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DEPARTMENT OF
PUBLIC WORKS

STREET DIVISION

CITY OF SACRAMENTO
CALIFORNIA

March 6, 1990

5730 - 24TH STREET
BUILDING NINE
SACRAMENTO, CA
95822-3699

916-449-5236

GEORGE PUCCINELLI
STREET DIVISION MANAGER

Budget and Finance/Transportation
and Community Development Committee
Sacramento, California

Honorable Members in Session:

SUBJECT: CITY SIDEWALK MAINTENANCE POLICY REPORT FOLLOW-UP

SUMMARY

On February 20, 1990, the Joint Committees heard a Public Works report on the City's current sidewalk maintenance policy and potential sidewalk maintenance policy changes. The committee members requested additional information on the fiscal impacts of the potential policy changes if only hazardous sidewalks were repaired. This report informs the committee members that there would be no fiscal change as only hazardous sidewalks are repaired now.

BACKGROUND

The City of Sacramento has historically operated its sidewalk repair program on a complaint basis. When a citizen informs the Public Works Street Division of a potential sidewalk tripping problem, a City inspector visits the site to determine the extent of the problem. The question of aesthetics does not enter into consideration. Only if the sidewalk is a hazard to pedestrians is it required to be replaced. The criteria now used in determining whether a section or sections of sidewalk must be removed are as follows:

- A. A vertical displacement of 1/2 inch or greater between two adjacent sections of sidewalk. The 1/2 inch dimension is utilized since the toe of a shoe can catch in this displacement. In addition, the 1/2 inch criteria is utilized by several other cities in the State which staff has contacted.
- B. Sidewalk areas, often at driveways, where a heavy truck or trucks have crushed and depressed a section of sidewalk. Although no 1/2 inch displacement is present, the section is so uneven that it presents a hazard.
- C. Horizontal displacement between two cracked sections of sidewalk sufficient to catch a high heel shoe. Again, a horizontal displacement of 1/2 inch is considered a hazard. This condition does not occur often.

When an inspector finds that a hazardous condition exists, he will notify the Street Maintenance crew to apply a temporary asphalt patch until permanent replacement is accomplished. This takes from one to six months, depending on the property owner's cooperation. In the case of horizontal displacement, the property owner often repairs this himself at very little cost.

FINANCIAL DATA

The following cost estimates were previously presented to the Joint Committees on February 20, 1990. The estimates would remain as stated since all "Conditions" would necessitate repair only if they were hazardous (i.e. the sidewalk was deflected such that it constituted a tripping hazard).

The City Council could convert the City's sidewalk repair program to one which is funded or partially funded at general public expense. Some possible alternatives are listed below:

<u>Public Share</u>	<u>Property Owner Share</u>	<u>Conditions</u>	<u>Estimated Yearly Cost</u>
50%	50%	Street Tree Damage Only	\$ 400,000
50%	50%	All Damage	500,000
100% Over \$500	\$500 Maximum	All	600,000
100%	0	Street Trees	2,500,000
100%	0	All	3,000,000

The above cost estimates are based on previous City experience with partial and total public funding of sidewalk replacement. Previous experience with partial and total public funding indicates that 100% public funding will result in an increase of 5 to 6 times the cost of 50% public funding when it is known that the replacement of damaged sidewalks is accomplished at no cost to the abutting owner. While these figures are "ballpark" estimates, staff considers them to be realistic.

POLICY CONSIDERATIONS

A revision to the City's sidewalk regulations is being prepared and will contain criteria similar to the above, if approved by the City Council.

MBE/WBE

Not applicable.

RECOMMENDATION

This report is submitted for Committee information only.

Respectfully submitted,

for Ronald Johnson
George Puccinelli
Street Division Manager

APPROVED FOR COMMITTEE INFORMATION:

John Wisham Jr.
Solon Wisham, Jr.
Assistant City Manager

APPROVED:

for Ronald Johnson
Melvin H. Johnson
Director of Public Works

Contact Person:
Alan F. Hendrickson, Senior Engineer
Street Division - 449-5236

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All Districts