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DEPARTMENT OF
PUBLIC WORKS

TRANSPORTATION DIVISION

CITY OF SACRAMENTO
CALIFORNIA

1023 J STREET
SUITE 200
SACRAMENTO, CA
95814-2819

916-449-5307

March 13, 1990

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

Honorable Members in Session:

SUBJECT: ELDERLY AND HANDICAP ACCESS—INFORMATION REGARDING LOCATIONS THAT NEED
SIDEWALK IMPROVEMENTS

SUMMARY

This report provides information regarding locations needing curb cuts to provide elderly and handicap access, as identified by the Handicapped Accessibility Task Force. This report is for Committee information only.

BACKGROUND INFORMATION

The City has been addressing handicapped accessibility on City right-of-way as individual complaints arise. In addressing these concerns, staff has found that the needs of various handicapped groups such as the mobility impaired and visibility impaired can result in conflicting issues for design of improvements. There is a need for a comprehensive study for all handicapped accessibility needs on a City-wide basis which will identify these needs on a priority basis. Public Works Department staff will be developing a scope of work and preparing a request for proposal for a consultant to develop a comprehensive handicapped accessibility study for the entire City in the new fiscal year. This study will be funded in FY 1990-91 through the Measure A Sales Tax CIP program for handicap accessibility projects.

On November 8, 1989, the County Handicapped Accessibility Task Force presented to this joint committee a list of twenty locations needing sidewalk improvements for handicapped accessibility (see Attachment A). City staff have reviewed and evaluated all of these locations, determined which locations could be improved, and identified funds for thirteen of the twenty locations (see Attachment B).

Of the twenty locations from the Task Force's list, seven are not recommended for rehabilitation at this time:

<u>Locations Unrecommended</u>	<u>Reason</u>
1. Alkali Flat Office (12th & F Sts.)	Asphalt ramp exists at the corner.
2. Senior Citizens Center (27th & J Sts.)	Asphalt ramps exist at the corners.
4. Fremont School (24th & O Sts.)	Asphalt ramps exist at the corners.
7. Reorganized Church of LDS (23rd & K Sts.)	Asphalt ramps exist at the corners.
14. Folsom Boulevard and 65th Street	Costs of relocating existing facilities at this intersection prohibits use of available funds.
19. H Street Bridge at Fair Oaks	Sidewalk improvements infeasible.
20. College Town and Howe	Asphalt walkway exists.

Staff will work with the task force to evaluate these seven locations in relationship to the handicapped accessibility needs of the entire city and to determine if other solutions are feasible. This will be done in conjunction with the comprehensive handicapped accessibility study.

FINANCIAL DATA

Total preliminary cost estimate for the thirteen locations recommended for handicap accessibility improvements is \$90,000. Funds in the amount of \$141,300 are available in the Handicapped Accessibility Program (PN:CA34) from the General Fund to rehabilitate these locations.

As part of the City 1990-94 CIP expenditure plan for Measure A Sales Tax, funds in the amount of \$50,000 annually have been included in the Handicapped Access Program. These funds will be available for implementation following any staff recommendations which may be made as a result of the findings of the comprehensive handicapped accessibility study.

MBE/WBE

There is no MBE/WBE impact relating to this matter.

POLICY CONSIDERATIONS

There are no policy considerations relating to this matter. This item is for information only.

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RECOMMENDATION

This report is for Joint Committee information only.

Respectfully submitted,



MARILYN KUNTEMEYER
Supervising Engineer

APPROVED FOR COMMITTEE INFORMATION:



For SOLON WISHAM, JR.
Assistant City Manager

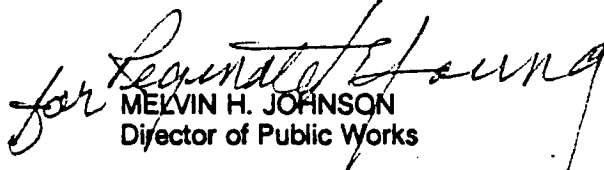
Contact Person:

KIMLAND YEE, Associate Engineer
449-5307

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Attachments 2

APPROVED:



MELVIN H. JOHNSON
Director of Public Works

March 13, 1990
All Districts

NEEDED CURB CUT LOCATIONS

November 8, 1989

The following locations have been identified by community members and local agencies (Voter Registration, RT Light Rail, etc.) as needing curb cuts within City jurisdiction:

ALKALI FLAT OFFICE
CORNER CUT AT ENTRANCE
530 - 12th STREET
SACRAMENTO, CA 95814

ARDEN WAY AT EMPRESS STREET - BOTH CORNERS
ON NORTH SIDE OF ARDEN WAY.

SENIOR CITIZENS CENTER
FOUR CORNERS AROUND BUILDING
915 - 27th STREET
SACRAMENTO, CA 95816

ARDEN WAY AT CAMBRIDGE STREET - BOTH CORNERS
ON NORTH SIDE OF ARDEN WAY.

BIG TREES APARTMENTS
IN FRONT OR AT CORNER
2616 H STREET
SACRAMENTO, CA 95816

ARDEN WAY AT OAKMONT STREET - BOTH CORNERS
ON NORTH SIDE OF ARDEN WAY.

FREMONT SCHOOL
CORNER OF 24th AND O STREET
NEAR SCHOOL
2420 N STREET
SACRAMENTO, CA 95816

ARDEN WAY AT FORREST STREET - BOTH CORNERS
ON NORTH SIDE OF ARDEN WAY.

DEPARTMENT OF CORRECTIONS
IN FRONT OF BUILDING
2201 BROADWAY
SACRAMENTO, CA 95818

FOLSOM BOULEVARD AT 65th STREET - NORTHEAST,
NORTHWEST, AND SOUTHWEST CORNERS.

INTERFAITH SERVICE BUREAU
CORNERS 38th STREET SOUTH SIDE
3720 FOLSOM BLVD.
SACRAMENTO, CA 95816

ON 29th STREET AT N STREET - NORTHEAST
CORNER.

REORGANIZED CHURCH OF LDS
CORNERS NEAR CHURCH
2331 K STREET
SACRAMENTO, CA 95816

ON 29th STREET AT P STREET - NORTHWEST
CORNER.

SIERRA TWO CENTER
IN FRONT NEAR RAMP
2791 - 24th STREET
SACRAMENTO, CA 95818

ON 29th STREET AT Q STREET - NORTHEAST
CORNER.

VALLEY HI DRIVE AT BAMFORD - OF FOUR
CORNERS, ONLY ONE IS RAMPED.

NEWMAN CENTER
PEDESTRIAN PATH, ALSO WOODEN
BRIDGE - CROSSING FROM
I STREET AND J STREET -
CARLSON

FAIR OAKS AND HOWE - BRIDGE, SIDEWALK
TOO NARROW FOR WHEELCHAIRS, SIDEWALK ENDS
ABRUPTLY, APPROACHES ON BOTH SIDES DAMAGED
IN 1986 FLOOD.

COLLEGE TOWN AND HOWE - SIDEWALK NEEDED

ATTACHMENT B

STAFF EVALUATION OF LOCATIONS FOR HANDICAPPED ACCESSIBILITY IMPROVEMENTS

The following proposed locations for handicap ramps were researched and evaluated as follows:

1. **Alkali Flat Office --**

Asphaltic concrete ramps exists at corner, no further rehabilitation is needed.

2. **Senior Citizens Center --**

Asphaltic concrete ramps exist at all four corners around the building. It is staff's understanding that this facility will be undergoing some major renovation and expansion in the near future. With this in mind, it is recommended the concrete ramps should be included in that contract and completed at the time of construction.

3. **Big Trees Apartments --**

Asphaltic concrete ramps exist at 26th Street and H Street, but there is only one at 25th Street and H Street. It is not recommended that a ramp be built in the middle of a block; therefore, one should be built at the latter corner.

4. **Fremont School --**

At the corner of concern, 24th Street and O Street, it has asphaltic concrete ramps that are in good condition. No rehabilitation is recommended.

5. **Department of Corrections --**

As stated previously, no ramp is to be built in the middle of a block. The corners at Broadway and 22nd Street can be corrected with ramps, but a utility pole must be moved to accommodate this construction.

6. **Interfaith Service Bureau --**

No ramps exist at the south corners of 38th Street. Construction is possible with few complications.

7. **Reorganized Church of LDS --**

Corners have asphaltic concrete ramps and are in good condition. No rehabilitation is recommended.

8. **Sierra Two Center --**

Ramps are needed in this area. One ramp would be constructed near the existing ramp entrance across from 3rd Avenue, and the corners of 3rd Avenue would also have to be corrected.

9. **Newman Center --**

This path and bridge have already been discussed at a meeting on September 27, 1989, with a few members of the Advisory Committee for Person with Disabilities. It was concluded at that time that funds from CA34 would be appropriated for this rehabilitation. This is currently in the design phase and construction is expected in early spring.

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10. **Arden Way at Empress Street -**

Both corners on the north side of Arden Way need ramps. The existing curbs are rolled and the rehabilitation of this area would include having to move drop inlets and a fire hydrant.

11. **Arden Way at Cambridge Street -**

Both corners on the north side of Arden Way need ramps. For this construction, portions of private lands must be acquired.

12. **Arden Way at Oakmont Street -**

Both corners on the north side of Arden Way need ramps. A utility pole would have to be relocated and portions of private property would have to be acquired in order to complete the construction of these ramps.

13. **Arden Way at Forrest Street -**

Both corners on the north side of Arden Way need ramps.

14. **Folsom Boulevard at 65th Street --**

The northeast, northwest, and southwest corners do need ramps, but construction will be extremely difficult because of existing facilities. A major utility pole, signal standards, a service controller, a fire hydrant, and planters are a few of the items that would have to be relocated. Because of these items being moved, conduit, loops, and other such items would need to be replaced. Construction in this area would be slow due to the volume of traffic. No rehabilitation is recommended at this time due to the cost of rehabilitation and funds that are currently available.

15. **29th Street at N Street -**

One ramp is needed at the northeast corner.

16. **29th Street at P Street -**

A ramp is needed at the northwest corner. A signal would need to be moved for construction of this ramp.

17. **29th Street at Q Street -**

A ramp is needed at the northeast corner. Construction would require moving a signal and a light standard.

18. **Valley Hi Drive at Bamford Drive -**

Ramps are needed at the southeast, southwest, and northwest corners. At the southeast corner a pull box must be moved to construct the ramp.

19. **Fair Oaks and Howe -**

Widening of the existing sidewalk on the south side and construction of a sidewalk on the north side of the H Street Bridge have been evaluated in the past, and it was determined not feasible. Approaches of the bridge damaged during the 1986 flood are scheduled to start repairs in August 1990. The south side approach east of the bridge will be widened with the repairs.

20. **College Town Drive and Howe –**

Sidewalk is not needed going from this intersection northward on Howe Avenue since an asphaltic concrete walkway a few feet away from the road is in place. This existing walkway gives access to the bridge on Howe Avenue and a safer route than a sidewalk next to the heavily traveled Howe Avenue.

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