

# *Sidewalk Task Force*

*Presented By:*

Don Dey, Transportation Engineer

*Date:*

January 26, 2007

# Introduction

- Task Force members
- Meeting Schedule
- Special Guests
- Sidewalks – Causes & Priorities
- Sidewalk Maintenance Program
  - Public Outreach
  - Funding
  - Legal / Liability
- ADA Sidewalk Enhancement Program
  - Legal issues
  - Funding
  - Other ADA Recommendations
- Sidewalk Gap Closure Enhancement Program
  - Issues
  - Funding
- Questions

# Sidewalk Task Force Members

## Technical Representatives

Armenia Jensen - Engineer

Brad Bannister - Real Estate

Rick Brandini - Arborist

Tim Day - Planning Commission

Al Signorotti - 50/50 sidewalk program

Don Dey - Transportation Manager

## Local Citizens

Bob Dillon

Vicki Laze

Marilyn Mitri

Walter Schinke

Mary Yates

# Meeting Schedule / Guests

- Meetings held once a month from March to October, 2006
- Special Guests included:
  - **March 20<sup>th</sup> - Mayor Al Pinheiro**
    - Task Force Welcome and Council Direction
  - **April 17<sup>th</sup> - Marcus Beverly (ABAG)**
    - Sidewalk Liability
  - **June 19<sup>th</sup> – Dr. Larry Costello (U of C Extension)**
    - Arborist

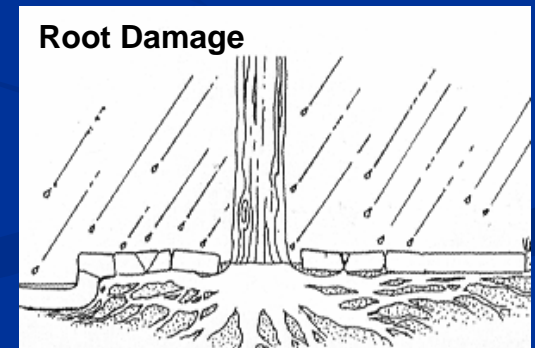
# Meeting Schedule / Guests (cont.)

- Special Guests included:
  - July 17<sup>th</sup> – Jay Baksa (City Administrator)
    - Financial Budget
  - August 21<sup>st</sup> – Jeff Holm & Karen Bobo (FHWA)
    - ADA requirements
  - September 18<sup>th</sup> – Jolie Houston (City Attorney)
    - Legal

# Causes & Priorities

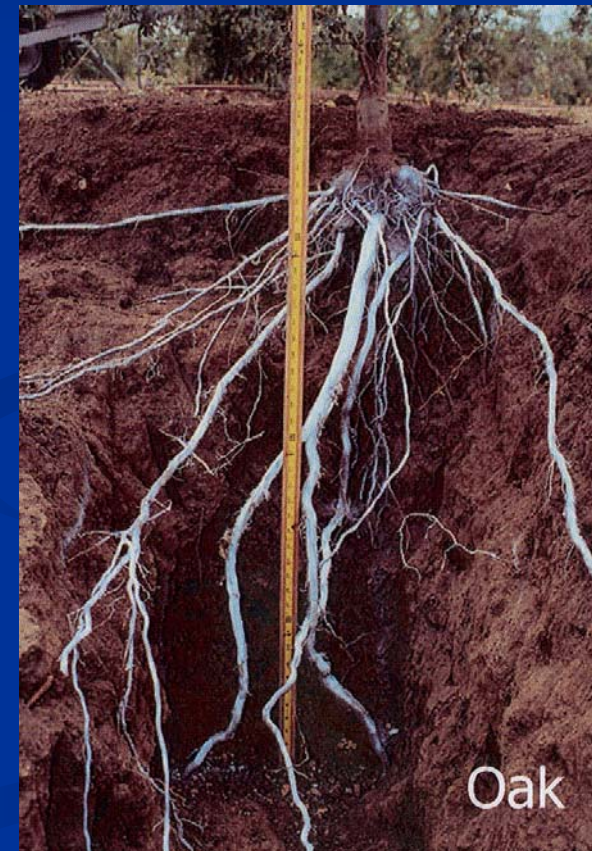
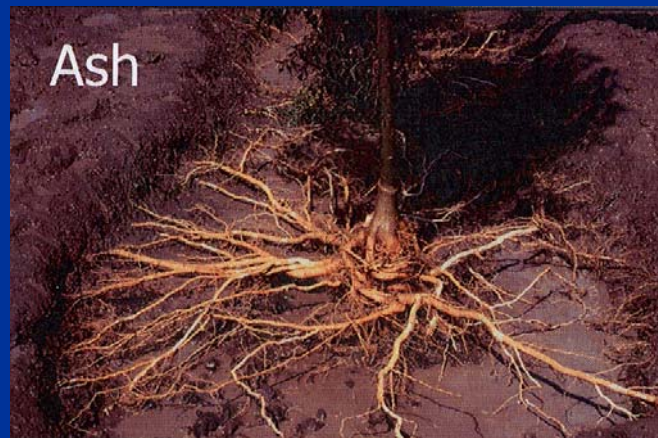
## Causes

- The main cause of sidewalk damage is tree roots. Improper street trees placed in inadequate parkway space.



# Causes & Priorities

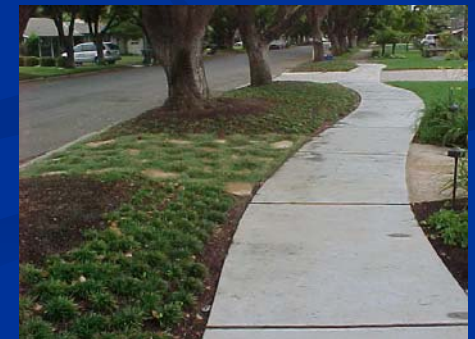
## Causes (cont.)



# Causes & Priorities

## Priorities

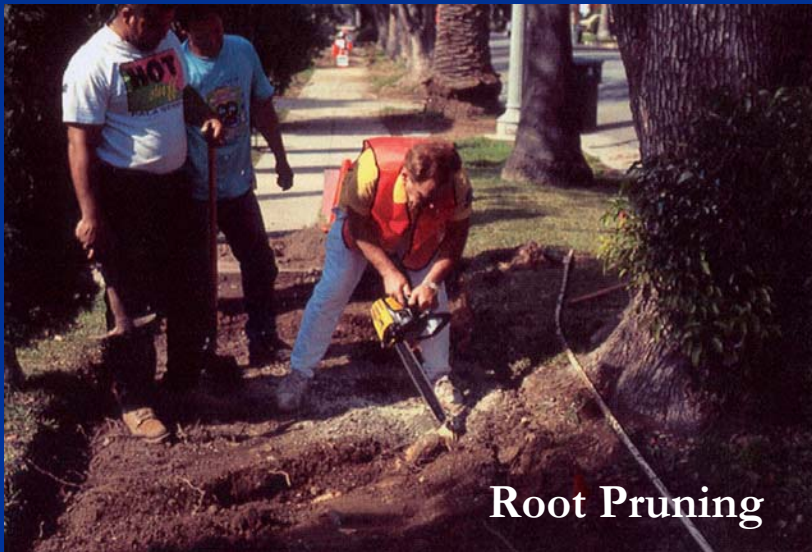
- Recommendations are for a first come first serve basis
- Could give priority to the primary streets corridors first (expressways, arterials, collectors)
- Could give priority to the streets in the immediate vicinity of a school (up to 1/2 mile) first





# Causes & Priorities

## Priorities (cont.)



# Sidewalk Maintenance Program

- Sidewalk Maintenance Program - \$4.6 million
- Items to Address
  - Public Outreach
  - Funding
  - Legal/Liability

# Sidewalk Maintenance Program

## Public Outreach



- Recommend a public outreach program that makes property owners aware of their responsibility to maintain sidewalks
- Recommend that Community Service – Operations implement an aggressive program with root pruning for those properties where tree roots may become a problem
- Recommend that Community Service – Operations prepare a brochure and widely advertize the tree root pruning service. The brochure should be enhanced with diagrams / pictures that illustrate root pruning and root barrier systems
- Recommend that Community Services – Operations continue to work with property owners to identify the most appropriate trees for the parkway space available
- Suggest Engineering hire a summer intern to inspect all City sidewalks each year and report the repair needs to the property owner.

# Sidewalk Maintenance Program

## Funding

- Continue the 50/50 sidewalk maintenance program funding level at no less than \$250,000 per year. Recommend that this program be open to all property owners (residential and commercial) and that the program funding should only include sidewalk repair and associated tree removal/replacement.
- Recommend that City seek other Federal, state, Regional funding sources to pay for repair of damaged sidewalks or missing sidewalk sections.
- Recommend that property owners be required to repair sidewalks to current City standards when a property is sold or transferred. This program would not have a maintenance cost cap. Recommend that the property owner could NOT seek financial assistance from the 50/50 sidewalk program less than 90 days prior to the sale of the property. This means that the property owner must get their name on the 50/50 list at least 90 days prior to the sale of the property. Property betterments such as sidewalk gap closures or curb ramps are not part of the sidewalk maintenance requirement.



# Sidewalk Maintenance Program

## Legal/Liability

- Approve a City ordinance that limits City liability for failure to maintain sidewalks. This places greater responsibility for maintaining the sidewalk on the property owner.
  - ABAG has identified that the City can **NOT** completely transfer liability if City requires the installation of street trees.
- Initiate a City practice of notifying a property owner of substandard sidewalk maintenance and request that the property owner repair the damaged sidewalk. If the property owner does **NOT** repair the sidewalk (the issue is older residents on fixed income or very low income families), the City has the option to either repair the sidewalk and lien the property or record a notice against the property to be activated at the time of sale.
  - City may also give further cost consideration for citizens over 62 years old.
  - A process for consistency needs to be established for consistency when this City practice get initiated.



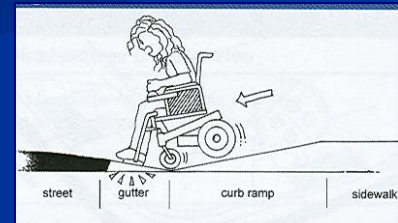
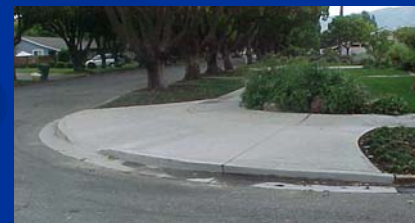
# ADA Sidewalk Enhancement

- ADA Sidewalk Enhancement Program - \$3.3 million
- Items to Address
  - Legal Issues
  - Funding
  - Other ADA Recommendations

# ADA Sidewalk Enhancement

## Legal Issues

- Federal standards adopted in 1992 control the removal of all barriers on public facilities for the circulation of pedestrians with physical disabilities. Under Federal standards sidewalks in public right of way are a public facility. Federal standards require the construction of curb ramps at intersections to remove the physical barrier caused by a street curb if a sidewalk is present.
- Recommend that curb ramps be constructed at all street corners (this complies with the federal mandate for ADA accessibility)
  - It is recommended that the City place high priority on cross-town routes (arterials and collectors) to be constructed first. Local streets would be a second level priority.
- Recommend that all deficient curb ramps that do NOT meet ADA slope and landing standards be upgraded to meet new ADA standards. The property owner would be responsible for repairing / updating the curb ramp if it is in need of maintenance repair. The City would be responsible if it was simply an upgrade to the existing design.



# ADA Sidewalk Enhancement

## Funding

- Recommend that the City allocate \$200,000 per year to construct new curb ramps where currently no ramp exists. This would remove the current backlog in approximately 16.5 years (in 2006 dollars).

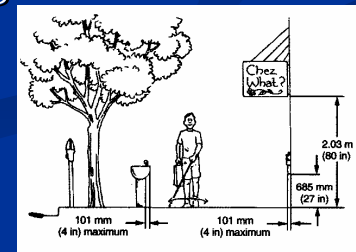
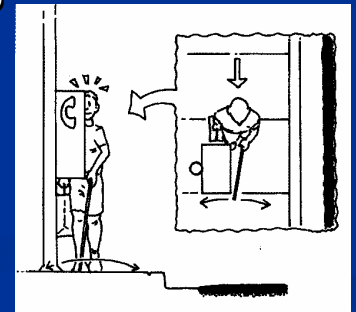




# ADA Sidewalk Enhancement

## Other Recommendations

- Recommend the removal of obstacles in the sidewalk path of travel (ADA standards require a minimum sidewalk unobstructed clearance width of four (4) feet. This width should NOT be encroached by newspaper racks, street light poles, fire hydrants, trees, traffic sign posts, public telephones, etc.).
  - First Street was noted as particularly bad for obstacles in the sidewalk. This would be a high priority corridor.
- Recommend that parking restrictions (red curbs) a minimum of 15 feet be painted in advance of all marked and unmarked crosswalks (street intersections) for better pedestrian sight visibility.
  - The specific issue noted was the difficulty of drivers and pedestrian to see each other around parked cars. Those most at risk are pedestrians in wheel chairs, pedestrian with walkers or pedestrians pushing strollers.
  - Priority corridors are the City's arterial and collector streets.
- Recommend that the City hire an ADA expert
- Recommend that the City establish an ADA Review Committee



# Sidewalk Gap Closure

- Sidewalk Gap Closure Enhancement Program - \$1.1 plus million
- Items to Address
  - Funding
  - Issues

# Sidewalk Gap Closure

## Funding

- Recommend that the City program at least \$30,000 per year for gap closure projects

# Sidewalk Gap Closure

## Issues

- Construct sidewalk where the sidewalk is discontinuous (gap in sidewalk network), which is generally a path of pedestrian travel leading from a residential or office development to government service, commercial or medical facilities.
- Initiate a City practice of notifying a property owner of sidewalk gaps and requesting the property owner to install the missing sidewalk. If the property owner does NOT construct the missing sidewalk, the City has the option to either construct the missing sidewalk and lien the property or record a notice against the property
- Require all new development to install sidewalks along their property frontage to City standards. There is no City requirement to install sidewalks in an industrial area.
  - City currently conditions the installation of sidewalks in industrial areas when discretionary approval by a property owner is requested
  - Some notable areas include the Murray Avenue corridor and location where medical offices move into industrial buildings
- Require the construction of sidewalks in industrial area where no sidewalks currently exist

# Sidewalk Task Force

Questions

