



Legislation Text

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Report to Mayor and City Council

Tuesday, July 18, 2017

Discussion

SUBJECT:

CONSIDER ADOPTING THE CITYWIDE SIDEWALK ASSESSMENT REPORT AND ALLOW A PRESENTATION BY NICHOLS CONSULTING ENGINEERS, CHTD. FOR PROJECT NO. 1509: CITYWIDE SIDEWALK ASSESSMENT (CITY COUNCIL)

I. SUMMARY

The City has been in the process of updating its infrastructure repairs. The City Council will review the Citywide Sidewalk Assessment Report (SAR) update. Project No. 1509: Citywide Sidewalk Assessment will maintain updated and accessible records of the sidewalks, curb and gutters distresses, and curb ramps repairs; and replacement budget needs, allowing the Council and staff to prioritize maintenance as funding becomes available.

The 2017 Citywide SAR identified six principal problems with our sidewalks, curbs, gutters and curb ramps - cracking, patching, faulting, vaulting, spalling, and holes; and focused on damage that posed a tripping hazard. A total of \$11.46 million is needed to address the tripping hazards and curb ramps throughout the City. It should be noted that these costs are based on current construction estimates, and that material and labor costs may rise in the future. The consultant engineer will provide a presentation on the Citywide SAR.

II. RECOMMENDATION

1. Listen to the presentation on the Citywide Sidewalk Assessment
2. RECEIVE and FILE.

III. ALTERNATIVES

TAKE another action the City Council deems appropriate and consistent with the requirements of the law.

IV. BACKGROUND

The City of Carson is responsible for the repair and maintenance of 203.1 centerline miles of streets, including approximately 10 million square feet of sidewalks, curb and gutter, ramps, and driveway approaches. These assets are collectively valued at \$36.3 million.

On May 3, 2016, the City Council approved Item No. 19; award a Professional Services Agreement to Nichols Consulting Engineers (NCE) for Project No. 1509: Citywide Sidewalk Assessment.

The SAR is designed to provide objective information and useful data for analysis so that consistent, cost-effective, and defensible decisions can be made related to the preservation of sidewalks, curb and gutters, and the curb ramps network.

The overall objectives for the Citywide SAR were to:

- Visually identify and evaluate tripping hazards for City-Maintained sidewalks, curb and gutters.
- Visually identify curb ramps that are not compliant with the Federal ADA requirements.
- Provide evaluation results and recommendations in the City's Global Information System (GIS) database for the Citywide SAR.
- Develop recommendations to remedy tripping hazards and non-ADA compliant sidewalks. Prepare a Citywide SAR that includes cost estimates for maintenance repairs and/or replacements for the sidewalks, curb and gutters, and curb ramps.
- Create an ArcGIS software database to include specific locations identified using digital images of the deficiencies and/or distresses, as well as GPS coordinates, and names of intersecting streets; to show curb ramps.
- Create a five-year plan to prioritize and address all deficiencies is included in this Citywide SAR using the licensed PMS StreetSaver® software.

NCE completed the Citywide SAR final report in May 2017 and provided staff with the GIS maps, pictures and data. This information has since been incorporated into the City's GIS database.

Condition of Sidewalks, Curb and Gutters, and Curb Ramps in Carson

Concrete improvements were rated based on a priority scale of 1 to 4; with a Priority of 1 being the most severe, and a Priority of 4 being the least severe. It was found that approximately 23,239 locations exhibited distresses, and an additional 4,414 locations indicated previous repair (which meant that these locations do not require immediate treatment). The most prominent distress was faulting, which occurred in approximately 47% of all distresses found. These distresses occurred for several reasons, but the most

obvious reason was tree root uplift.

Of the 2,689 existing curb ramps, 250 locations were missing the Detectable Warning Surface (DWS) panels; and therefore, require retrofitting. Additionally, 1,949 existing ramp locations require removal and replacement in order to comply with the current Federal ADA Standards; and there were also 471 corner locations that have no curb ramps.

Current Funding Sources

Carson currently budgets \$500,000 annually from State Gas Tax Funds and from Metropolitan Transportation Authority (METRO) funds for the City's concrete replacement program. The Governor recently signed AB-1 and SB-1, which will return Gas Tax funds to pre-2013 levels. The City is estimating a total of \$3.7 million annually in State Gas Tax when the program is fully implemented. The City will receive \$2.6 million in Gas Tax funds this fiscal year. It should be noted that portions of the Gas Tax are used for compensation for the street crew, tree trimming, traffic signal operation, and street sweeping. The City has relied on CDBG Block Grant Funding in eligible neighborhoods for a portion of the curb ramp work; however the future of this funding is in doubt as Federal priorities may change.

Future Needs

The NCE Citywide SAR study concluded that the City will need \$11.46 million in order to address the sidewalks, curb and gutters, and curb ramps.

V. FISCAL IMPACT

Although the City expects revenue increase from recently enacted SB 1, the additional funding has been appropriated for pavement slurry and overlay. The City will have to pursue other various avenues to secure funding the \$11.46 million needed to improve Carson sidewalks, curb and gutters, and curb ramps.

VI. EXHIBITS

None.

Prepared by: Rick Boutros, P.E., Associate Civil Engineer