



Sidewalk Repair Program

Critical Repair List & Proposed 2022-2023 Plan

Transportation Commission
July 28, 2022

Meeting Agenda

- Critical Repair List
 - Beneficial Design's 2021 survey recap
 - Critical repair features overview
 - Critical repair locations
- Proposed 2022-2023 Plan & Phase 6 Scope
 - Sidewalk Repair Program overview
 - Schedule for critical repairs
 - Budget review for critical repairs
 - Phase 6 repair locations & schedule
 - Staff recommendations



Sidewalk Repair Program

Part I

Critical Repair List

Beneficial Designs Survey

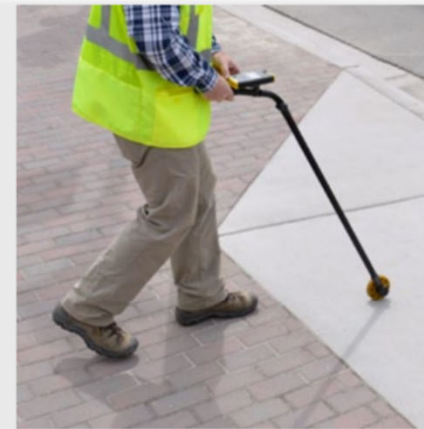
- Beneficial Designs contracted for comprehensive sidewalk survey
 - Specialized in ADA compliance for PROW
 - Survey completed early 2021
 - Survey completed prior to Phase 4 repairs



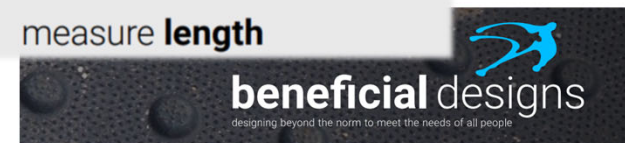
assessment **cart**



measure **height**



measure **length**



Beneficial Designs Data Package

- Shapefiles + corresponding Excel data
 1. Stations
 - “Line” data
 - General information on sidewalk segments
 2. Features
 - “Point” data
 - Detailed information on sidewalk issues
- Overview presented to Commission in January 2022

Data Features – Summary

- **No Best Path of Travel**
- **Non-planar PAR**
- **Deficiencies**
 - Vertical Discontinuity
 - Linear Discontinuity
 - Horizontal Opening
 - Drop-off
- **Pedestrian Access Routes**
 - No PAR
 - No Transition
 - Obstruction
 - Unstable
- Curb Ramps
- Protrusions
- Other
 - Driveway crossing
 - Grate
 - Hazardous vehicle area
 - Reduced vertical clearance
- Utility Box Lids

Critical Repair Features

- Unique BD-created features for repair prioritization
 - Critical No Best Path of Travel (NoBPOT)
 - Captures ≥ 2 deficiencies at single location
 - **Critical NoBPOT**: at least one ≥ 2 " vertical discontinuity
 - Critical Non-planar Pedestrian Access Route (NoPAR)
 - Mostly tree upheaval sites
 - **Critical NoPAR**: > 2 " offset and $> 8.33\%$ grade
- Field QA/QC check of ≥ 3 " vertical discontinuity features
 - Majority are not "NoBPOT" issues
 - 6 re-classified as Critical NoBPOT per field observation

Example of Critical Repair Features

Vertical Discontinuity ≥ 3 " re-classified as Critical NoBPOT



Critical NoBPOT



Critical NoPAR



Critical Repair Locations

(1)

- **Preliminary locations (desktop features)**

- ❖ Compile list & map of critical locations
- ❖ Removed locations outside of program scope

(2)

- **Field verification**

- ❖ Verify Beneficial Designs' data in-person
- ❖ Confirm measurements & observations
- ❖ Remove from critical list if necessary

(3)

- **Final locations (field reviewed)**

- ❖ Final list & map of critical locations

Critical Repair Locations

- Rationale for “removal” during field verification:
 - Repaired since survey
 - Phase 4
 - Property owner
 - Misclassified
 - <2” discontinuity/offset
 - <8.33% grade
 - Not feasible (needs property owner attention)

Critical Repair Locations

Category	Number of Locations
Critical NoBPOT	159
Critical NoBPOT (field observed)	5
Critical NoPAR	25
TOTAL	189*

***21 locations outside of this program scope
(e.g. separate CIP, paving program, private redevelopment)**

Note: no. of locations \neq no. of property repairs

- Multiple issues may be at single property
- One issue may extend two properties

Critical Repair Locations – Map



Critical Repair Locations – Map





Sidewalk Repair Program

Part II

Proposed 2022-2023 Plan & Phase 6 Scope

Sidewalk Program Criteria

Repair Program	Maintenance Program	Encourage Homeowner Repair
<ul style="list-style-type: none"> • Special access needs issue • Safety issue • No Best Path of Travel • Non-planar PAR • Vertical discontinuity $\geq 2''$ • Severe alligator cracking 	<ul style="list-style-type: none"> • Vertical discontinuity $\geq 0.25''$ and $< 2''$ • Shaving ONLY 	<ul style="list-style-type: none"> • Issue does not meet repair criteria

- **Repair program to focus on most hazardous conditions first** (Critical NoBPOT & Critical NoPAR)
- Public Works able to identify whether sidewalk will be repaired between 2022 – 2023

Sidewalk Program Criteria

- Continue to prioritize special access needs
- Continue to Utilize Beneficial Designs' survey data
 - Complaint-driven database (Phase 1 – 4)
 - ↓
 - ↓
 - ↓
 - Comprehensive, Citywide database (Phase 5 & onwards)
- Address most hazardous repair locations (Phase 5 – 8)
- Re-think prioritization criteria after most hazardous repairs (Phase 9 & onwards)

Proposed Repair Schedule

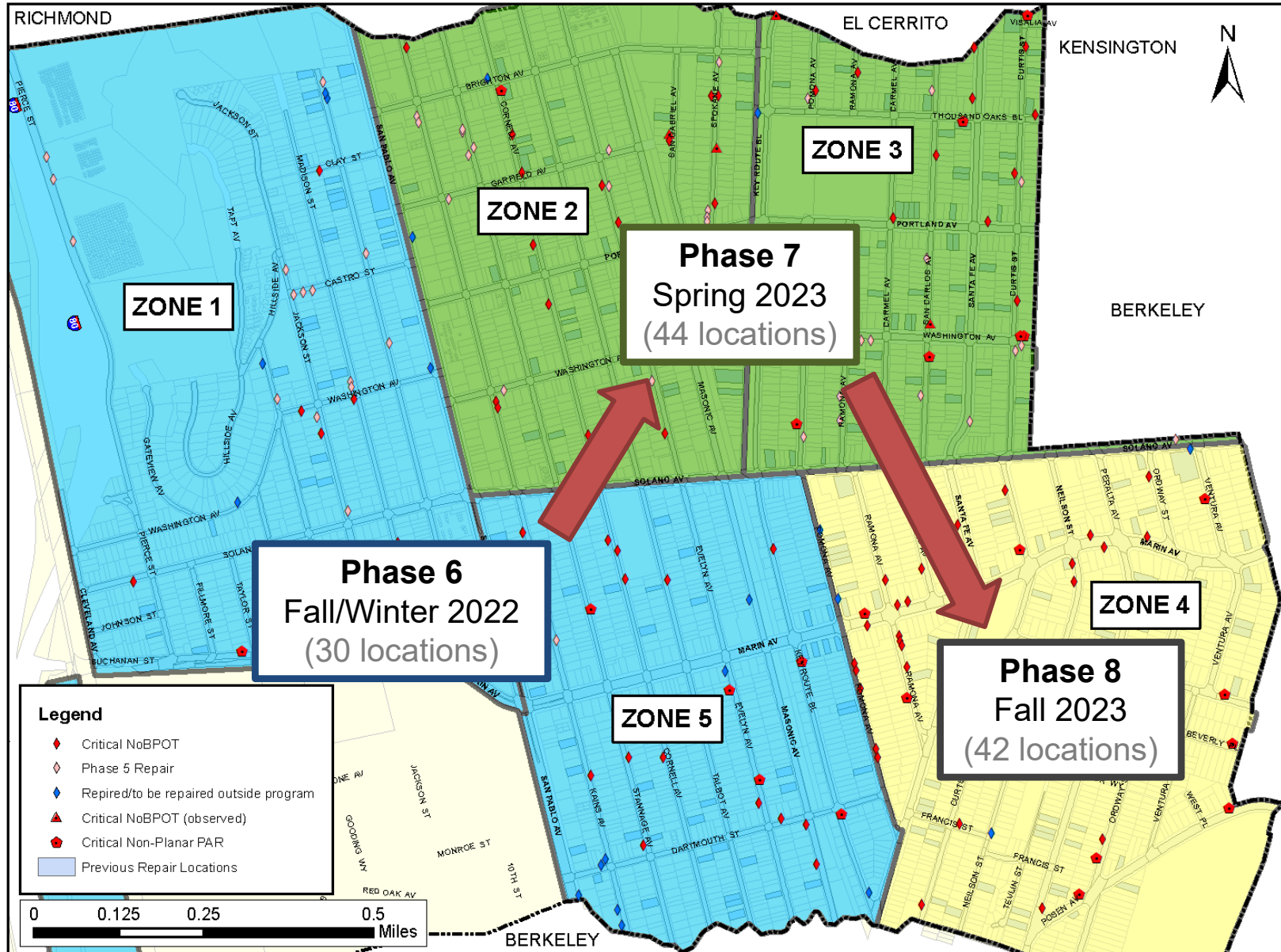
- **116 critical locations** remaining after Phase 5 repairs
 - Excludes locations that are outside program
- Sufficient repair funding available before Measure P1 sunset
- City divided into five “zones” for shaving program
 - Used zones to divide repairs into similar scope sizes
- Phase 6 – 8: repair approx. 35 – 45 locations per phase

Proposed Repair Schedule


Repair Phase	Zone	Number of Critical Repairs*
6	1	10
	5	20
7	2	23
	3	21
8	4	42

** Phase 5 locations excluded*

Proposed Repair Schedule



Proposed Repair Budget

BUDGET ANALYSIS	
Current fund balance	\$ 662,000
Expected funding FY22-23	\$ 221,000
Expected funding FY23-24	\$ 228,000
FUNDING SUBTOTAL	\$ 1,111,000
Phase 5 (w/ contingency)	\$ 275,000
Phase 6 (estimate)	\$ 162,000
Phase 7 & 8 (estimate)	\$ 558,000
COSTS SUBTOTAL	\$ 995,000
BALANCE	\$ 116,000 

Repair Locations – Phase 6

- Repair Zone 1 & Zone 5 critical locations
- Repair special access needs' issues

Category	Number of Locations
Critical NoBPOT	23
Critical NoPAR	7
Special access needs	3
TOTAL	33

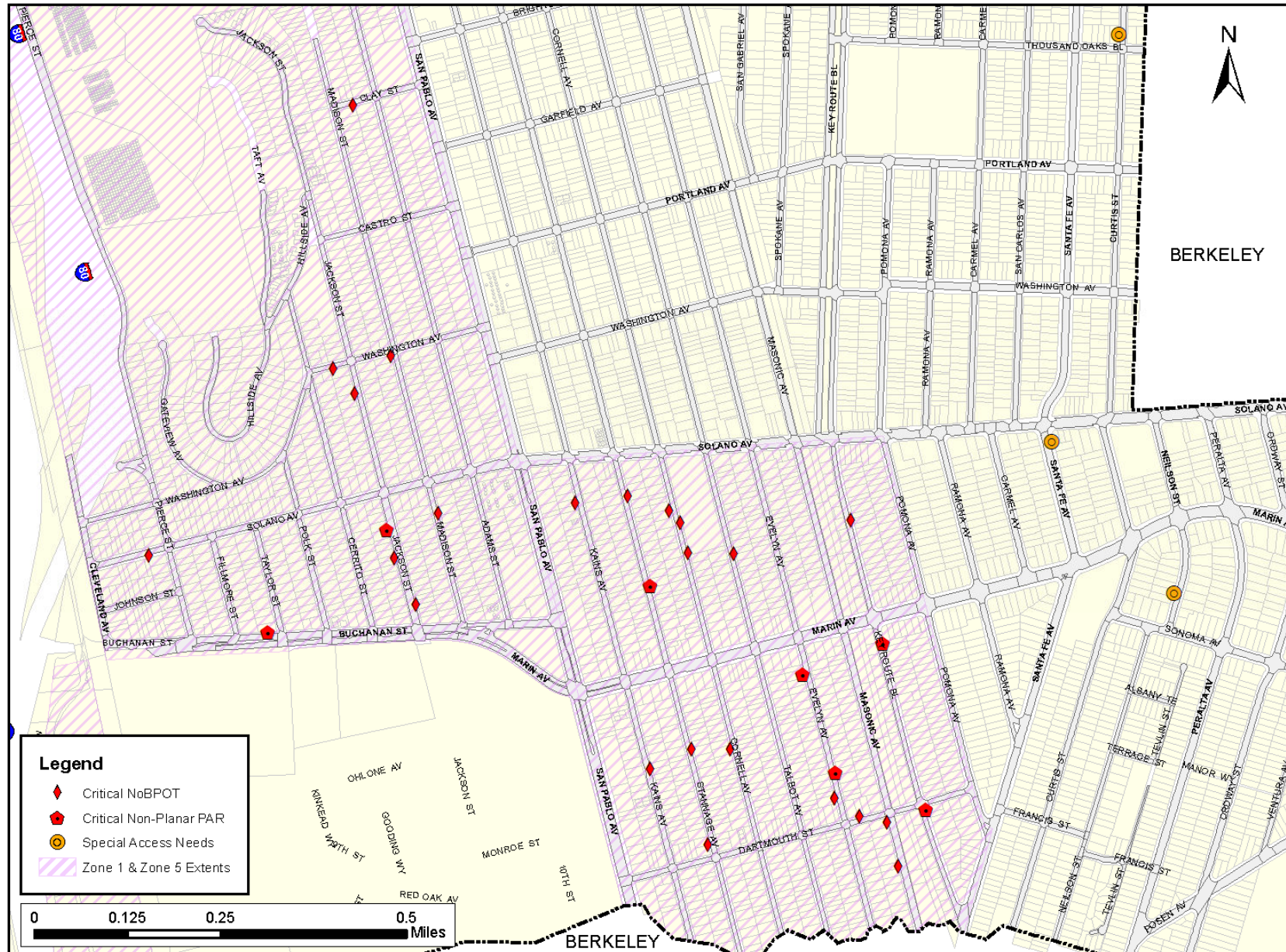
Repair Locations (list) – Phase 6

- 926 Cornell
- “929” Cornell
(Cornell Elementary)
- 945 Cornell
- 1036 Cornell
- 1245 Dartmouth
- 1012-1014 Evelyn
- 1055 Evelyn
- 1072 Evelyn
- 814 Jackson
- 916 Jackson
- 926/932 Jackson
- 949/951 Jackson
- 926 Kains
- 1041 Kains
- 925 Key Route
- 1007/1009 Key Route
- 1101 Key Route
- 601 Madison
(Clay frontage)
- 802 Madison
- 911 Madison
- 1102 Masonic
- *1122 Masonic***
- 970 Neilson*
- 901 Santa Fe*
- 917 Stannage
- 955 Stannage
- 1033 Stannage
- 1072 Stannage
- *716-730 Solano***
- 943 Talbot
- 948-950 Taylor &
937-939 Fillmore
(Buchanan frontages)
- 1463 Thousand Oaks
(Curtis frontage)*
- 906 Washington

*Special access needs complaint

**Utility/homeowner issues need to be addressed prior to repair

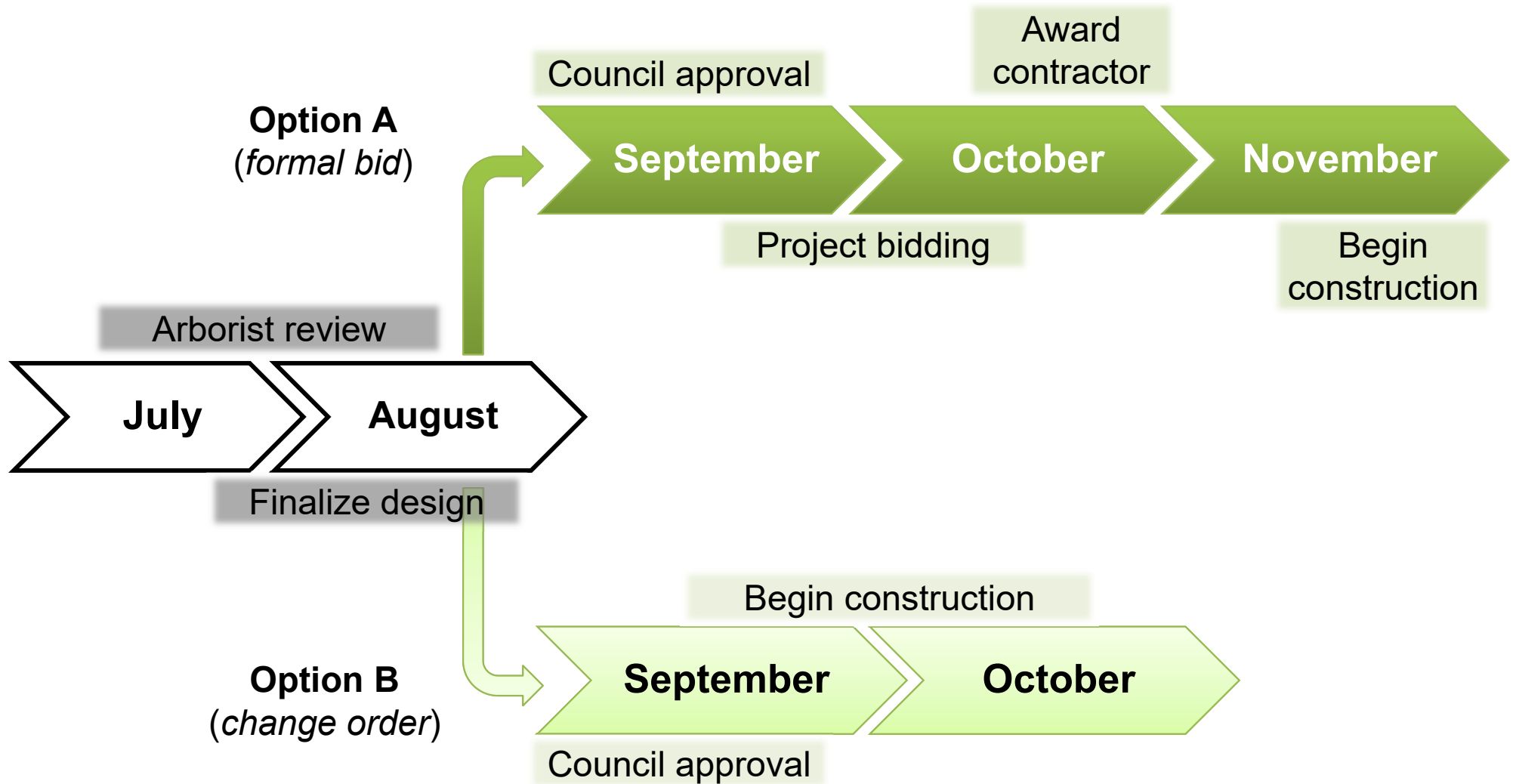
Repair Locations (map) – Phase 6



Repair Exclusions – Phase 6

- **948 Masonic:** reconsider in 2023
 - Need to engage PG&E & Pacific Bell regarding utility vaults
- **1134 Santa Fe (includes Key Route frontage):** repair under future paving work
- **1115 Dartmouth (x2), 1122 Kains (x2), & 1230 Marin (Evelyn frontage):** repair under FY22-23 paving work
- **507 & 509 Adams:** to be impacted & repaired during Albany Bowl redevelopment
- **752 & 1111 San Pablo:** Caltrans to repair (upcoming ADA improvement project along corridor)

Schedule – Phase 6



Note: Option B only to be considered with satisfactory performance by Contractor during Phase 5 construction

Looking forward...

- Phase 6 – 8 to repair most hazardous issues
 - Include critical repairs during adjacent paving projects
 - Continue to avoid large contracts
 - Each repair location is unique & time-intensive
 - Larger contract = loss of quality on design/repair
- Begin re-thinking prioritization criteria for Phase 9+
- Critical repairs completed by 2023
- 5-zone shaving cycle completed by 2025
- Next sidewalk survey scheduled for Spring 2026
 - Staff considering moving survey up to 2025

Staff Recommendations

1. Approve Phase 6 repair locations

2. Conditionally approve remaining critical repair locations and the 2022-2023 repair schedule
 - Staff to prepare memo for Commission prior to Council authorization for Phase 7 & Phase 8, which will include:
 - Repair locations
 - Progress update
 - Funding/budget update
 - Staff still required to notify property owners before meeting*

*For repairs during paving that do not utilize Measure P1 funds, no notification to property owner about the Commission meeting is required. Homeowner will still receive notification regarding upcoming repair.

QUESTIONS?

