

Presenter:	Jason Anderson
Meeting Date:	Tuesday, October 22, 2024
Category:	NEW BUSINESS
Type:	ACTION
Subject:	Alley Reconstruction Methodology and Cost Split (Special Assessment Policy - III. Specific Policies, Item T-Alleys)
Background Information:	<p>The City of Marshall has many alleys that are not paved or have pavement in very poor condition. Aside from downtown areas, most alleys that are paved are a bituminous surface. In areas where alleys exist, they are often used for driveway access and garbage/recycling pick-up.</p> <p>City staff is often approached by property owners who desire an improvement in their alley. The current Special Assessment Policy requires costs of alley improvements to be borne entirely by benefitting property owners. The cost of covering this improvement is most often a deterrent to getting an alley project completed.</p> <p>City staff believes that there would be a benefit to the City if alleys are paved and in good condition. Gravel alleyways require more maintenance than a paved alley. Further, alleys paved with concrete have a longer lifespan with less maintenance, and concrete is much easier to install with an inversion to carry stormwater drainage to an acceptable location.</p> <p>City staff would like consideration for city cost participation with an alley improvement project, provided the alley is constructed with a concrete surface and to a minimum standard as developed and approved by the City Engineering Department.</p> <p>An excerpt of the current Special Assessment Policy (Resolution Number 4786, Second Series) is shown on the following page.</p> <p>Also attached is a plan sheet for a typical 16-foot alley with a cost estimate table comparing concrete pavement versus bituminous pavement, as well as an analysis compiled in 2023 of comparable cities regarding alley replacement.</p> <p>This item was presented to the Public Improvement/Transportation Committee at their meeting on 10/07/2024 with the unanimous approved motion to help incentive alley pavement replacement and move this item to the Legislative & Ordinance Committee. The PI/T Committee did comment that perhaps a bituminous surface should be considered for participation as well, to help keep costs lower. The PI/T Committee further recommended a cost comparison between bituminous and concrete surfacing.</p>
Fiscal Impact:	Dependent upon a petitioned alley improvement project in a given year.
Alternative/Variations:	<p>Alternative 1: Recommend an amendment to our Special Assessment Policy to allow for up to 50% cost participation in the cost of an alley resurfacing project in commercial (or downtown) district while maintaining 100% property owner cost in residential districts.</p> <p>Alternative 2: Maintain the Special Assessment Policy as it is.</p>
Recommendations:	Recommend an amendment to the Special Assessment Policy to allow for up to 50% City participation in the cost of an alley resurfacing project.

III. SPECIFIC POLICIES

T. ALLEYS

Improvements to alleys will be assessed to benefited property owners for one hundred (100) percent of the cost. Exceptions will include routine maintenance as determined by the Director of Public Works/City Engineer. Improvements to be assessed include, but may not be limited to: paving, mill and overlay, overlay, drainage improvements, and major regrading efforts. Routine maintenance include, but may not be limited to, gravel alley grading, adding small quantities of gravel for maintenance, and minor pothole patching.