by accommodating labor and supply challenges to delivering a program of this scale and allowing rates that reflect the true cost of program implementation and construction.

# Program Launch & Delivery

- Billing will start in January 2025 with extensive community outreach and customer service prep.
- DOTI will leverage an interim “Spot Repair Program” utilizing existing funds to address sidewalks currently in severe disrepair as the Enterprise Program is launched.
- DOTI has developed a strategy to deliver the first sidewalk projects (those already design by GO Bond team and next set of priorities identified by Master Plan) utilizing a combination of existing contracts and a to-be-identified Integrated Contracting team at go-live.
- DOTI and DOF assessing long-term Program Delivery model looking at all available options.

Questions?

Thank you!