



Department Source: Public Works

To: City Council

From: City Manager & Staff

Council Meeting Date: September 6, 2016

Re: Public Inconvenience Fee (PIF) for Street, Sidewalk and Alley Closures

Executive Summary

At the June 20, 2016 pre-council session, staff was directed to bring back a report to address the idea of charging fees for both street and sidewalk closures and how other communities handle closures.

Discussion

Per Council request, staff has researched other communities on how they manage sidewalk, street lanes and alley closure requests made by adjacent property owners for construction activities. In some cities, a Public Inconvenience Fee (PIF) is associated with extended temporary occupancy of public space, including sidewalks, alleys or roadways. This fee serves as an incentive to use public space more efficiently, enhance public mobility and return the use of the sidewalk, alley or roadway to the general public in a timely fashion. Below are seven cities that currently charge a PIF for closures, and the methods used to calculate the fees. Some range from very complex square footage calculations to very basic linear foot of frontage:

Miami Florida

Permit is for right of way closures or obstructions in the right of way only. Additional permits needed for the actual work in the right of way, such as for drilling, repaving, or excavating.

- Sidewalk/curb usage \$ 0.20 per LF per day
- Parking lane usage \$ 0.30 per LF per day
- Traffic lane usage \$ 0.35 per LF per day

Albuquerque, NM

- Residential sidewalk \$21 per month
- Arterial/collector sidewalk \$21 per day
- Residential street \$21 per day
- Arterial/collector roadways \$0.01 per Sq Ft per day where Sq Ft is barricaded area
- Bike lanes and paths \$21 per day

Denver, CO

Residential Streets only

- Sidewalk Closure \$0.15 per LF per day
- Lane Closure \$0.15 per LF per day
- Full Closure \$0.30 per LF per day



City of Columbia

701 East Broadway, Columbia, Missouri 65201

Norfolk, VA

- Arterial/collector street lanes \$50 for 1-15 days
\$100 for 16-30 days
\$100 plus \$10 per day for 31+ days
- Residential street lanes \$50 for 30 days; plus \$5 per day for over 30
- No information on stand-alone sidewalk

Philadelphia PA

- Partial Sidewalk Closure \$1.00 per foot per week
- Full Sidewalk Closure w/creation of protected footway in parking lane \$1.50 per foot per week
- Parking Lane \$2.00 per foot per week
- Full Sidewalk Closure \$3.00 per foot per week
- Travel Lane \$3.00 per foot per week

Portland, OR

- Sidewalk (full closure) \$50 per block face per week
- Travel lane \$100 per block face per week
- Full street \$263 per block face per week

Washington DC

Public Inconvenience Fee for temporary occupancy of the sidewalk, alley or roadway in excess of the one-time 30 calendar day grace period per permit:

- Sidewalk (\$3,000 max fee per block per 30 days) \$ 0.030 per foot per day
- Alley (\$2,250 max fee per block per 30 days) \$ 0.020 per foot per day
- 1st Travel Lane, includes dedicated bike lanes (\$2,250 maximum fee per block per 30 days) \$ 0.040 per foot per day
- 2nd Travel Lane and each add'l (\$2,250 max fee for each lane per block per 30 days) \$ 0.060 per foot per day

Chapter 24 of the City Code (see attached) governs Columbia's process for closures that allows for a 30 day closure (short-term) to be approved by the City Manager, and anything beyond 30 days (long-term) requires City Council approval.

Per Council direction to propose a PIF for the City of Columbia, it is staff's desire to adopt a more simplified approach on addressing these closures. Staff proposes the following:

- Use a cost per linear foot per day using the Miami Florida model.
- Provide a seven (7) day free grace period to allow for short term events and maintenance opportunities such as parades, block parties, window washing, hanging of building holiday lights, etc.
- Implement a one (1) year timeframe between closures to prevent multiple on and off week long closures.
- Allow administrative approval by staff to expedite the process.



- Recommend fees collected be put into a project account to fund sidewalk projects and address ADA issues.
- Exclude public utility and transportation projects.

There are more details that staff needs further direction/recommendations, such as:

- Will the PIF area be limited to CID boundary, downtown area including MU campus, or apply Citywide? Staff can look at setting an Average Daily Traffic (ADT) threshold for streets outside these areas.
- Will alley closures be charged a PIF?
- Will there be maximum limits?
- Will providing a covered walkway defer the sidewalk fee?
- Will there be an additional fee for parking space closures or is the meter fee sufficient?

Fiscal Impact

Short-Term Impact: Unknown

Long-Term Impact: Unknown

Vision & Strategic Plan Impact

Vision Impacts:

Primary Impact: Development, Secondary Impact: Secondary, Tertiary Impact: Tertiary

Strategic Plan Impacts:

Primary Impact: Infrastructure, Secondary Impact: Secondary, Tertiary Impact: Tertiary

Comprehensive Plan Impacts:

Primary Impact: Mobility, Connectivity, and Accessibility, Secondary Impact: Infrastructure, Tertiary Impact: Tertiary

Legislative History

Date	Action
None	None

Suggested Council Action

Direct staff to work with targeted boards, commissions, and other stakeholders to establish an ordinance using a cost per linear foot per day similar to the Miami, Florida model.