



**CITY OF ALBANY  
CITY COUNCIL AGENDA  
STAFF REPORT**

Agenda Date: February 5, 2024  
Reviewed by: NA

**SUBJECT:** Annual Sidewalk Rehabilitation Program (CIP No. 22000)  
2024 Program Status Update & Milestones

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**SUMMARY**

This agenda item is a status update of the City Annual Sidewalk Rehabilitation Program which is funded through the Measure P1 parcel tax. Albany voters approved this tax measure in the November 2016 General Election. The measure provides funding for repairs and includes a structure for staff to develop prioritization criteria.

The City has completed eight (8) phases of repairs which includes repairs at more than 400 locations throughout the City and replaced approximately 61,100 square feet of sidewalk. This work was funded in part by approximately \$1.34 million in Measure P1 funds.

**STAFF RECOMMENDATION**

That the Council receive a presentation on accomplishments made in repairing City sidewalks with the Annual Sidewalk Rehabilitation Program (CIP No. 22000).

**BACKGROUND**

Albany, like a large majority of municipalities in California, adopted codes and policies that make sidewalk repair the responsibility of the adjoining property owner in most cases. For a variety of reasons, the rate of repair of public sidewalks has historically been low.

In June 2016, the City Council approved a new [Sidewalk Repair Policy](#) and placed a tax measure to fund sidewalk repair and replacement on the ballot. Albany voters approved this tax measure, Measure P1 in the November 2016 General Election, with collection of the tax to run for ten years. The Annual Sidewalk Rehabilitation Program (CIP No. 22000) was concurrently established to formalize this investment into a systematic approach to sidewalk repair in Albany. Measure P1 provides funding for repairs and includes a structure for staff to develop prioritization criteria which is then coordinated through the City's Transportation Commission ("Commission").

Pursuant to the Sidewalk Repair Policy, City staff facilitated a Special Study Session for the Traffic & Safety Commission (currently known as the Transportation Commission) in

September 2017 where the Commission discussed prioritization of sidewalk repair projects as well as the development of the sidewalk repair location list. The Commission approved the first repair prioritization criteria at this September 2017 meeting. These criteria initially prioritized sidewalk issues within the Priority Sidewalk Network as identified in the Active Transportation Plan (ATP) Network.

In 2018, staff completed a survey of sidewalks that comprise the ATP Network. These results, as well as service requests and complaints received by the public, were compiled into a sidewalk repair database for scoping the initial rounds of repairs. Phase 1, Phase 2, and Phase 3 were completed in 2018, 2019, and 2020, respectively.

In November 2020, the City contracted with Beneficial Designs to obtain a comprehensive survey of the City's sidewalks. The survey utilized funding from the Alameda County Transportation Commission.

In December 2020, the Commission approved modified repair prioritization criteria, along with the Phase 4 scope, where high severity sidewalk issues were given highest priority regardless of whether they were on the ATP Network, followed by moderate issues within the ATP Network.

In April 2021, Beneficial Designs completed the sidewalk survey, which identified hazards and ADA (American Disability Act) compliance issues along all sidewalks in the City's public right of way. The survey results were used to compile a geographic information system (GIS) database, allowing for a data-driven process to scope future repair locations.

Phase 4 was completed in July 2021. Updated prioritization criteria utilizing the GIS database, along with the Phase 5 scope, were approved by the Commission in January 2022.

In parallel with Phase 5 construction efforts, staff completed review and field verification of the City's most hazardous and severe issues identified in the GIS database, compiling the final "critical repair locations" around the City. A summary of the data review, critical repair criteria, critical repair locations, and the 2022-2023 repair schedule were presented to the Commission in July 2022. Phase 5 was completed shortly afterwards in August 2022.

The goal of Phase 6 through Phase 8 was to repair the remaining critical repair locations. Construction of Phase 6, Phase 7, and Phase 8 were completed in November 2022, October 2023, and December 2023, respectively.

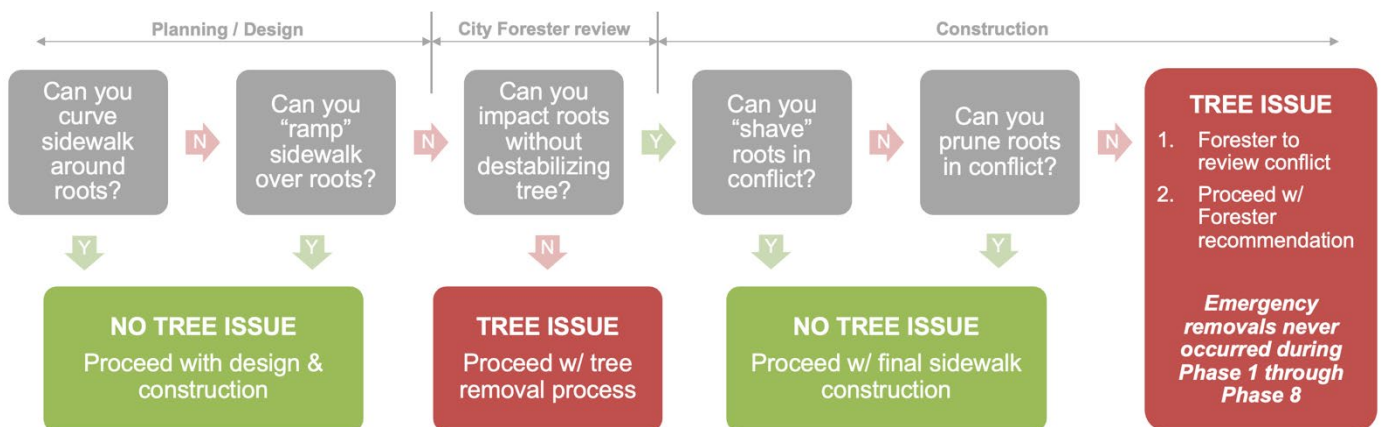
With the completion of Phase 8, all but 14 of the critical repair locations have been repaired. The remaining 14 locations will be repaired as part of upcoming private development projects, separate agency projects, or separate CIP projects, such as the Marin Avenue Rehabilitation Project Phase 2.

## DISCUSSION

Under the Program, 404 locations have been repaired between Phase 1 and Phase 8. A breakdown of repairs and approximate square footage of concrete replaced during each Program phase is summarized in the table below.

Phase	# of Locations	Approx. Sq. Ft.
1	38	5,500
2	84	13,100
3	48	6,500
4	58	9,500
5	48	7,300
6	34	5,000
7	50	7,400
8	44	6,800
<b>TOTAL</b>	<b>404</b>	<b>61,100</b>

The majority of sidewalk damage that has been repaired under this program was either directly or indirectly a result of street tree growth. For clarification, street trees are trees growing between the sidewalk and the curb. For example, 86% of the repairs between Phase 5 and Phase 8 were conducted around street trees. Staff take precautionary measures and design repairs with the intent of keeping the street tree in-place and minimizing any disturbance to the roots and trunk. Each repair location is unique, as there are various constraints (e.g. right-of-way availability, private landscaping, retaining structures, “planter strip” width, driveways, etc.) and different tree species. For example, while often root growth is the main cause of sidewalk damage, camphorwood trees tend to grow in a “bulbous” manner in Albany and the trunk’s mass may be the actual cause of a buckling sidewalk. In addition, tree species react differently to pruning methods. For instance, liquidambar in Albany can exhibit “sudden limb drop” when stressed after pruning. Below is a visualization of how staff generally work with street trees in the planning, design, and construction stages.



## **CITY COUNCIL STRATEGIC PLAN**

This Program supports Goal 1 and Goal 3 of the City's Council Strategic Plan.

### **Goal 1: Advance Climate Action & Adaptation**

The City's Climate Action & Adaptation Plan serves as an instructional plan that identifies programs and projects that are intended to reduce greenhouse gas emissions, as well as measures to adapt to climate change impacts. Transportation is identified as the highest source of greenhouse gas emissions in Albany and increasing active transportation, such as walking, is a priority.

### **Goal 3: Promote Streets that Support Safety & Transportation Mobility Options**

The City's Local Roadway Safety Plan in connectivity with the Active Transportation Plan (ATP) help guide transportation and mobility enhancement projects within the City. The ATP identifies upgrading sidewalks and curb ramps to meet ADA standards. A key parameter of the ATP's implementation and success is to increase the bicycling and walking trip mode share.

The Program has improved sidewalk conditions, upgraded several curb ramps, and improved pedestrian visibility (during Phase 7 comprehensive repairs), all of which enhance accessibility and walkability within the City. Ultimately, these improvements allow for greater pedestrian mobility of all ages and abilities, promoting and supporting active transportation.

## **FINANCIAL SUMMARY**

Except for early funding from the LLAD 88-1, the Annual Sidewalk Rehabilitation Program (CIP No. 22000) has been funded using approximately \$1.34 million in Measure P1 funds. A more comprehensive summary of expenditure within this program will be presented in annual audit and upcoming Capital Improvement Plan (CIP) update.

### **Attachments**

1. Map of Program Repair Locations

