

MEMORANDUM TO FILE

PLACE IN FILES

DEC 29 2005

DEPUTY 

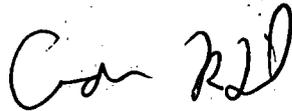
DATE: December 12, 2005

COUNCIL FILE NO.: 00-0292

RE: EXPIRED COUNCIL FILE

This memorandum notes the expiration of the accompanying Council file/contents; the file is deemed terminated (received and filed) and the subject matter contained herein is closed. No other action is forthcoming.

Pursuant to Council action of September 13, 2005, all Council files pending before the City Council, which have not been placed on a Council or Committee agenda for consideration for a period of two years or more, are deemed received and filed (CF 05-0553). City Clerk, Council File Index Section: 213.978.1044.



Adam R. Lid
Legislative Assistant I

cc: Index Section

#000292_Exp.wpd

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: June 26, 2002

TO: Councilmember Jan Perry, Chair
Public Works Committee

FROM: 
William E. White, Director
Bureau of Street Services

SUBJECT: SIDEWALK REPAIR AND CONSTRUCTION PROGRAM

Attached is a report in response to Council Motion 00-0292 from Councilmember Alex Padilla requesting the Bureau of Street Services to develop a sidewalk repair and construction strategic plan for "connecting the cuts" associated with the ADA program and for providing new sidewalk construction where none exists in between said curb cuts.

If there are any questions, please call me at 485-5681.

Attachment

WEW/JAB

received in Committee 6/26/02

**STRATEGIC PLAN TO PROVIDE SIDEWALK REPAIR AND
CONSTRUCTION FOR THE AMERICANS WITH DISABILITY (ADA)
PROGRAM**

This updated report is in response to Council Motion 00-0292 from Councilmember Alex Padilla requesting the Bureau of Street Services to develop a sidewalk repair and construction strategic plan for "connecting the cuts" associated with the ADA program and for providing new sidewalk construction where none exists in between said curb cuts.

BACKGROUND

The State of California Improvement Act of 1911 provides cities the authority to require property owners to effect repairs to sidewalks abutting their property (California Streets and Highways Code). Should the property owner fail to effect such repairs, city forces are authorized to make the repairs and the property owner assessed for the cost. This was the policy of the City for over a half a century, from 1911 to 1973.

In 1973, federal funds became available to make sidewalk repairs at no cost to the property owner. In order to make use of these funds, the City Council rescinded the policy of repairing sidewalks under the 1911 Act. By 1976, these funds were exhausted and the City found itself without a sidewalk repair program. From 1976-1979 no funds were provided for sidewalk repair within the City. In 1980, the City initiated a pilot-program to reinstate the 1911 Act sidewalk repair policy. The program was subsequently halted because of a flood of protests from property owners having to pay for a perceived City service.

City policy on sidewalk repair is also set forth in the Los Angeles Municipal Code. Provisions in that Code (Section 62.104, Ordinance No. 146,040 effective July 3, 1974) exempt homeowners from the responsibility for sidewalk repairs caused by tree root growth and places this responsibility for these repairs with the City.

The 1911 Act also provides cities the authority to enforce assessment proceedings for the construction of new improvements, including sidewalks. The costs for the construction of new sidewalks rest with the property owners. Currently, the City performs only temporary asphalt sidewalk repairs and only schedules permanent concrete sidewalk repairs for those locations identified under the ADA program.

In 1998, the City Council placed Proposition JJ on the ballot, which would have provided \$550 million over 20 years for construction of ADA mandated curb ramps as well as the repair of City sidewalks. As a result of the failed ballot measure, the City funded in 1999-00 approximately \$7 million in the Bureau of Street Services Budget for the repair and construction of access ramps associated with the ADA program. This program was funded with monies from the Tobacco Tax Settlement and provided for the repair and construction of 7,200 access ramps in the first year. The Bureau is currently in the third and final year of this program and will have constructed in excess of 21,600 new access ramps citywide.

received in Committee 6/26/02

The ADA establishes the priorities for the installation of access ramps. Those priorities include transportation corridors, sites adjacent to government centers, schools, hospitals and places of employment. Residential areas are included, but are ranked at a lower priority. While the ADA does not require local government entities to address "path of travel" along municipal sidewalks, it does mandate accessibility to sidewalks through installation of access ramps. In regards to the Bureau's sidewalk repair program, sidewalks are scheduled for repair based on areas where there have been trip and fall cases; where tree roots have raised sidewalks within ADA "transition areas" as determined by the Department of Disability; and where there are "paths of travel" issues in conjunction with the access ramp program.

The Bureau requested the continuance of the access ramp program in Fiscal Year 2002-03; however, the program was not funded.

PROBLEM

The Bureau estimates that there are approximately 396 miles of sidewalks linked to the ADA program that are in need of repair and new construction. This figure represents 9 percent of the total number of sidewalks in the City in need of repair or construction (4,476 linear miles) due to tree root growth, earthquakes, and natural wear and tear.

COSTS and FUNDING ALTERNATIVES

The cost to remove and replace 396 miles of sidewalk is estimated at \$61 million. This figure points out the magnitude of the problem and the resources required to alleviate the problem. All the work could be done with City forces, however, due to the tight labor market, some of the work may need to be contracted out at a higher cost. Depending upon the available funding sources, the Bureau is prepared to work with the Mayor and City Council to provide the needed services in whatever time period to provide the services at the least cost to the taxpayers of Los Angeles.

As stated in this report, there are only two funding sources supporting this work: General Funds and Community Development Block Grant (CDBG) Funds. The Bureau has explored other funding options, but none have been found other than the State of California Safe Routes to Schools Program. Under that program the Bureau is funded \$3.3 million for the repair and new construction of sidewalks.

In the Fiscal Year 2002-03 Budget, an additional 20 miles of sidewalk repair was funded from the General Fund. This brings the total number of miles to be repaired to 118 as follows: 98 funded by the General Fund and 20 funded with CDBG Funds.

In addition to the above, the Bureau is currently working with the Mayor's Office to explore additional funding options for sidewalk repair. One proposal under consideration is the development of a "Point of Sale" Sidewalk Repair Program. Under this proposal the City would require property owners to repair or pay for the cost of sidewalk repairs when selling their property.



INNOVATIVE SIDEWALK REPAIR OPTIONS

Department of Public Works
Bureau of Street Services



City Statistics

- 6,500 miles of streets
 - 680,000 street trees
 - 10,750 miles of sidewalks
 - 4,620 miles of damaged sidewalks
-

Program Objectives

- To provide a safe, acceptable walking surface for pedestrians.
 - To decrease the City's exposure to liability.
 - To maintain a healthy, safe and sustainable urban forest.
-

Program Overview

- 14 Concrete Crews
 - 5 Production Tree Crews with 1 coordinator and 2 inspectors
 - 5 Root Prune Crews with 1 coordinator
 - 118 miles of sidewalk and 6,000 trees will be affected
 - Approximately 450 trees will be removed
6,000 trees planted
-

Program Goals

- To preserve as many large mature desirable trees, as possible, while repairing damaged sidewalks and streets.
 - Replant those street tree sites where existing trees cannot be safely preserved.
 - Plant in all surrounding vacant planting sites.
 - To ensure that all trees planted are the largest species appropriate for the site.
 - Modify planting site to provide the largest planting area feasible.
-

Program Goals

- On streets where many trees will be removed, implement tree removal in phases to enable continued canopy coverage.
 - Promote urban forest education and foster neighborhood involvement.
 - Ensure potential alternative options have been explored prior to tree removal.
 - Include the residents in the review process of alternative options/tree removals.
 - Provide public notification of the work scheduled.
-

Notification Process

- 30 days prior to commencing sidewalk work, residents are notified by mail of the City's intention to do sidewalk repairs.
 - 15 days after mail notification, trees affected by the sidewalk repair are posted.
 - Three or more removals at any single address requires posting for a minimum of 30 days and a Board of Public Works hearing.
-

Tree Removals

- Perform tree evaluation utilizing the International Society of Arboriculture (ISA) Tree Hazard Evaluation Form to assess the tree's failure potential.
-

Root Pruning

- Root Pruning – The Root Prune Evaluation form is used as a guide to determine whether root pruning is an option.
-

Sidewalk Repair Options

- Grind Sidewalk
 - Root Pruning
 - Meander Sidewalks
 - Increase Tree Well size
 - Reduce sidewalk width
 - Rubberized Pavers
 - Pour-in-place rubber sidewalk
 - Sidewalk Ramping
 - Eliminate Curb
 - Sidewalk Cut Outs
 - Reinforced Sidewalks
-



Sidewalk Grinding

Root
Pruning





Root Pruning



Meandering Sidewalk



Meandering Sidewalk



Enlarged Tree Well



Reduced Sidewalk



Reduced Sidewalk

Rubberized Pavers



Rubberized
Pavers





Poured-in-place
rubberized sidewalk

Poured-in-place
rubberized sidewalk.



Ramp sidewalks over the roots.





Ramped sidewalks

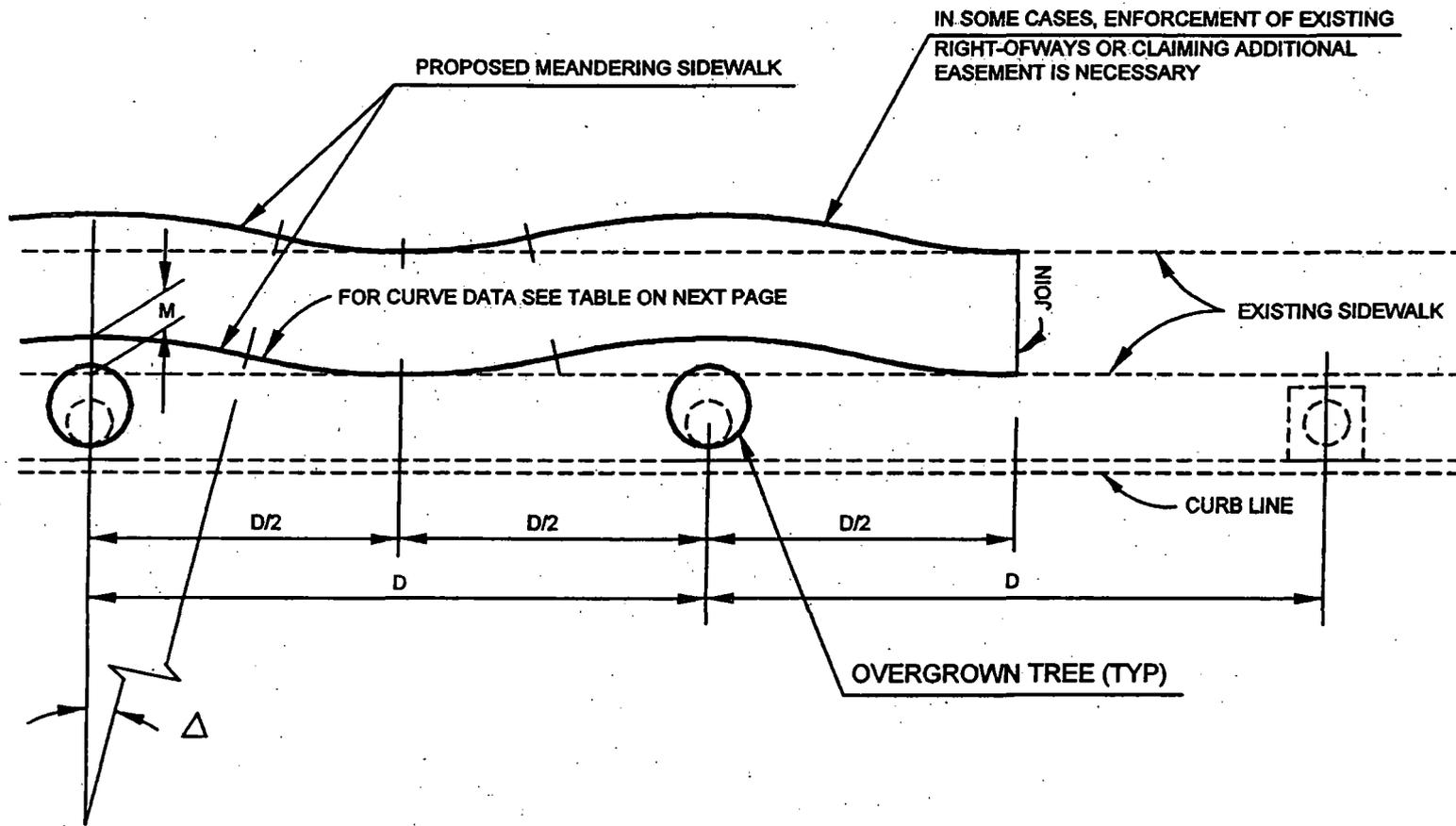


Standard Specifications

- Standard specifications for the various sidewalk repair options currently do not exist in the industry.
 - The Bureau of Street Services has developed its own standard specifications to efficiently implement sidewalk repair options.
-

Program Conclusions

- Continue to develop standard specifications for innovative sidewalk repair options.
 - Emphasize tree preservation.
 - Involve affected community in program development and implementation.
 - Continue to focus on safety, quality and productivity.
-



MEANDERING SIDEWALK

FOR D=40'

M	CURVE DATA (@ OUTSIDE EDGE OF SW)			
	R	Δ	L	T
1'	100'	5°44' 21"	10.01'	5.01'
1.5'	67'	8°35' 01"	10.04'	5.03'
2'	50.5'	11°25' 16"	10.07'	5.05'
2.5'	40.5'	14°17' 42"	10.10'	5.08'
3'	34'	17°06' 17"	10.15'	5.11'
4'	26'	22°37' 12"	10.26'	5.20'
5'	21'	28°26' 13"	10.42'	5.32'
6'	18'	33°44' 56"	10.60'	5.46'

FOR D=35'

M	CURVE DATA (@ OUTSIDE EDGE OF SW)			
	R	Δ	L	T
1'	77'	6°31' 30"	8.77'	4.39'
1.5'	51.5'	9°46' 56"	8.79'	4.41'
2'	39'	12°57' 55"	8.83'	4.43'
2.5'	31'	16°23' 42"	8.87'	4.47'
3'	26'	19°39' 58"	8.92'	4.51'
4'	20'	25°56' 40"	9.06'	4.61'
5'	16.5'	32°01' 33"	9.22'	4.74'
6'	14'	38°40' 56"	9.45'	4.91'

FOR D=30'

M	CURVE DATA (@ OUTSIDE EDGE OF SW)			
	R	Δ	L	T
1'	56.5'	7°37' 41"	7.52'	3.77'
1.5'	38'	11°22' 59"	7.55'	3.79'
2'	29'	14°59' 18"	7.59'	3.81'
2.5'	23'	19°01' 53"	7.64'	3.86'
3'	19.5'	22°37' 12"	7.70'	3.90'
4'	15'	30°00' 00"	7.85'	4.02'
5'	12.5'	36°52' 12"	8.04'	4.17'
6'	11'	42°59' 09"	8.25'	4.33'

FOR D=25'

M	CURVE DATA (@ OUTSIDE EDGE OF SW)			
	R	Δ	L	T
1'	39'	9°13' 18"	6.28'	3.15'
1.5'	26.5'	13°38' 30"	6.31'	3.17'
2'	20'	18°12' 36"	6.36'	3.21'
2.5'	16'	22°59' 36"	6.42'	3.25'
3'	14'	28°30' 53"	6.48'	3.30'
4'	11'	34°37' 25"	6.65'	3.43'
5'	9'	43°58' 59"	6.91'	3.63'
6'	8'	51°22' 30"	7.17'	3.85'

TABLE IS BASED ON EQUATIONS:

$$R = \frac{1}{4M} \left(\frac{D^2}{4} + M^2 \right)$$

$$\Delta = \sin^{-1} \frac{D}{4R}$$

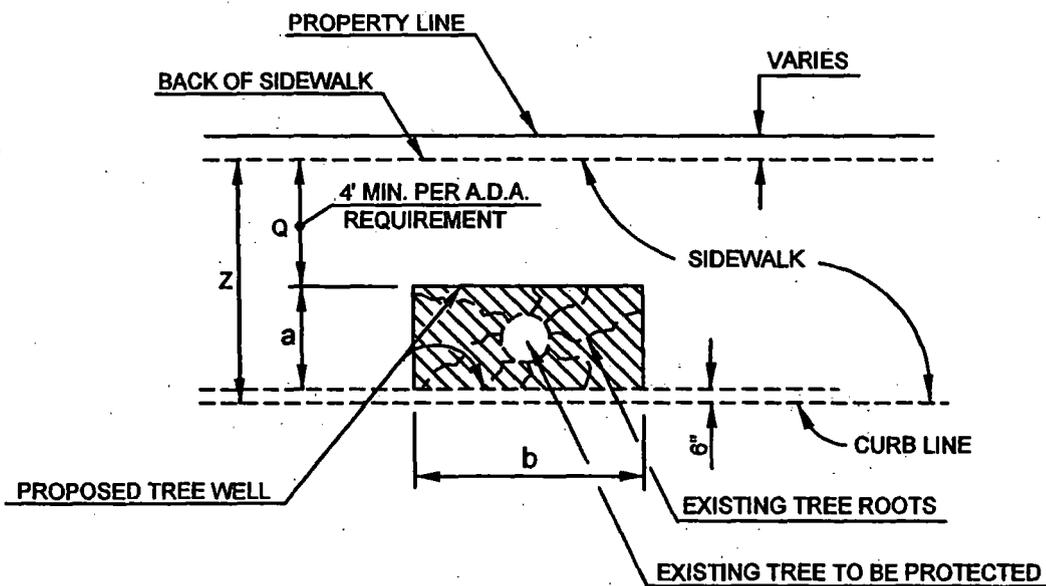
$$L = R \Delta$$

$$T = R \tan \frac{\Delta}{2}$$

TREE WELL ENLARGEMENT

TABLE FOR TREE WELLS

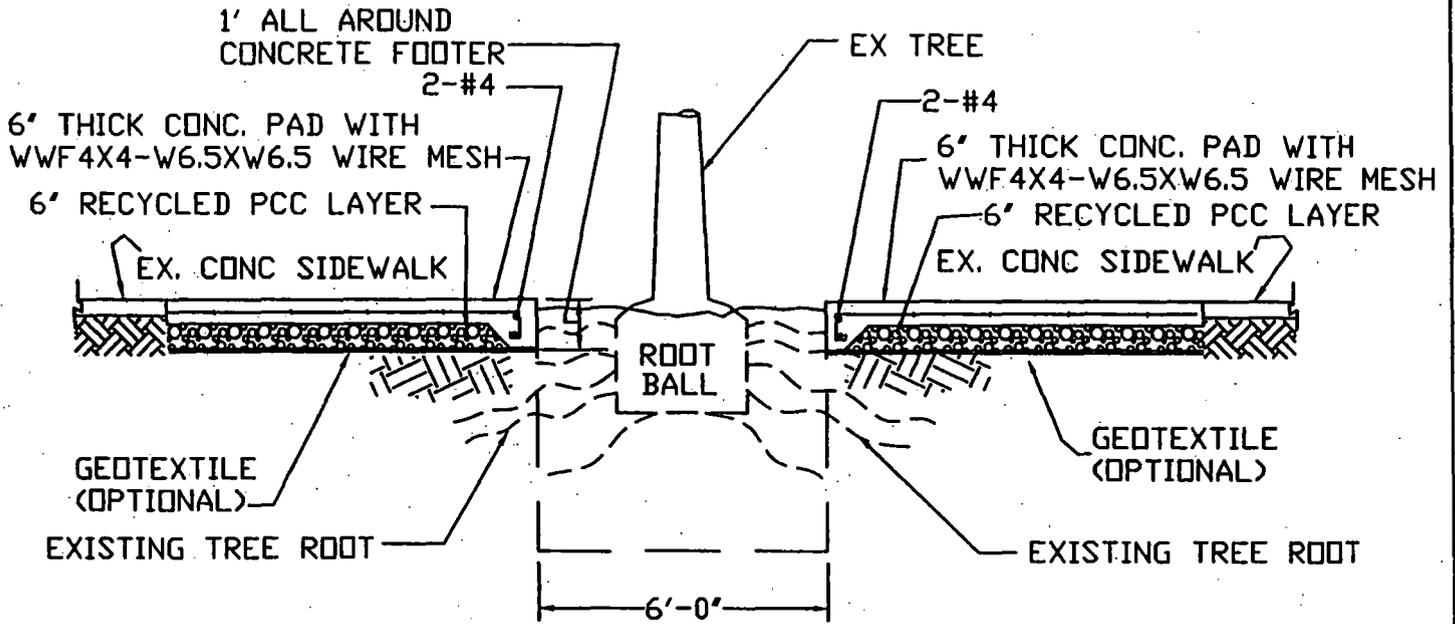
Size of Tree wells a • b	Width of Sidewalk z	(Recommended) Tree Diameter	Potential Species
3' x 6'	7' and Wider	Max. 18" dia.	Various species
4' x 4'	8' and Wider	Max. 24" dia.	Various species
4' x 6'	8' and Wider	Max. 24" dia.	Various species
5' x 6'	9' and Wider	Max. 36" dia.	Ficus, Camphor, Carob, etc.
5' x 8'	9' and Wider	Max. 36" dia.	Ficus, Camphor, Carob, etc.
5' x 10'	9' and Wider	Max. 36" dia.	Ficus, Camphor, Carob, etc.
6' x 10'	10' and Wider	Max. 48" dia.	Ficus, Camphor, Ash, Carob, etc.
6' x 12'	10' and Wider	Max. 48" dia.	Ficus, Camphor, Ash, Carob, etc.
6' x 14'	10' and Wider	Max. 48" dia.	Ficus, Camphor, Ash, Carob, etc.



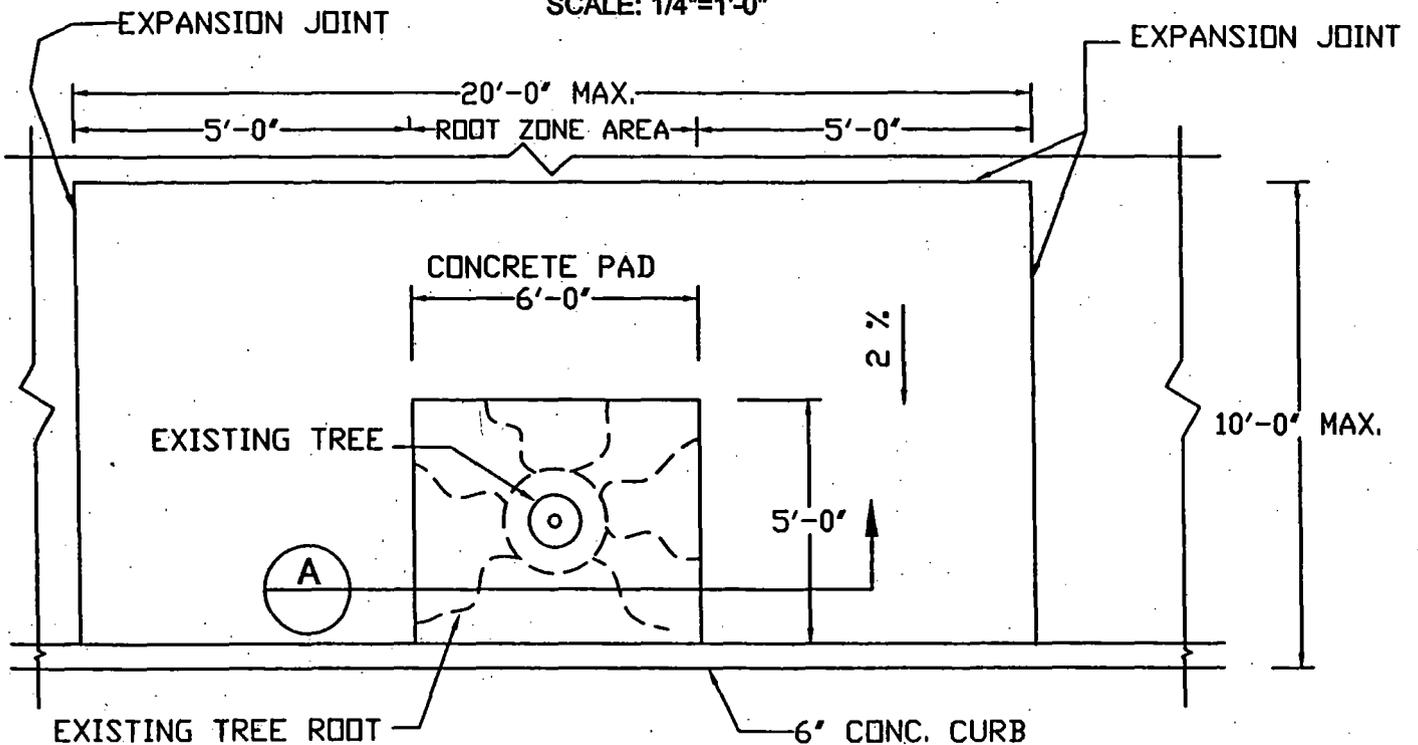
NOTE: THE TREE WELL ENLARGEMENT SIZE WILL BE DETERMINED IN THE FIELD BY AN ARBORIST FROM THE BUREAU OF STREET SERVICES, STREET TREE DIVISION.

SIDEWALK REPAIR AROUND TREES

OPTION 1A - SIDEWALK REMOVAL AND REPLACEMENT WITH ROOT PRUNING - FULL WIDTH SIDEWALK



SECTION A
SCALE: 1/4"=1'-0"

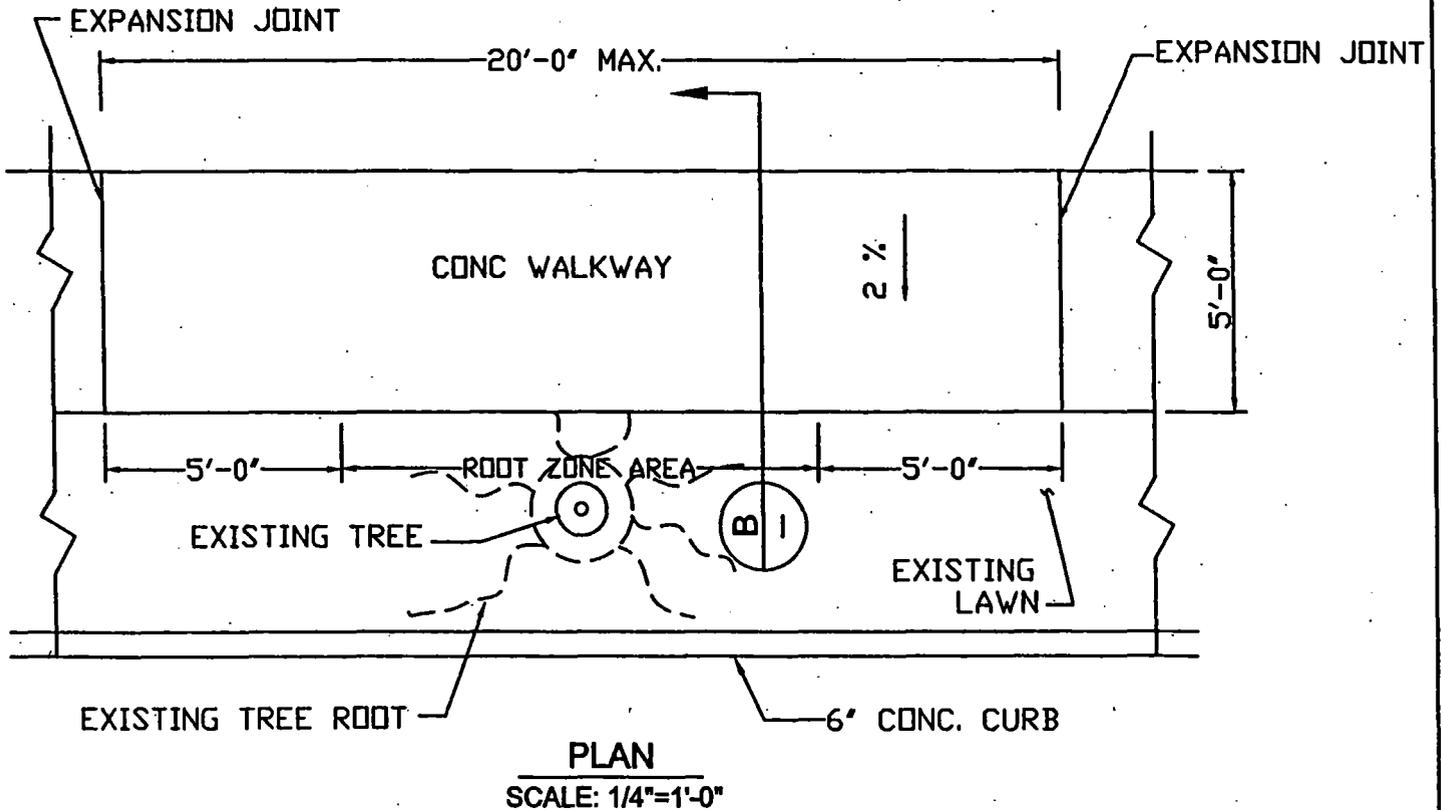
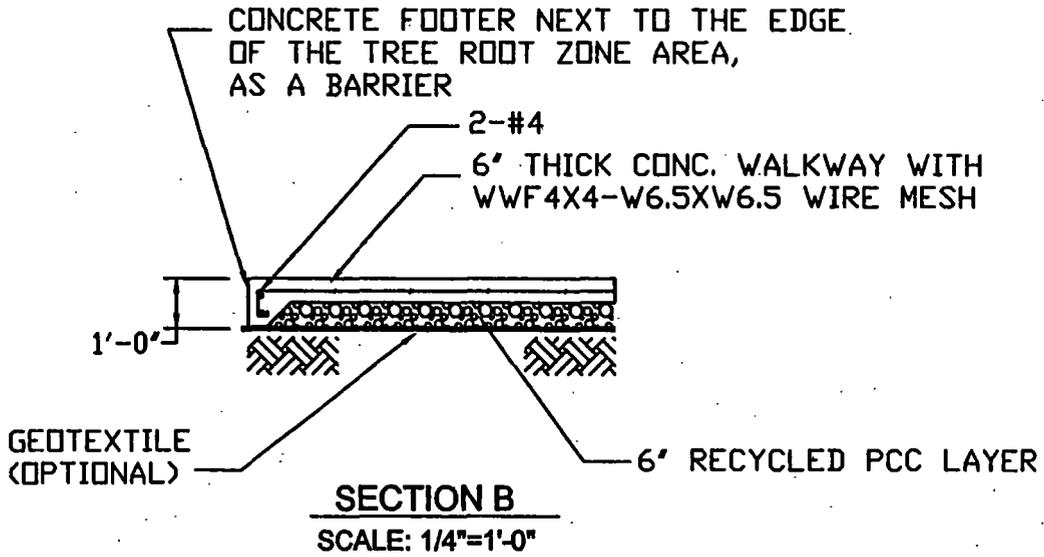


PLAN
SCALE: 1/4"=1'-0"

NOTES:

1. 6' THICK REINFORCED CONCRETE SIDEWALK SHALL EXTEND 5'-0' BEYOND TREE ROOT ZONE AREA.
2. CONCRETE FOOTER AROUND TREE SIDE.
3. SCORE LINES ON CONCRETE PAD OR WALKWAY ARE OPTIONAL.

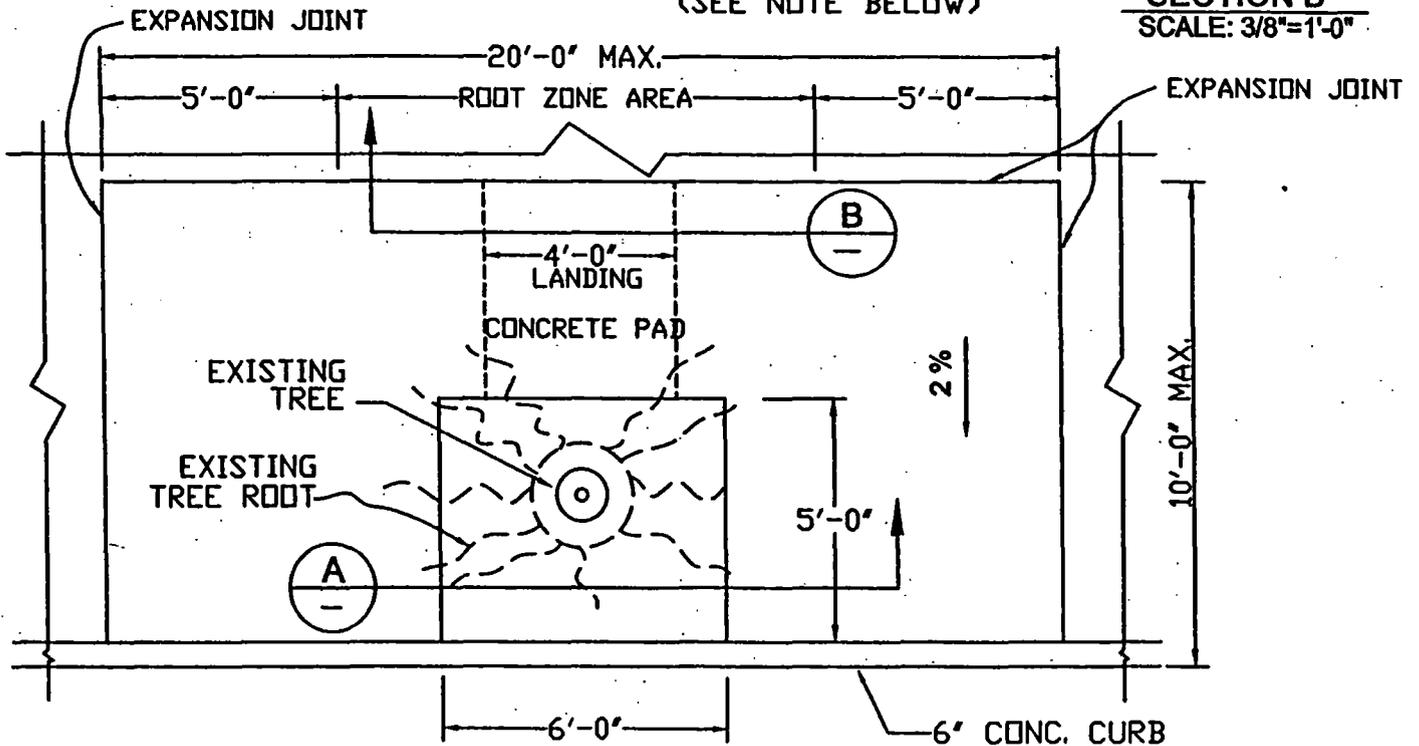
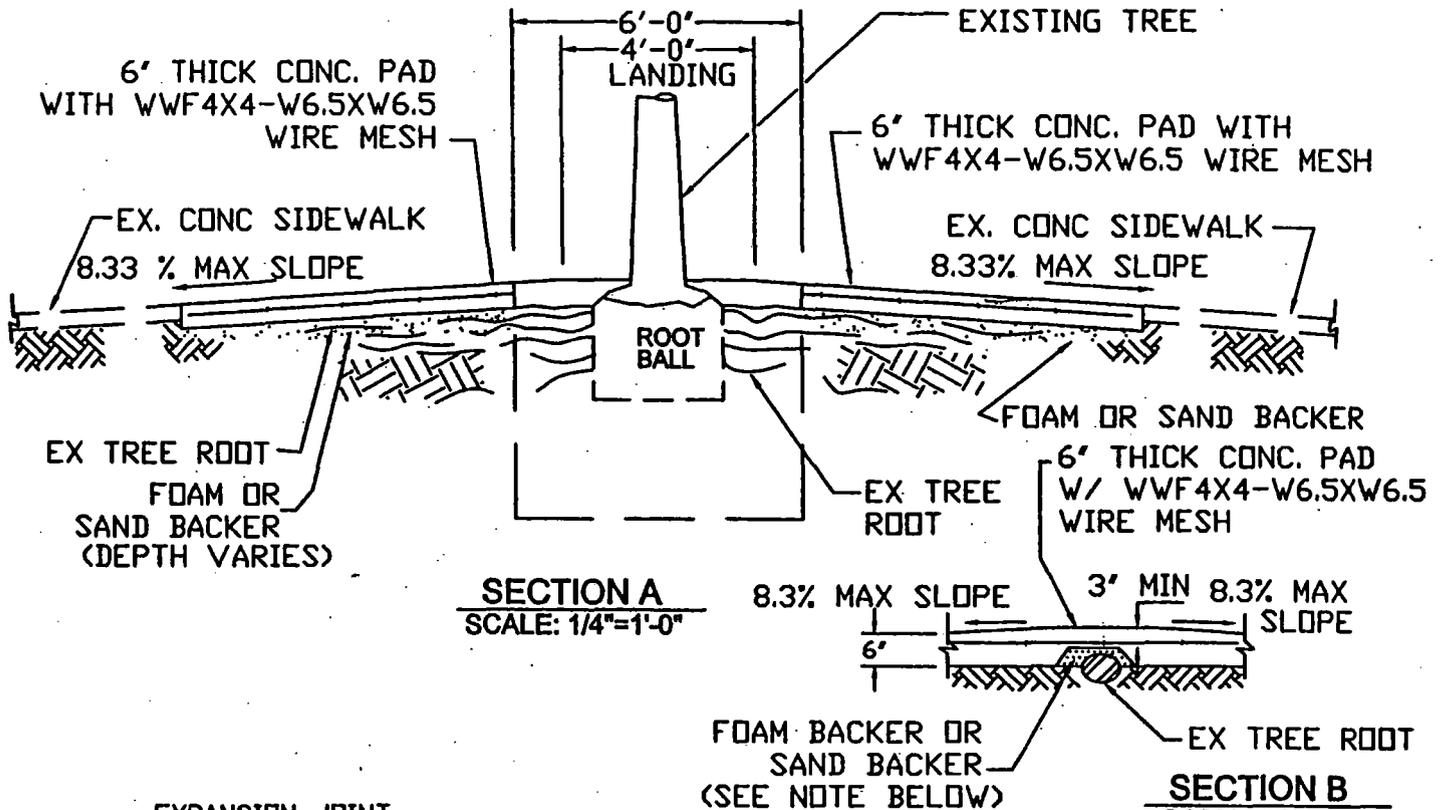
OPTION 1B - SIDEWALK REMOVAL AND REPLACEMENT
WITH ROOT PRUNING - PARKWAY SETTING



NOTES:

1. 6' THICK REINFORCED CONCRETE WALKWAY SHALL EXTEND 5'-0" BEYOND TREE ROOT ZONE AREA.
2. 1' CONCRETE FOOTER ALONG TREE SIDE IN THE TREE ROOT ZONE AREA.
3. SCORE LINES ON CONCRETE PAD OR WALKWAY ARE OPTIONAL.

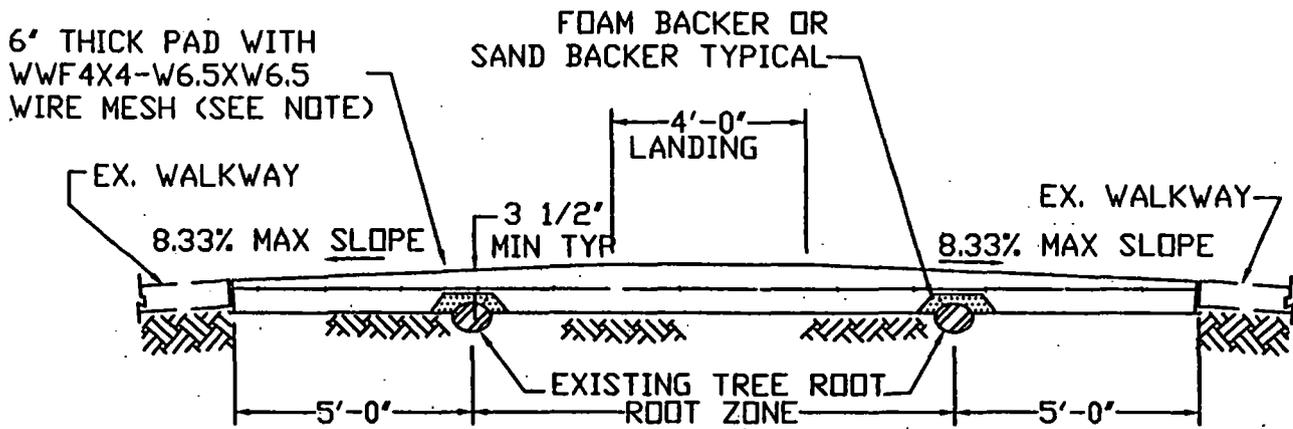
**OPTION 2A - SIDEWALK RAMPING WITHOUT ROOT PRUNING
FULL WIDTH SIDEWALK**



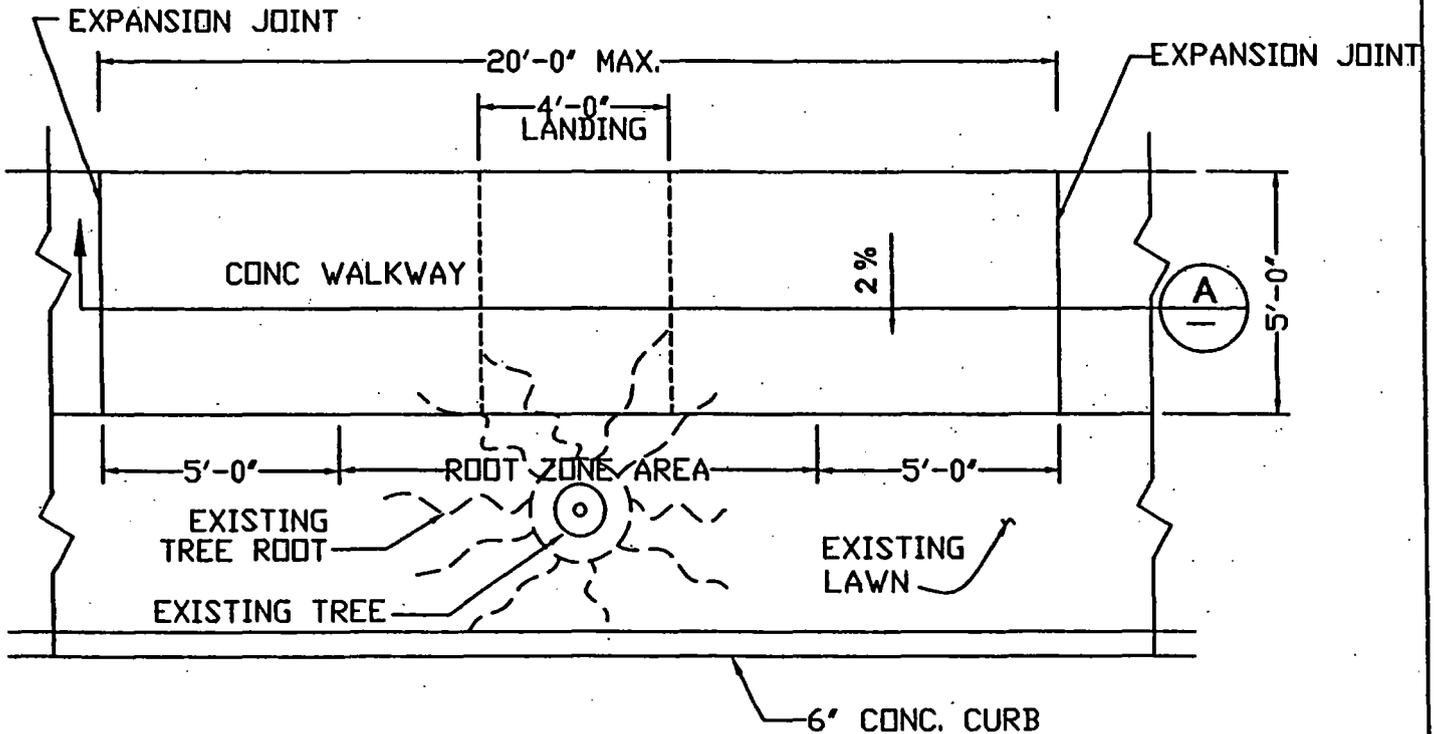
NOTES:

1. REINFORCED CONCRETE PAD SHOULD EXTEND 5'-0" EACH SIDE BEYOND TREE ROOT ZONE AREA.
2. FOAM OR SAND BACKER SHALL BE PLACED UNDER THE DIRECTION OF A CERTIFIED ARBORIST FROM THE BUREAU OF STREET SERVICES. AT NO TIME SHALL ANY PART OF THE ROOT SYSTEM BE CUT OR INJURED.
3. SCORE LINES ON CONCRETE PAD OR WALKWAY ARE OPTIONAL.

OPTION 2B - SIDEWALK RAMPING WITHOUT ROOT PRUNING - PARKWAY SETTING



SECTION A
SCALE: 1/4"=1'-0"

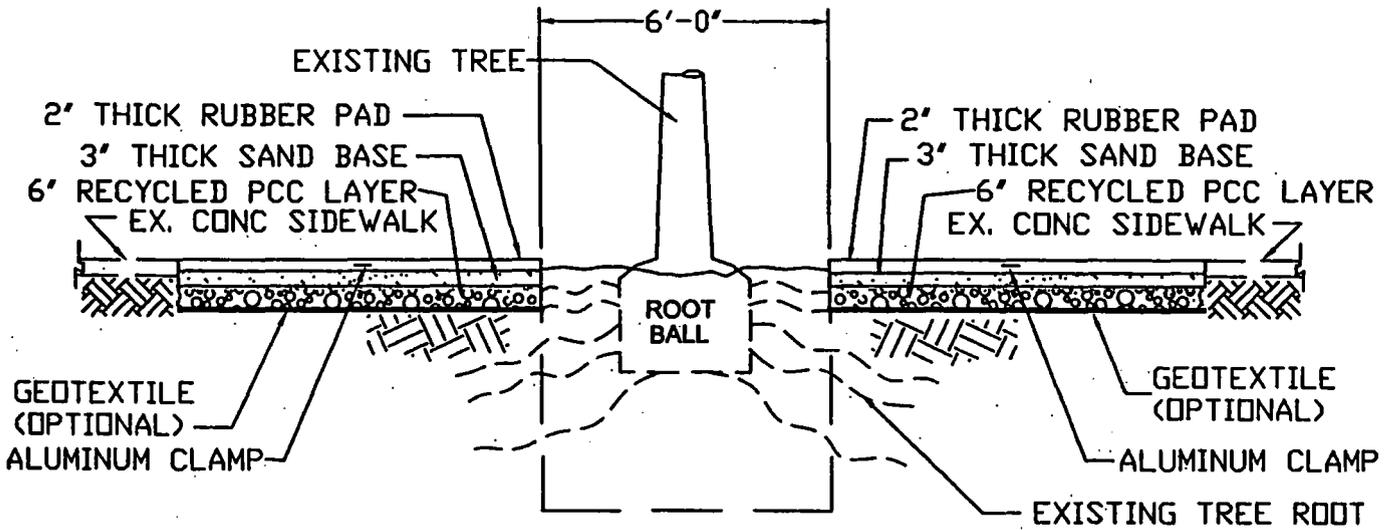


PLAN
SCALE: 1/4"=1'-0"

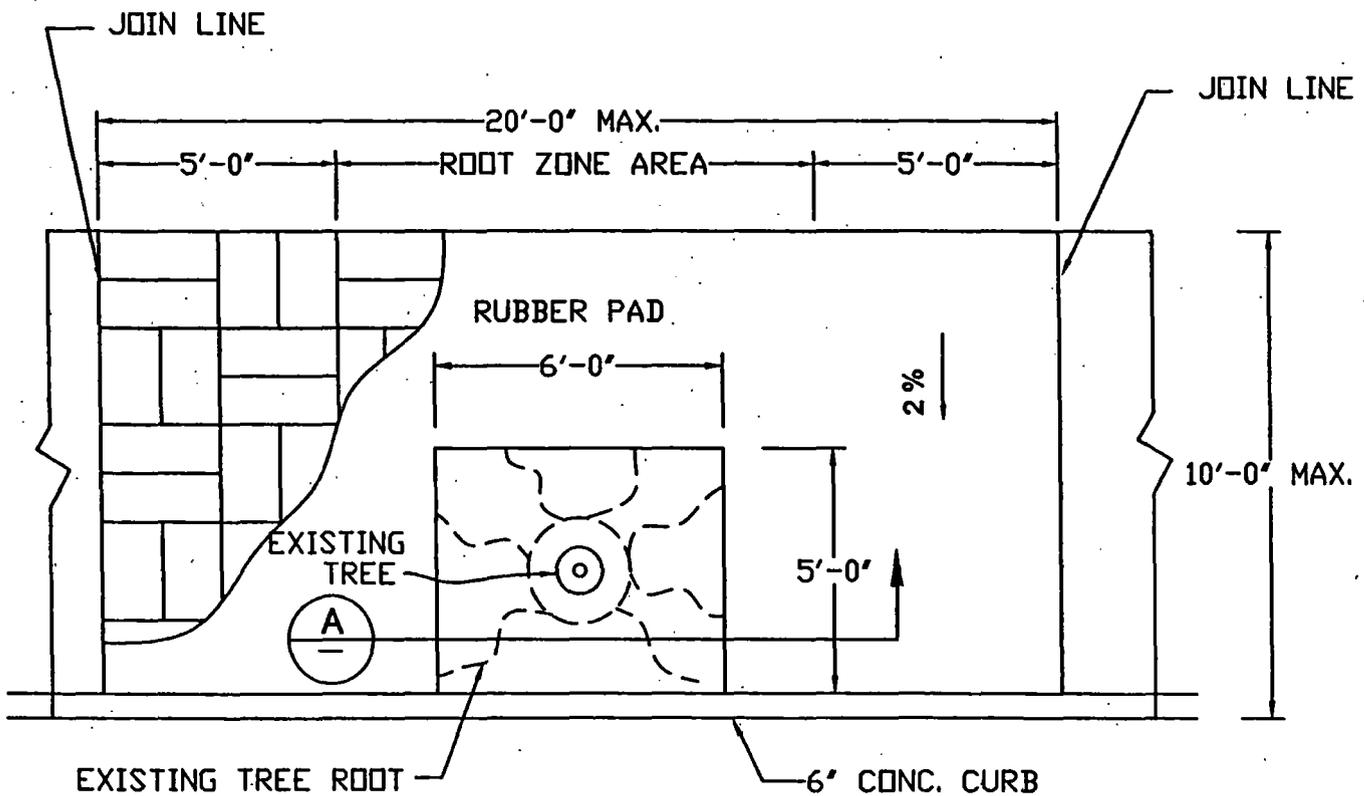
NOTES:

1. 6" THICK REINFORCED CONCRETE WALKWAY EXTENDS 5'-0" BEYOND TREE ROOT ZONE AREA.
2. FOAM OR SAND BACKER SHALL BE PLACED UNDER THE DIRECTION OF A CERTIFIED ARBORIST FROM THE BUREAU OF STREET SERVICES. AT NO TIME SHALL ANY PART OF THE ROOT SYSTEM BE CUT OR INJURED.
3. SCORE LINES ON CONCRETE PAD OR WALKWAY ARE OPTIONAL.

**OPTION 3A - RUBBER SIDEWALK WITH ROOT PRUNING
FULL WIDTH SIDEWALK**



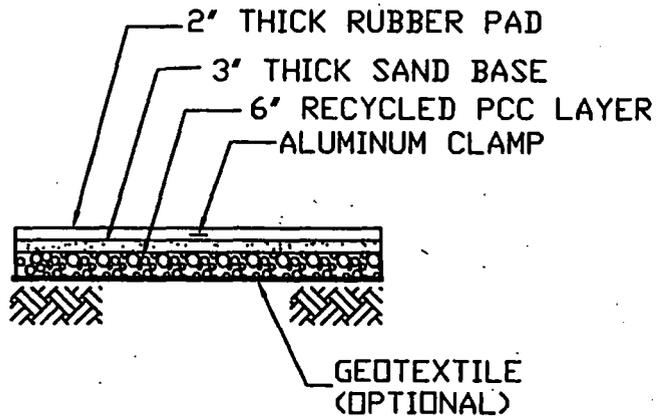
SECTION A
SCALE: 1/4"=1'-0"



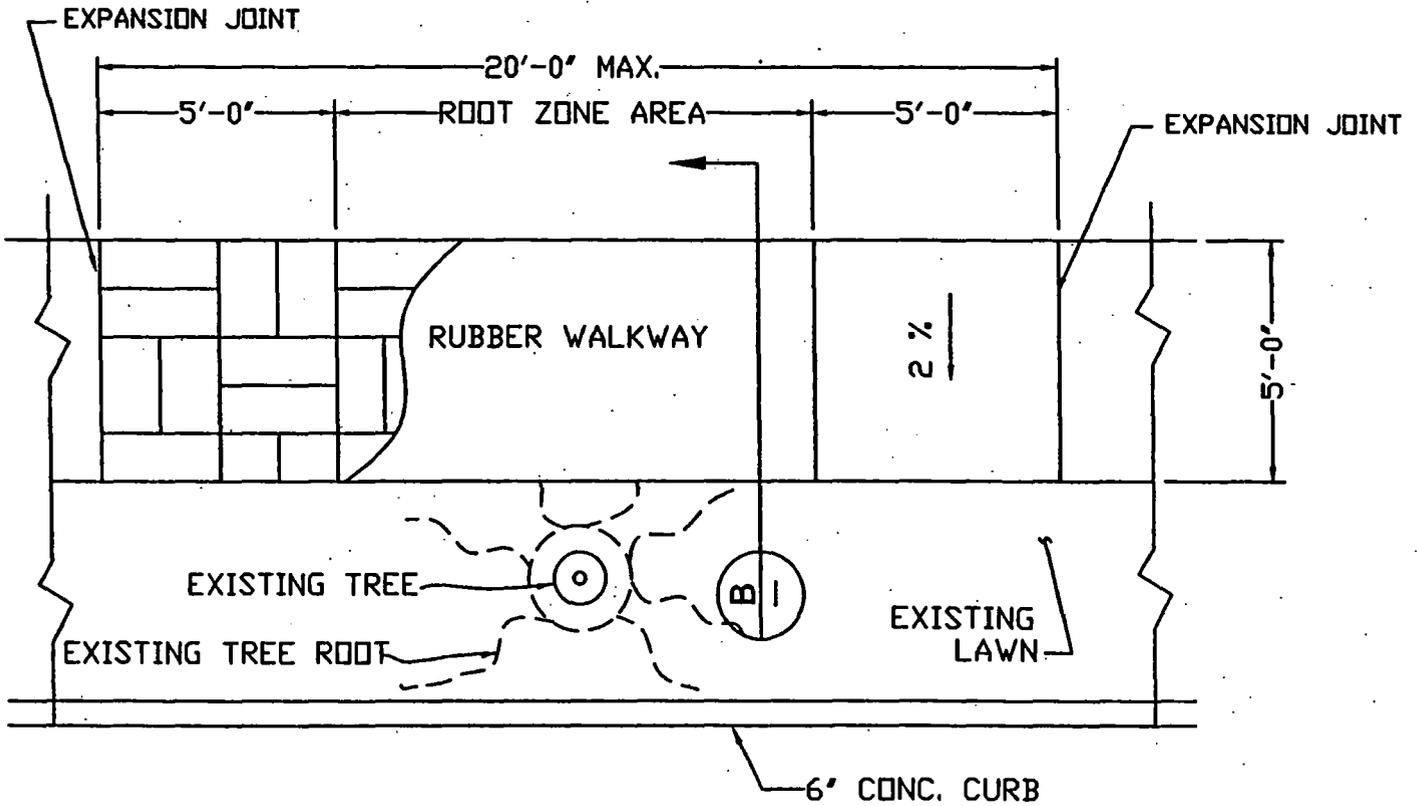
PLAN
SCALE: 1/4"=1'-0"

NOTE: 1. RUBBER PAD SHALL EXTEND 5'-0" BEYOND TREE ROOT ZONE AREA.

OPTION 3B - RUBBER SIDEWALK WITH ROOT PRUNING - PARKWAY SETTING



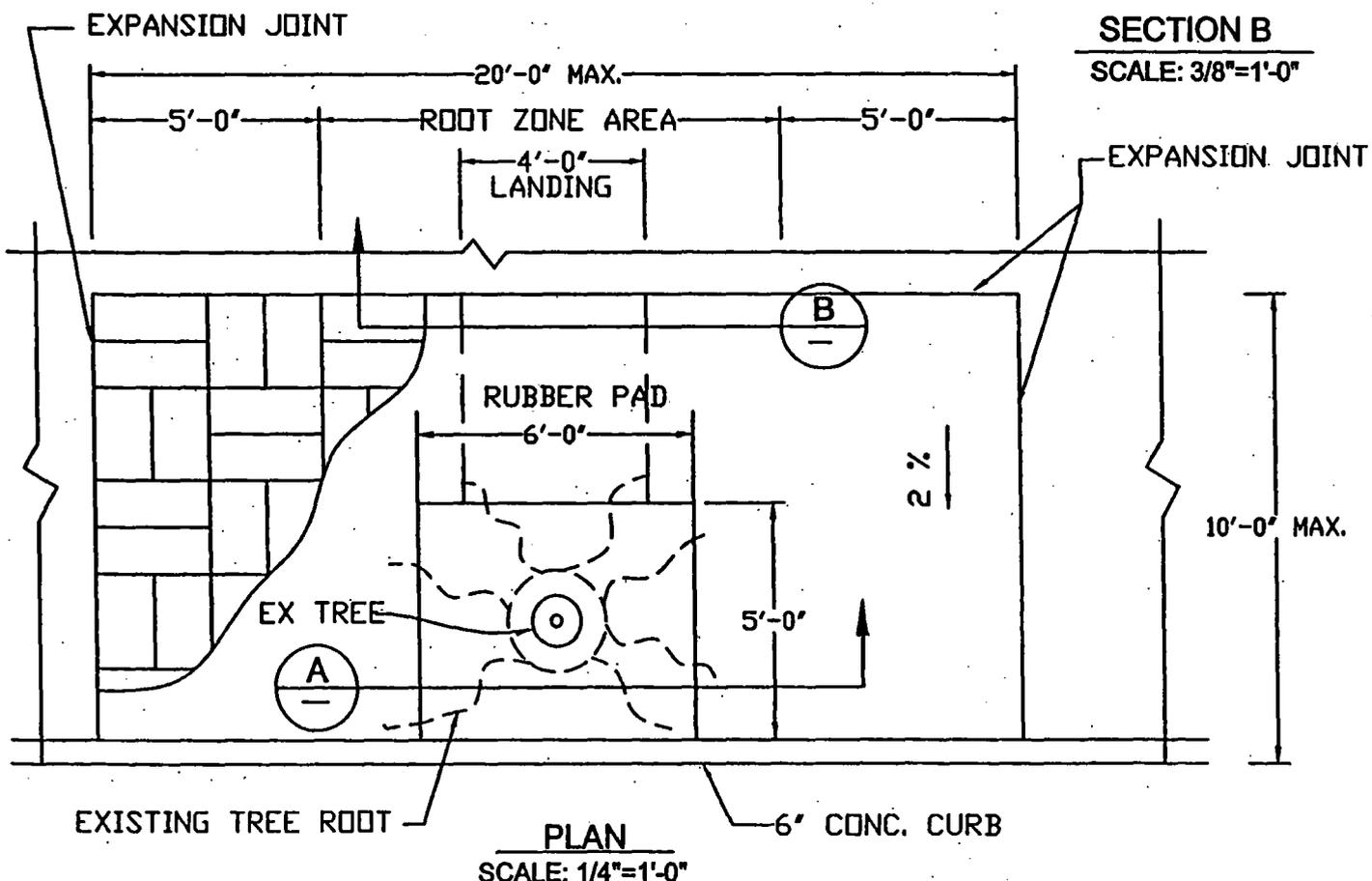
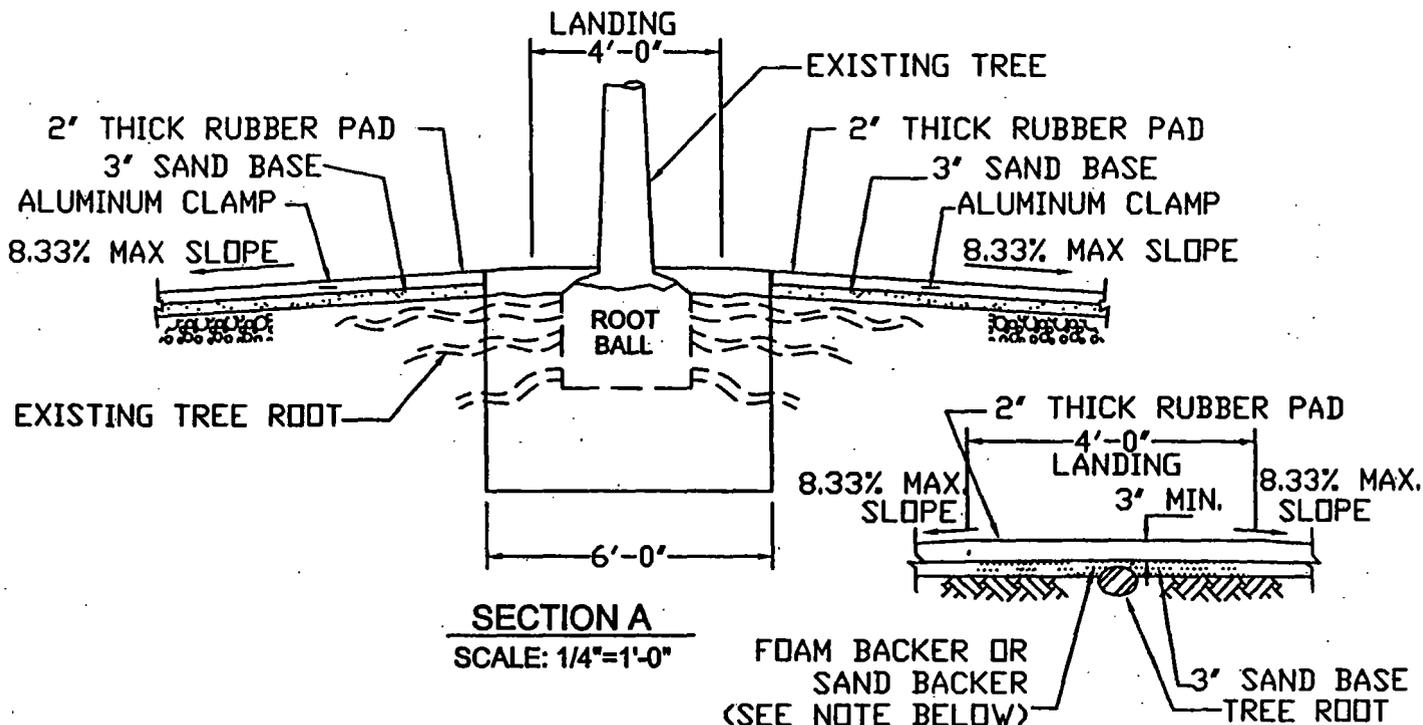
SECTION B
SCALE: 1/4"=1'-0"



PLAN
SCALE: 1/4"=1'-0"

NOTE: 1. RUBBER WALKWAY SHALL EXTEND 5'-0" BEYOND TREE ROOT ZONE AREA.

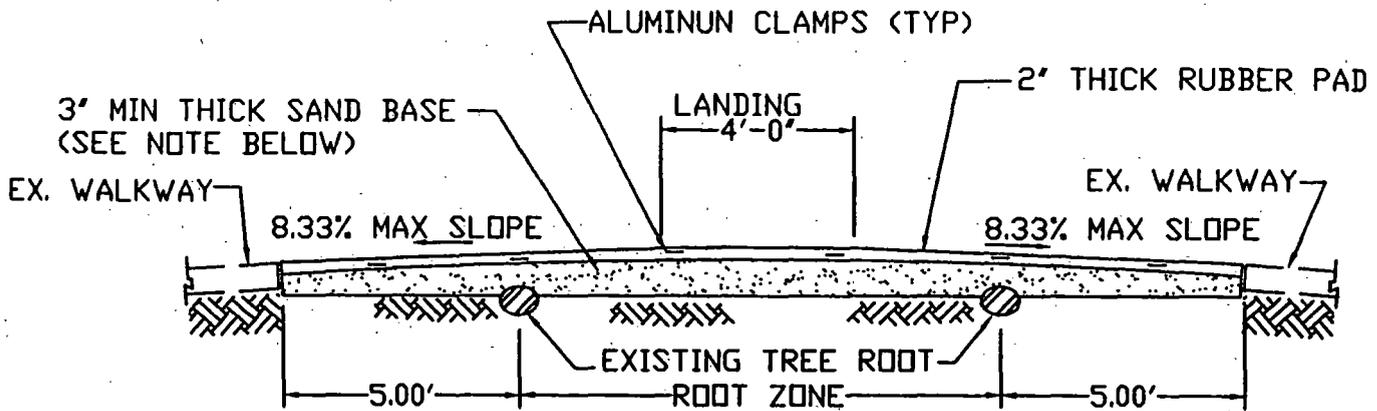
**OPTION 4A - RUBBER SIDEWALK RAMPING WITHOUT ROOT PRUNING
FULL WIDTH SIDEWALK**



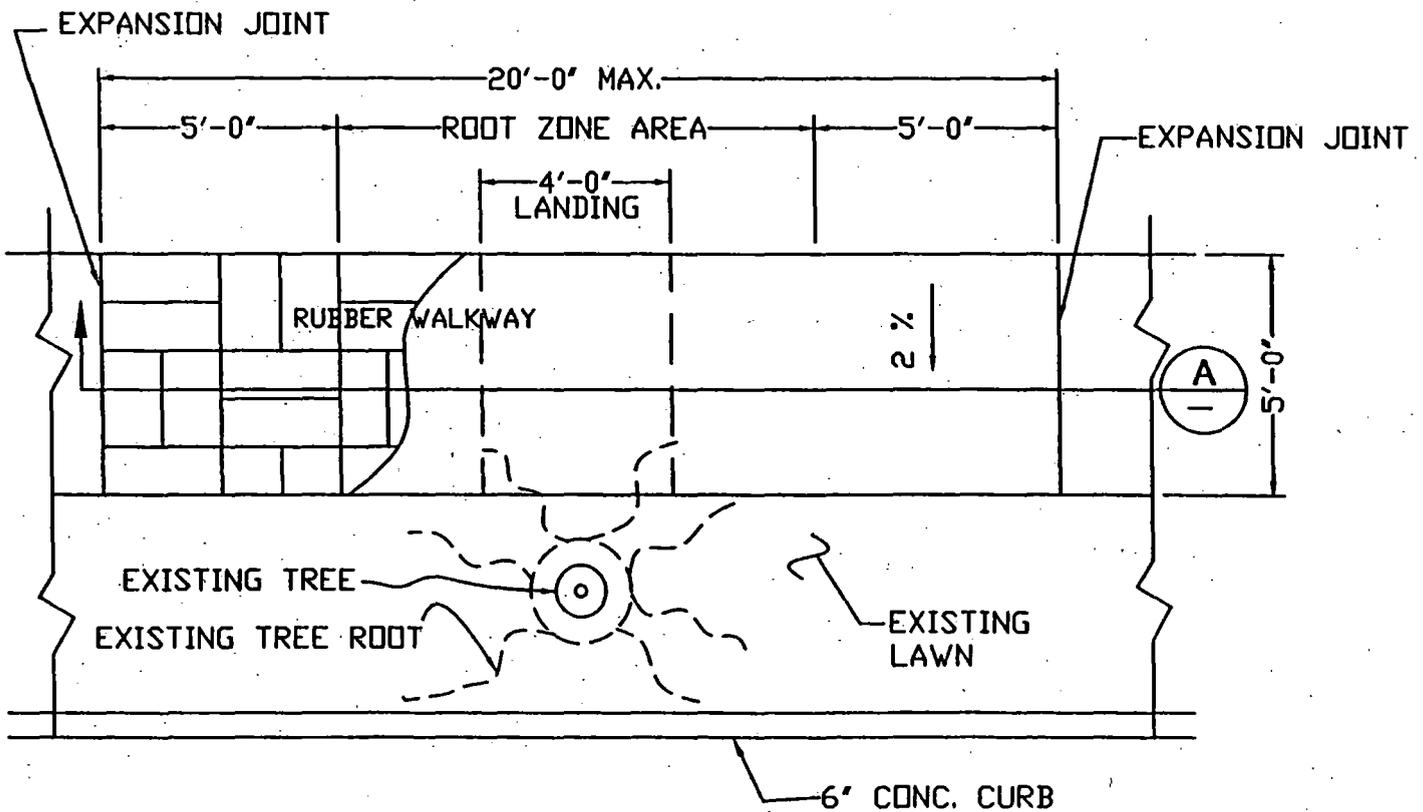
NOTES:

1. RUBBER PAD SHALL EXTEND 5'-0" BEYOND TREE ROOT ZONE AREA.
2. FOAM OR SAND BACKER SHALL BE PLACED UNDER THE DIRECTION OF A CERTIFIED ARBORIST FROM THE BUREAU OF STREET SERVICES. AT NO TIME SHALL ANY PART OF THE ROOT SYSTEM BE CUT OR INJURED.

OPTION 4B - RUBBER SIDEWALK RAMPING WITHOUT ROOT PRUNING
 PARKWAY SETTING



SECTION A
 SCALE: 1/4"=1'-0"



PLAN
 SCALE: 1/4"=1'-0"

NOTES:

1. RUBBER PAD SHALL EXTEND 5'-0" BEYOND TREE ROOT ZONE AREA.
2. 3' MIN. THICK SAND BASE SHALL BE PLACED UNDER THE DIRECTION OF A CERTIFIED ARBORIST FROM THE BUREAU OF STREET SERVICES. AT NO TIME SHALL ANY PART OF THE ROOT SYSTEM BE CUT OR INJURED.

CITY OF LOS ANGELES SPEAKER CARD

Date

02-02-92

Council File No., Agenda Item, or Case No.

#6

I wish to speak before the

PUB WKS CMTE

Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? For proposal

Against proposal

General comments

Name:

A. MAN

Business or Organization Affiliation:

FOCUS

Address:

P.O. 1711 S. MONROE, CA. 90406

Street

City

State

Zip

Business phone:

(310) 459-6398

Representing:

FOCUS

CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW:

Client Name:

Phone #:

Client Address:

Street

City

State

Zip

Please see reverse of card for important information and submit this entire card to the presiding officer or chairperson.

CLA MEMORANDUM

February 19, 2002

Assignment No.: 02-02-0207

TO: Honorable Members
Public Works Committee, and
Arts, Health and Humanities Committee

FROM: Ronald F. Deaton *Ronald F. Deaton*
Chief Legislative Analyst

SUBJECT: Sidewalk Repair and Construction Program

RECEIVED
CITY CLERK'S OFFICE
2002 FEB 20 AM 10: 57
BY _____
CITY CLERK
DEPUTY

SUMMARY:

In February 2000, the City Council adopted a Motion (Padilla-Wachs-Walters-Chick) instructing the Bureau of Street Services (Bureau) to prepare a strategic plan to implement a sidewalk repair program in conjunction with ADA curb cuts. In September 2000, the Bureau submitted the requested report to the Public Works and Arts, Health and Humanities Committees. In May 2001, the Offices of the Chief Legislative Analyst (CLA) and the City Administrative Officer (CAO) also submitted a report relative to the Sidewalk Repair and Construction Program proposed by the Bureau.

Due to a lack of information, the CLA and CAO recommended that the Bureau report back to Committee with a strategic plan that would quantify and prioritize the repair of damage to sidewalks between ADA mandated curb cuts. Additional information was needed to address recommendations regarding the completion of sidewalk repairs as proposed by the policy recommendations. The Bureau was instructed to identify a plan of action to reach the established goals in an efficient manner, and to provide an analysis of the relationship between the extent of damage and the prescribed level of repairs. Realizing that there are no available General Fund dollars, the Bureau was also instructed to pursue grant funding from state and federal resources.

Since May 2001, this item has been held in both the Public Works and Arts, Health and Humanities Committees. According to a handwritten note in the Council File, the Bureau was instructed to report back to Committee with the requested information outlined by the CLA and the CAO, however, the Council File Index does not reflect this action. At this time, the CLA recommends that the Bureau be instructed to report in 60 days with a strategic plan that addresses the concerns raised in the report submitted by the CLA and the CAO.

Tricia Carey
Tricia Carey
Analyst

PUBLIC WORKS

ARTS HEALTH & HUMANITIES

FEB 21 2002

PUBLIC WORKS COMMITTEE

TUESDAY, JUNE 12, 2001

ROOM 316, CITY HALL - 9 AM
200 NORTH MAIN STREET, LOS ANGELES, CA 90012

MEMBERS: COUNCILMEMBER JOEL WACHS, CHAIR
COUNCILMEMBER ALEX PADILLA
COUNCILMEMBER RITA WALTERS

(Barbara Greaves - Legislative Assistant - 213-847-1615)

NOTE: Assistive listening devices are available at the meeting; upon 72 hour advance notice, other accommodations, such as sign language interpretation, and translation services will be provided. Contact the Legislative Assistant listed above for the needed services. TDD available at (213) 485-4735.

FILE NO.

SUBJECT

01-1007
CD 3

(1)
Communication from the City Engineer and Ordinance relative to the name change of Karev Court (private street) east of Lindley Avenue to Jaguar Court.

Fiscal Impact Statement Submitted: Yes, by City Engineer

DISPOSITION

00-0292

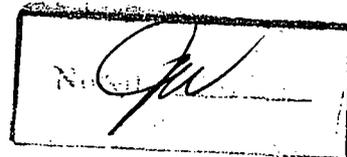
(2)
The Office of Administrative and Research Services and the Chief Legislative Analyst joint report and Communication from the Arts, Health and Humanities Committee to Council relative to a strategic plan to implement a Sidewalk Repair and Construction Program. (In a 5-18-01 Special Meeting of the Arts, Health and Humanities Committee continued for a report from Bureau of Street Services, referred to Public Works Committee in the interim.)

Fiscal Impact Statement Submitted: No

DISPOSITION

Cont to July 10

PUBLIC WORKS COMMITTEE
TUESDAY - JUNE 12, 2001



FILE NO.

SUBJECT

(3)

01-0600
-S5

Motion (Chick - Galanter) that the report of the Ad Hoc Committee on the Budget relative to the Mayor's Proposed Budget for 2001-02 be amended to add \$5,000 to the Graffiti Removal Program for an outside contractor to use a special dry ice graffiti removal technique for Stoney Point Park. (Also referred to Budget and Finance Committee.)

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(4)

00-1251
CD 9

Communication from the City Engineer relative to initiation of vacation proceedings for Grand Avenue between First and Second Street Vacation District (subsurface vacation).

Fiscal Impact Statement Submitted: Yes, by City Engineer

DISPOSITION _____

(5)

99-1790
CD 9

Communication from City Engineer relative to initiation of summary vacation proceedings and revocable permission to close and occupy the alley westerly of Vermont Avenue between Slauson Avenue and 58th Place.

Fiscal Impact statement Submitted: Yes, by City Engineer

DISPOSITION _____

(6)

98-0742
CD 11

Revised Communication from the City Engineer relative to vacation proceedings for the L-shaped Alley (portion of) easterly of White Oak Avenue and northerly of Ventura Boulevard.

Fiscal Impact Statement Submitted: Yes, by City Engineer

DISPOSITION _____

ARTS, HEALTH AND HUMANITIES COMMITTEE, SPECIAL MEETING

FRIDAY, MAY 18, 2001

ROOM 316, CITY HALL - 9:00 AM
200 N. MAIN ST., LOS ANGELES, CA 90012

PLEASE NOTE DAY, DATE, AND TIME CHANGE FOR THIS MEETING

MEMBERS: COUNCIL MEMBER RITA WALTERS, CHAIR
COUNCIL MEMBER HAL BERNSON
COUNCIL MEMBER ALEX PADILLA

(Alan Alietti - Legislative Assistant - 213-485-4836)

Note: Assistive listening devices are available at the meeting; upon 72 hour advance notice, other accommodations, such as sign language interpretation, and translation services will be provided. Contact the Legislative Assistant listed above for the needed services. TDD available at (213) 485-4735.

FILE NO.

SUBJECT

(1)
01-0946 Communication from the Mayor relative to the appointment of
CD 5 Mr. Mike Medavoy to the Board of Recreation and Park Commis-
sioners for the term ending June 30, 2002

DISPOSITION

(2)
00-0292 CONTINUED FROM 12-11-00 & 01-08-01
The Office of Administrative and Research Services and the
Chief Legislative Analyst to jointly report and Communication
from the Arts, Health and Humanities Committee to Council
relative to a strategic plan to implement a Sidewalk Repair
and Construction Program. (Also referred to the Public Works
Committee)

Fiscal Impact Statement Submitted: No

DISPOSITION *Cont. (It has to report back w/ strategic
plan); fwd. to Pub. Works Comm.*

(3)
01-1005 Communication from the Department of Aging (DOA) relative to
awarding a contract to Emergency Response System Int. to
provide the Citywide Emergency Alert Response System (EARS)
Program. (Also referred to the Community and Economic
Development Committee)

Fiscal Impact Statement Submitted: Yes, by the DOA.

DISPOSITION

ARTS, HEALTH AND HUMANITIES COMMITTEE
Friday, May 18, 2001
SPECIAL MEETING

(4)

00-0647 Communication from the Cultural Affairs Department (CAD) relative to the Mural Restoration Working Group.

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(5)

01-0653 Communications from the Office of Administrative and Research
CD 5 Services (OARS) and the Cultural Affairs Department relative to an amendment to Personal Services Contract No. C-97454 with John Tucker to design, produce, and install sculpture art work at the Van Nuys/Sherman Oaks Swimming Pool.

Fiscal Impact Statement Submitted: Yes, by the OARS.

DISPOSITION _____

(6)

01-0684 Communication from the Office of Administrative and Research Services (OARS) relative to proposed Agreements for as-needed land surveying services with Asahi Surveying, Inc., Becker and Miyamoto, Inc., Civil Land Engineers, Civil Trans, Inc., Mollenhauer Group, and Wagner-Kerr Associates, Inc.

Fiscal Impact Statement Submitted: Yes, by the OARS.

DISPOSITION _____

(7)

01-0695 Communication from the Office Administrative and Research Services (OARS) relative to the proposed agreements for as-needed radius and zoning mapping services with JPL Zoning Services, Inc. and T-Square Mapping Services.

Fiscal Impact Statement Submitted: Yes, by the OARS.

DISPOSITION _____

(8)

Continued from 05-04-01

01-0656 Communication from the Department of Recreation and Parks
CD 7 (DRP) relative to designating State funds for the acquisition of Hansen Dam Bluffs.

Fiscal Impact Statement Submitted: Yes, by the DRP.

DISPOSITION _____

ATTENTION MAURICE OR CAROL



THE FEDERATION
OF HILLSIDE AND CANYON ASSOCIATIONS, INC.
2337 ROSCOMARE ROAD, PMB 2-228
LOS ANGELES, CALIFORNIA 90077

FOUNDED IN 1962

EXECUTIVE COMMITTEE OF THE FEDERATION

PRESIDENT
Steve Twining
CHAIRMAN
Patricia Bell Hearst
VICE-PRESIDENTS
Polly Ward
Louis Mraz
Pam Cooke
Joan Luchs
EXECUTIVE SECRETARY
Charlie Mims
SECRETARY
Clare Marter-Kanyon
ASSISTANT SECRETARY
Fran Reichenbach
TREASURER
Robert Levy

Councilman Mike Feuer
% Budget & Finance Committee Clerk
Adrienne Bass
City Clerks Office,
Room 615
Los Angeles City Hall East
200 North Main St.
Los Angeles, CA 90012

April 28, 2001

Dear Mike:

Re: City Council Files No: 00-0600 -S54 & 00-0292

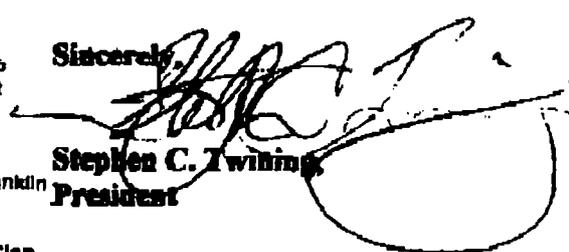
MEMBER ASSOCIATIONS

- Beachwood
- Bel-Air Knolls
- Bel-Air Skycrest
- Benedict Canyon
- Beverly Glen Park
- Briar Summit
- Briarcliff
- Cahuenga Pass
- CANDER
- Curson Canyon
- Echo Park
- Elysian Heights
- Encino Property
- Forest Hills
- Franklin Hills
- Franklin/Hwd. Blvd. West
- Friends of Caballero
- Glennridge
- Highland's Owners
- Hollywood Crescent
- Hollywood Dell
- Hollywood Heights
- Hollywoodland
- Homeowners of Encino
- Los Feliz Improvement
- Mt. Olympus
- Mount Washington
- Nichols Canyon
- No. Beverly Drive / Franklin
- Outpost
- Pacific Palisades
- Residents of Beverly Glen
- Roscomare Valley
- Sherman Oaks
- Studio City
- Tarzana
- Top of The Canyon
- Torrison-Flynn
- Whitley Heights
- Wendland Park
- Woodland Hills

The Federation of Hillside and Canyon Associations representing 200,000 stakeholders in the hills, at its Board of Directors meeting of March 7, 2001 voted unanimously in support of the following resolution: The Federation of Hillside and Canyon Associations urges the City Council, the Budget and Finance, Public Works and Arts, Health and Humanities Committees to incorporate specific, mature tree preservation and protection measures into the final ordinance and regulations of the Sidewalk Repair and Construction Program. Provide the Sidewalk Repair and Construction Program with an adequate Line Item Budget, sufficient to assure oversight and enforcement essential for the protection of mature, large street trees throughout the life of the Sidewalk Repair and Construction Program.

The Federation and or its designees so appointed would appreciate an opportunity to testify on this issue (City Council File No. 00-0600-S54) when it comes to the Budget and Finance Committee

Sincerely,



Stephen C. Twining
President

received in Comm. 5-18-01 aa

PACIFIC PALISADES RESIDENTS ASSOCIATION, INC.

POST OFFICE BOX 617
PACIFIC PALISADES
CALIFORNIA 90272
(213) 454-4254

*FAX NO: (213) 847-0636
ATTENTION: MAURICE OR CAROL*

May 18, 2001

Councilwoman Rita Walters
Chair - Arts, Health & Humanities Cmte.
Los Angeles City Council
Los Angeles, CA. 90012

RE: COUNCIL FILE 00-0292 - OMISSION FROM OARS REPORT OF NEED TO PROVIDE RECOMMENDATIONS FOR PRESERVATION AND PROTECTION MEASURES ESSENTIAL FOR LARGE STREET TREES WHEN SIDEWALKS ARE REPAIRED AND REPLACED IN THE PROPOSED SIDEWALK REPAIR AND CONSTRUCTION PROGRAM:URGE CMTE. RECOMMEND REPORT BE AMENDED TO SHOW ISSUE.

Dear Councilwoman Walters:

Due to illness I'm unable to appear before the Arts Health & Humanities Committee on the above referenced matter.

Please read and share the attached letter on the need to protect and preserve large trees that was sent to your Council colleague, Michael Feuer by the Hillside & Canyon Federation.

FOR THE CITY TO CUT DOWN LARGE NUMBERS OF BIG , ENERGY CONSERVING STREET TREES THAT ALSO HELP CLEAN THE AIR IN ALL CITY COUNCIL DISTRICTS, WILL BE A LOST OPPORTUNITY THAT WILL BENEFIT ALL COUNCIL DISTRICTS, PARTICULARLY YOUR DISTRICT, WHICH, AS YOU KNOW HAS SEVERE AIR POLLUTION PROBLEMS, WITH MUCH LUNG DISEASE IN COMMUNITY.

SINCERELY,



ALEXANDER M. MAN
FOR BOARD OF DIRECTORS
PACIFIC PALISADES RESIDENTS ASSOCIATION

REPORT FROM

OFFICE OF ADMINISTRATIVE and RESEARCH SERVICES

Date: May 17, 2001

OARS File No. 0220-01112-0004
Council File No. 00-0292
Council District: all

To: The Council

From: William T Fujioka, Director *WTF*
Office of Administrative and Research Services

Ronald F. Deaton *RFD*
Chief Legislative Analyst *by RFD*

RECEIVED
CITY CLERK'S OFFICE
2001 MAY 18 AM 7:49
BY CITY CLERK
DEATON

Reference: Report to Arts, Health and Humanities Committee Dated November 14, 2000

Subject: Proposed Strategic Plan to Implement a Sidewalk Repair and Construction Program in Conjunction with the City's Installation of Curb Ramps.

SUMMARY

On November 14, 2000, the Department on Disability (DOD), with assistance from the Department of Public Works, Bureau of Street Services, presented a report to the Arts, Health and Humanities Committee (Committee) regarding a strategic plan to implement sidewalk repairs in conjunction with the installation of ADA mandated curb cuts. The Committee directed the Office of Administrative and Research Services (OARS) and the CLA to prepare a report on two recommended Council Resolutions proposed by DOD for the Committee's consideration. The proposed Council Resolutions would endorse:

1. The construction and/or repair of sidewalks, both between existing curb ramps, and where new curb ramps are installed; and,
2. The City's assumption of responsibility for the permanent repair of all public sidewalks, including those situations in which the sidewalk damage is caused by, and is the responsibility of, private property owners.

The amount of sidewalk repair work reported by the Bureau of Street Services exceeds the funding currently available. This requires a strategic plan which identifies additional sources of funds and the effective use of existing funds. The Bureau of Street Services, working together with DOD, should develop a strategic plan that will both quantify the amount of damage and a methodology to prioritize the repairs. The identification of damage should include factors such as the location, severity and linear footage involved in the repair. The prioritization should include, but not be limited to location, ADA priority, and potential liability. Once a strategic plan for the repairs is developed, funding sources can be identified and used more effectively.

ARTS HEALTH & HUMANITIES

PUBLIC WORKS

MAY 21 2001

RECOMMENDATIONS

That the Council:

1. Direct the Bureau of Street Services to prepare a strategic plan that will quantify and prioritize the repair of damage to sidewalks between ADA mandated curb cuts;
2. Direct the Bureau of Street Services to aggressively pursue grant funding from state and federal sources such as State Transportation Improvement Program, Safe Routes to Schools Program and the Transportation Equity Act for the 21st Century;
3. Direct the Department on Disability to make their Resource Developer available to assist the Bureau of Street Services in the preparation of grant applications; and,
4. Maintain the current Los Angeles Municipal Code Ch. VI, Art. 2, Sec 62.104, requirements regarding the liability for, and responsibility of, the City and private property owners to make sidewalk repairs.

Background

The Public Sidewalk Program component of the revised ADA Self-Evaluation and Transition Plan for Los Angeles calls for the construction of 21,600 curb ramps.

In 1999, the first year of the Public Sidewalk Program, \$8.2 million was budgeted to construct 7,200 curb ramps, Subsequently, the City budgeted additional funds to complete the program by 2002.

The Bureau of Street Services has identified 540 miles of substandard sidewalks which "connect the cuts" and require repair or replacement. The Bureau estimates that a four year, \$84 million program would be required to complete this work. This cost includes trimming the roots of 64,800 trees and planting 11,900 new trees.

The 540 miles of "connect the cuts" sidewalk repairs are just part of the total 4,620 miles of City sidewalks which currently require repair or replacement.

The City currently pays \$2 to \$3 million annually to settle "trip and fall" injury claims resulting from damaged sidewalks.

Funding Issues

Proposition 218, which went into effect on November 6, 1996, limits the ability of local government to raise revenue through the use of taxes, fees and assessments. A two-third's majority of the electorate is required to impose new taxes for this subject project. Assessments are limited to

(Funding issues continued)

special benefits and projects that enhance property. These assessments can only be imposed if the individuals responsible for paying the assessment have voted to approve the project.

Proposition JJ, a \$550 million, 20-year city-wide sidewalk and street repair program, was rejected by the voters in November 1998.

Other potential funding sources for sidewalk repair have been identified by the Bureau of Street Services. They include:

City Budget/General Fund - The 2000-01 budget provides for 26 miles of sidewalk repair. The 2001-02 proposed budget doubles the number of miles of sidewalk to be repaired with these funds to 52 miles.

Community Development Block Grant (CDBG) Sidewalk Repair Program -Funding was included in the 26th Consolidated Plan and is continued in the 27th Consolidated Plan for sidewalk repair. If ADA priority areas qualify for these funds that are restricted to low-moderate income areas, 20 miles of repair is possible. However, the Bureau of Street Services assumes that only half of the ADA repairs will qualify, limiting the CDBG repairs to 10 miles.

Transportation Development Act - \$1.7 million in federal funds are available. These funds are sufficient to pay for 11 miles of sidewalk.

State Transportation Improvement Program (STIP) - This program requires that the City apply for a grant. A \$50-million grant to fund a three-year, 323-mile sidewalk repair and/or replacement program.

Safe Routes to Schools - Funded through California's Hazards Elimination Safety Fund, this program could make available \$1 million for sidewalk repair and \$3 million for new construction. The Bureau is not sure if these funds can be utilized for ADA curb cuts because most of the work in this program is scheduled for new sidewalks in unimproved areas of the City.

Targeted Neighborhoods Initiative - This program is identified as a potential source of funds. However, it was not considered by the Bureau because neighborhood community groups determine the type of work to be performed in their areas.

Assessment districts - This funding source was not considered in the DOD report to Council because of the perceived lack of support by people who live in the assessment district.

Discussion

The Committee originally requested that a strategic plan be created to address the problem of ADA mandated curb cuts being installed on sidewalks which, because of damage, were inaccessible to individuals with limited mobility. In response, DOD provided an estimate of the cost to repair or replace those damaged sidewalks which are between existing ADA mandated curb cuts.

Additional information is required to address DOD's recommendations regarding completion of sidewalk repairs as proposed by the policy recommendations. A strategic plan should define what needs to be accomplished and identify a plan of action to reach the established goals in the most efficient and expeditious manner possible. Such a plan should also include prioritization of the work to be completed.

In the proposed plan, the number of sidewalk miles to be repaired represents 12 percent of the total number of damaged sidewalk miles needing repair (540 miles out of 4,620 miles). However, no analysis of the relationship between the extent of damage and the prescribed level of repairs has been provided. In addition, the \$84-million estimate is based on the assumption that all of the damage will be repaired regardless of what caused the damage.

To develop a strategic plan, both the scope of work as well as the available and potential funding needs to be addressed. The list of funding sources already considered demonstrated this point. Specific funding requirements should be identified such as disabled residents traffic patterns and needs, resident incomes, the amount of existing improvements in the area, and ranking of the repairs within the ADA curb cut priority list.

Additionally, the DOD report does not identify how much sidewalk damage would be repaired for the \$84-million cost estimate. The plan should evaluate the severity of the damage as part of the prioritization of the work.

According to the Los Angeles Municipal Code Ch. VI, Art. 2, Sec 62.104, the City is responsible for repair of sidewalk damage only if the damage is caused by City-owned trees. The report does not state what percentage of the 540 miles of "connect the cuts" sidewalk repairs are related to and caused by City-owned trees. However, based on discussions with the City Attorney and the City Risk Manager, the DOD recommendation that the City assumes responsibility for repairing all damaged sidewalks could result in an excessive amount of liability.

FISCAL IMPACT STATEMENT

No General Fund impact beyond the current level of expenditure contained in the Proposed Budget is proposed.

WTF:MAH:jhl
37217

ARTS, HEALTH AND HUMANITIES COMMITTEE

MONDAY, JANUARY 8, 2001

ROOM 316, CITY HALL - 2:00 PM
200 N. MAIN ST., LOS ANGELES, CA 90012

MEMBERS: COUNCIL MEMBER RITA WALTERS, CHAIR
COUNCIL MEMBER HAL BERNSON
COUNCIL MEMBER ALEX PADILLA

(Alan Alietti - Legislative Assistant - 213-485-4836)

Note: Assistive listening devices are available at the meeting; upon 72 hour advance notice, other accommodations, such as sign language interpretation, and translation services will be provided. Contact the Legislative Assistant listed above for the needed services. TDD available at (213) 485-4735.

(1)

00-2467 CD 14 Communication from the Mayor relative to the appointment of Ms. Maria Lou Calanche to the El Pueblo de Los Angeles Historical Monument Authority for the term ending June 30, 2002 to fill the vacancy created by the resignation of Mr. Carlos A. Perez. (Time Limit File - January 29, 2001; Last Day for Council Action - January 26, 2001)

DISPOSITION _____

(2)

00-2502 Communication from the Mayor relative to the permanent appointment of Ms. Margie Johnson Reese as General Manager, Cultural Affairs Department. (Time Limit File - February 5, 2001; Last Day for Council Action - February 2, 2001)

DISPOSITION _____

(3)

CONTINUED FROM 12-11-00

00-0292 Communication from Arts, Health and Humanities Committee to Council and Communication from Department on Disability relative to strategic plan to implement a Sidewalk Repair and Construction Program.

Fiscal Impact Statement Submitted: No

DISPOSITION Cont. (CDD# OARS to report)

(4)

CONTINUED I 12-11-00

00-2350 Motion (Golaberg - Ferraro) relative to changing the name of the Silver Lake Recreation Center to the "Edward H. Fickett Community and Recreation Center".

DISPOSITION _____

(5)

98-1535 Communication from Department of Recreation and Parks relative to Whole Access Playgrounds, pursuant to Motion (Feuer - Walters).

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(6)

CONTINUED FROM 11-13-00 & 12-11-00

98-1474 Communication from Department of Building and Safety relative to Supergraphics Task Force Report. (Also referred to Planning and Land Use Management, and Public Safety Committees.)

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(7)

CONTINUED FROM 12-11-00

00-2140
CD 14 Communication from Cultural Heritage Commission relative to the inclusion of the Edward & Wildey Building, located at 2160 Colorado Boulevard, in the list of Historic-Cultural Monuments.

DISPOSITION _____

(8)

CONTINUED FROM 12-11-00

00-2305
CD 4 Communication from Cultural Heritage Commission relative to the inclusion of the Philip Chandler House, located at 2531 North Catalina Street, in the list of Historic-Cultural Monuments.

DISPOSITION _____

THE IMPORTANCE OF
LARGE TREE MAINTENANCE
IN MITIGATING
GLOBAL CLIMATE CHANGE

OCTOBER 1991

Prepared by:



National Arborist Association
Amherst, New Hampshire
Robert Felix,
Executive Vice-President



International Society of Arboriculture
Urbana, Illinois
William Kruidenier,
Executive Director

*The following ACRT staff members
assisted in the preparation
of this report:*

Richard E. Abbou

Chris J. Luley, Ph.D.

Elizabeth L. Buchanan, Ph.D.

Kenneth C. Miller, Ph.D.

Kenneth A. Joehlin

Additional assistance provided by:

American Forestry Association

Gary A. Moll

Phillip Rodbell

Minnesota Dept. of Natural Resources

*"From the viewpoint of total benefits,
stretching the healthy, productive life span
of urban trees should take equal priority
with tree planting."*

received in Comm. 1-8-01 (submitted by Mr. A. Mann) AA

The Importance of Large Tree Maintenance in Mitigating Global Climate Change

*Preservation of the
existing trees in
urban America is
critical to our future.*

Everyone - governments, private citizens, environmentalists, and industry - is concerned about the potential negative effects of global climate change, and continuing problems with air pollution. Reasonable options that can be implemented easily are necessary to deal with these difficulties. Trees in urban forests and natural areas are a low-cost, practical, and proven option that can help mitigate these problems. A new program, "America the Beautiful" (ATB), initiated by President Bush in his 1990 State of the Union Address, recognizes the benefits of trees and proposes increased planting and maintenance to improve the environment.

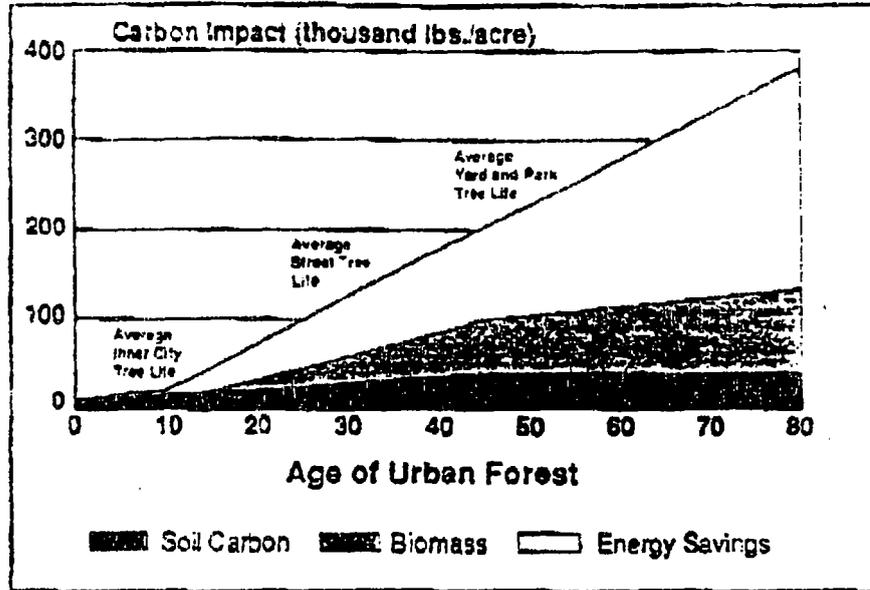
Global climate change is directly linked to increased atmospheric carbon dioxide (CO₂) concentrations resulting from the burning of fossil fuels. Trees directly use atmospheric CO₂ by removing it from the air through photosynthesis and storing the carbon in leaves and woody tissues. This photosynthetic process results in the release of oxygen into the air.

There is an immediate opportunity with our existing urban forest to maximize the benefits derived from trees and help mitigate global climate change. That opportunity requires that we maintain, and if possible, increase the health and life span of existing trees. This is a challenging task considering the multiple stresses on trees in the urban environment. The average inner city tree lives only seven years while the average street tree life is 32 years.

Carbon sequestering (storage) and energy reduction benefits derived from the urban forest are maximized by mature, large trees (Figure 1). The potential impact on global climate change by maintaining our present urban forest should not be overlooked.

- A 1991 Minnesota Department of Natural Resources study on the impact of trees on global climate change and energy conservation stated that *"priority should be given to maximizing tree biomass by preserving large and healthy trees."*
- "Urban Forests, Carbon Storage and Energy Conservation", a report prepared by the American Forestry Association in 1991, stated that, *"From the viewpoint of total benefits, stretching the healthy, productive life span of urban trees should take equal priority with tree planting."*

FIGURE 1: URBAN FOREST POTENTIAL FOR CARBON SEQUESTERING AND ENERGY SAVINGS



A healthy 50-year-old sugar maple will sequester 120 times the annual amount of carbon of a 10-year-old tree.

The benefits from increased tree maintenance operations are evident when the impact of existing trees on global climate change, energy usage, and the urban environment are considered:

- The potential of a tree to sequester carbon is related to age and health of the tree. A healthy 50-year-old sugar maple will sequester 120 times the annual amount of carbon of a 10-year-old tree. In general, most trees begin to sequester and store significant amounts of carbon when they are 20 to 30 years old. Dying and overmature trees may actually release more carbon into the atmosphere than is sequestered during the growing season.
- Large trees have the greatest impact on carbon dioxide levels in the atmosphere by reducing energy usage. Studies have shown energy saving between 18 to 50 percent when trees are planted near structures being cooled. Tree crowns start to have an impact on cooling as they begin to fill out between 15 to 20 years of age. Mature, healthy, shade trees can block between 70 to 90 percent of solar radiation on a clear summer day, resulting in significant energy savings.
- The most significant contribution of trees to energy savings is through the reduction of "urban heat islands." Heat islands develop in areas dominated by blacktop, buildings, concrete and other heat-absorbing surfaces. Trees reduce the impact of heat islands by cooling the air when water evaporates from leaf surfaces. As much as 70 to 80 percent of the energy saving produced by trees has been

Allowing the annual loss of canopy cover in the urban forest to continue will mean an irretrievable loss. At current rates of tree mortality, over one-half the existing canopy cover could be gone in as little as 30 years.

attributed to the cooling effect produced by evapotranspiration. One large tree has the same cooling effect as 15 room size (4,000 BTU) air conditioners.

- Elevated temperatures associated with heat islands contribute to the production of air pollutants that produce smog. In fact, one-third of the smog produced has been traced to the heat island effect. Although the effect is difficult to measure, trees indirectly reduce air pollution by cooling heat islands. More important, trees reduce the heat island effect in urban areas.
- Established trees can also reduce heating energy use when they act as windbreaks. The wind-breaking effect is related to the size and density of the trees. Reduced wind speed around buildings can result in heating energy savings between 4 and 22 percent.

A model developed for a southeastern urban forest by the American Forestry Association summarized the above impacts of carbon sequestering and energy savings by trees (Figure 1). Established trees have the greatest carbon sequestering impact because:

- Carbon impact began to increase significantly only after about 20 years of age.
- The model strongly suggests that the major carbon impact of urban trees results from the energy conservation effect and its cumulative value over the life of the tree. Since this value is directly related to canopy cover, average tree size, health and age are critical factors in evaluating the contribution of the urban forest in offsetting carbon emissions. This argues strongly for investments in urban tree care.

Exact measurement of carbon dioxide reduction by trees and energy savings produced by trees is difficult to make. However, the benefits of trees on carbon dioxide reduction become significant only when considered over the life of the tree. With this information, a strong recommendation can be made for maintenance to extend the life of urban trees.

Increased tree care maintenance operations can have immediate returns because over three-quarters of existing trees have adequate canopy size to produce an environmental benefit. Allowing the annual loss of canopy cover in the urban forest to continue will mean an irretrievable loss. For example, implementing recognized tree preservation methods at construction sites would reduce annual tree cover loss. At current rates of tree mortality, over one-half the existing canopy cover could be gone in as little as 30 years.

Increased tree maintenance offers the most significant immediate opportunity to maximize the environmental benefits provided by trees.

In the survey by the National Urban Forestry Council, most street trees were rated in good condition when small. The same survey found the average street tree died by 32 years of age. Many recently planted street trees are failing to become healthy, established urban trees because of the lack of adequate maintenance.

Unnecessary removal and planting costs will be incurred in future years if adequate tree care maintenance is not provided to urban trees. These costs are often incurred without the aesthetic and environmental benefits associated with urban trees when there is scheduled, routine maintenance.

Research by urban forestry specialists ACRT, Inc., for a major mid-western city estimated that each dollar invested in a program of routine tree care maintenance yielded a seven-dollar increase in the ISA formula computed value of the street trees after five years (Figure 2).

Conclusions:

Increased tree planting has a great *future* potential to make an impact on global climate change, the urban environment and to replace trees lost from the existing forest. Routine, planned maintenance of these newly planted trees is needed now to offset stresses of the urban sites and to extend their longevity. Without adequate maintenance, many urban trees will die before their positive impacts on our environment are realized.

Properly maintained trees - over 20 years old - in our urban forest are producing significant measurable impacts on global climate change, air pollution, and energy conservation.

Increased tree maintenance offers the most significant immediate opportunity to maximize the environmental benefits provided by trees.

References

- Akbari, H., J. Huang, P. Martien, L. Rainer, A. Rosenfeld and H. Taha. 1988. "The impact of summer heat islands on cooling energy consumption and global CO₂ concentration.. Proceedings of ACEEE 1988 Summer Study on Energy Efficiency in Buildings. 5:11-23. Asilomar, CA, August, 1988.
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- Heisler, Gordon M. 1990. "Tree plantings that save energy," Make Our Cities Safe for Trees: Proceedings of the Fourth Urban Forestry Conference. Washington, DC: American Forestry Association. pp. 58-62.
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- Ulrich, Roger S. 1990. "The Role of Trees in Well-being and Health," Make Our Cities Safe for Trees: Proceedings of the Fourth Urban Forestry Conference. Washington, DC: American Forestry Association. pp. 25-30.

Participating Organizations

The National Arborist Association, Inc.

The Meeting Place Mail
Route 101, P.O. Box 1094
Amherst, NH 03031-1094
1-800-733-2622
FAX: (603) 672-2613
Robert Felix, Executive Vice-President

The NAA, founded in 1938, is the only national non-profit organization devoted to commercial arboriculture. The purpose of the NAA is to bring together firms engaged in the profession of arboriculture; to promote recognized and accepted tree care practices; to advance the interests of the shade tree preservation industry; to collect, preserve, and disseminate valuable information relating to the business of arboriculture; to encourage sound and useful legislation; to maintain good ethics and standards of practice in the profession; and, to foster a spirit of harmony and cooperation among members and throughout the industry. The NAA has over 1000 active member firms and 100 associate member firms across the United States.

The International Society of Arboriculture

P.O. Box 908
Urbana, IL 61801
(217) 328-2032
FAX: (217) 328-7483
William Kruidenier, Executive Director

The ISA is a scientific and educational non-profit organization devoted to the dissemination of knowledge in the care and preservation of shade and ornamental trees. It was founded in 1924. Today, the Society has over 6000 members in twenty-five regional and state chapters. There are four chapters in Canada and three in Europe. Five special interest groups with separate officers, bylaws, newsletters and educational programs are organized within the Society to satisfy specialized and regional interests.

ACRT, Inc. - Environmental Specialist

~~227 N. Depeyster Street, P.O. Box 219~~
Kent, Ohio 44240-0219
~~(216) 673-8272~~
~~FAX: (216) 673-3205~~
Richard Abbott, President:

2562 Bailey Rd. POB 401
Cuyahoga Falls, Oh 44221
330-945-7500
330 945-7200

ACRT provides consulting and technical services pertaining to trees, vegetation and the environment. Principal services are urban forestry consulting; computer software for tree inventory systems; research on pesticides, tree growth regulators, groundwater, wetlands, and introductory and advanced training in tree care, utility line clearing, and pesticide safety.

California Office - ACRT
Michael Weidner
801 S. Fairmont Ave. Suite 7
Lodi, CA 95240
209-367-4196 Fax 209-367-4194

Continued w/ discussion

CIT OF LOS ANGELES SPEAKER CARD

Date 1/8/2007

Council File No., Agenda Item, or Case No. # 3

I wish to speak before the ADPS & NEMPH & ADPS EMTE
Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? () For proposal (X) Against proposal () General comments

Name: A.M. MPA

Business or Organization Affiliation: FOCUS

Address: P.O. Box 1711, Santa Monica, CA 90406
Street City State Zip

Business phone: (310) 439-6398 Representing: Focus

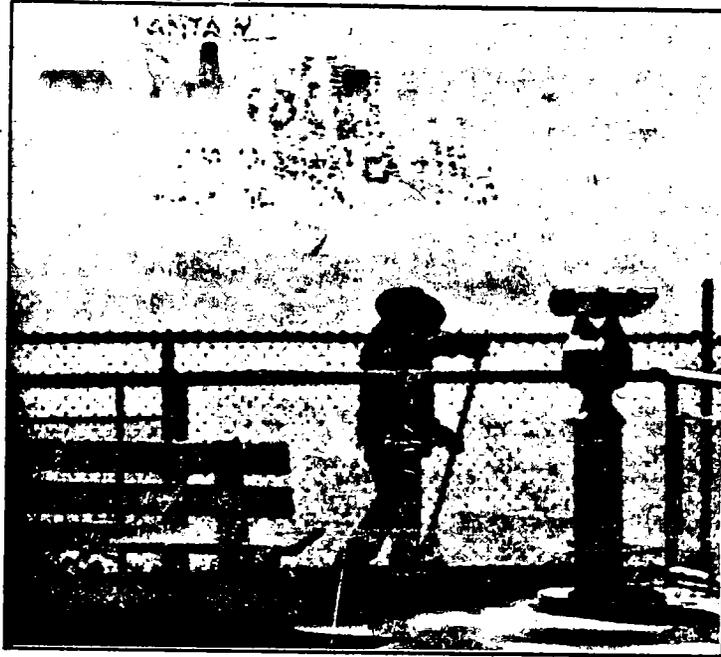
CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW: []

Client Name: Phone #:

Client Address: Street City State Zip

Please see reverse of card for important information and submit this entire card to the presiding officer or chairperson.

Death in the Air



KEN LUBAS / Los Angeles Times

A gardener works in shadow of Griffith Park Observatory with the downtown skyline barely visible through a layer of smog.

A new study estimates that about 64,000 people in 239 U.S. metropolitan areas are dying annually from breathing particulates, considered the most deadly form of air pollution. Here are the top cities and their estimated particulate-related death tolls:

AREA	ANNUAL DEATHS
■ Los Angeles-Long Beach	5,873
■ New York	4,024
■ Chicago	3,479
■ Philadelphia	2,599
■ Detroit	2,123
■ Riverside-San Bernardino	1,905
■ San Francisco-Oakland	1,270
■ Pittsburgh	1,216
■ St. Louis	1,195
■ Cleveland	1,161
■ Phoenix	1,110
■ Anaheim-Santa Ana	1,053
■ San Diego	999

Source: U.S. Environmental Defense Council

Air Purification. Plants can and do function as air cleansing agents. Street trees can reduce dust-particle count by as much as 75 percent, when compared with streets with no trees. The moist and hairy surfaces of leaves trap the dust particles and hold them until rain washes them to the ground. Other pollutants such as ozone, sulfur dioxide, fluoride, and some nitrous oxides are absorbed by plants and thus taken out of the air we breathe. Through the process of photosynthesis, plants give off oxygen which is vital to the survival of humans and other animals. □

LARGE STREET TREES & REDUCTION OF PARTICULATE AIR POLLUTION:

WHEN LARGE TREES ARE DESTROYED & REPLACED BY SMALL, 24 INCH BOX SIZE TREES, THERE'S A 20 YEAR LAG TIME BEFORE THE REPLACEMENT TREE IS AN EFFECTIVE AIR CONDITIONER AND CATCHES LARGE AMOUNTS OF CANCER CAUSING PARTICULATES.

Haques J. Pinkard ("Trees—Regulators of the Environment," *Soil Conservation*, October 1970, p. 56) suggests that the daily evaporation from a single tree can produce the cooling effects of a million British thermal units, the equivalent of 10 room-size air-conditioners operating 20 hours a day.

It has been estimated that a large beech consumes the carbon dioxide of the air of two homes per day, and that a city-dweller may require the photosynthetic results of over 75 trees to offset the CO₂ of his daily activities (heating a dwelling, driving a car, etc.); Bernatsky, *op. cit.*, and estimates by Karl Wolfgang Boer, reported by the American Forest Institute, 1971.

Trees control temperature, air flow, and moisture content; remove air-borne dirt, sand, fly ash, dust, pollens, smoke, odors, fumes. Aloys Bernatsky has reported ("The Performance and Value of Trees," *Anthos*, Year 8, NO. 1, 1969, p. 26) that between 10,000 and 12,000 particles of dust per unit of air were found adjacent to streets without tree plantings; in the same section of town 3,000 particles were found on streets with trees.

See M. Prodan, *Forest Biometrics* (New York: Pergamon Press 1968), pp 341-349. It may be seen that exponential growth is just one possible approximation to tree growth. Further, trunk growth, girth, etc., do not always grow proportionately.

International Shade Tree Conference, *Shade Tree Evaluation*, Department of Horticulture, Ohio State University (Wooster, Ohio: Collier Printing Company, 1965).

Treeland Nursery Co. Estimates of value are based on quotes for sizes ranging from 1 gal. cans to 36" boxes, e. g., 24" box = \$135 (\$90 wholesale) plus \$15 labor for installation; 36" box = \$300 (\$255 wholesale) plus \$75 labor. Keeline-Wilcox Nurseries' current price list shows a retail price \$15 to \$40 higher.

Information we have used to make our calculations is not well-developed, so we are conservative in our estimates. For instance, while we did estimate maintenance costs for trees once they were installed, we also did not include carbon dioxide/oxygen or ecological benefits (habitation for wildlife; mulch, and humus from leaf drop), nor did we calculate the pollution costs of power utilization when operating the equivalent air conditioners. Subsequent calculations should attempt to account for these additional costs and benefits.

That is, the planner or builder does not manifest a concern for the benefits after 50 years, at which time the occupant or use of the site will probably have changed.

See F. Jorgensen, "Traditional Calculations for Economic Planning of Forest Management," in A. Svendsrud, ed., *Readings*

in *Forest Economics* (Oslo: Universitetsforlaget, 1969). Similar calculations are used for the determination of optimum cutting times in the case of tree farming.

We do not suggest that all design solutions should specify full-grown trees. Including young trees in an initial planting permits one to include a time element in the design, where observed growth itself is an esthetic enjoyment. Other design considerations may dictate trees of a certain height or form, which, when surpassed, will require their being removed.

While it is agreed that absorption of carbon dioxide is beneficial, benefits of contributing to the oxygen supply are less clear. See for instance, Wallace Broecker, "Enough Air," *Environment*, 12 (November, 1970), pp. 26-31.

Wilfrid Bach, "Steps to Better Living on the Urban Heat Island," *Landscape Architecture*, Vol. 61 (January, 1971), p. 137.

Ibid.

With increased demand for big trees, planting rigs will probably be devised to transport and plant several trees this size at one time, reducing costs and expanding landscape architects' productivity.

FOCUS

POST OFFICE BOX 1711
SANTA MONICA, CA 90406
(310)459-6398

5/9/96

Grit in L.A. Air Blamed in 6,000 Deaths Yearly

By MARLA CONE
TIMES ENVIRONMENTAL WRITER

Nearly 6,000 residents of Greater Los Angeles, and 64,000 people in major American cities, may be dying annually from lung or heart problems aggravated by breathing the gritty air pollution known as particulates, according to a study released Wednesday by a national environmental group.

The microscopic particles are considered by health experts to be the deadliest air pollutant, yet this is the first time that anyone has tried to quantify the threat nationally and from city to city.

In 239 U.S. metropolitan areas, the Natural Resources Defense Council says cardiopulmonary deaths from particulates exceed the toll from auto accidents, as well as from AIDS and breast cancer combined. The group used Harvard and American Cancer Society research and Environmental Protection Agency pollution data to make its estimate.

The tiny pieces of pollution, spewed from diesel trucks, cars, dusty roads, power plants and an

Please see AIR, A26

USDA Forest Service researchers have reported that transpiration from a single tree may produce 600,000 Btu's per day for cooling. This is equivalent to five average-size room air conditioners running approximately 20 hours per day. Another report indicates that a single tree may be equivalent to nine air conditioners.

Further, it has been estimated that well watered vegetation, mainly trees, would reduce air temperature on a hot day by about 7 degrees F. Differences in temperature between a surface exposed to the sun and one protected under a canopy of trees, may greatly exceed this figure. The effect of dense shade from trees in reducing the maximum temperature within a house has been reported to be as much as 20 degrees F.

AIR: Particulates Blamed in High Number of Deaths

Continued from A1
array of other sources, are small enough to lodge in lungs and aggravate respiratory and heart disease. They also are responsible for the dirty, opaque haze that often blankets the Los Angeles Basin.

Scientists unassociated with the group's project commended the death calculations as reasonable, even conservative, based on their own research.

"They used assumptions that would not give them extreme highs. In fact, they used ones that would maybe bias it a little downward," said C. Arden Pope, a Brigham Young University epidemiologist who co-authored the Harvard studies and others that found particulate pollution increases premature deaths. "These numbers seem to be a fairly reasonable, literal interpretation of the science as it exists today."

In recent research led by the Harvard School of Public Health, Pope and other scientists concluded after tracking the health of thousands of people in six cities that particulates shorten lives by one to three years. The biggest risk is faced by the elderly and people afflicted with asthma, angina, pneumonia or other lung and heart ailments.

Six California urban areas topped the nation in the death rate per capita blamed on particulates in the study released Wednesday. The worst was the Visalia area and the Riverside-San Bernardino region, which have the nation's most severe concentrations of the pollution, trailed closely by Bakersfield, Fresno, Stockton and the Los Angeles-Long Beach metropolitan area.

And in total numbers of deaths linked to particulates, the Los Angeles-Long Beach area led the nation, followed by New York, Chicago and Philadelphia. The Anaheim-Santa Ana metropolitan area, San Diego and San Francisco were not far behind.

Taking the most conservative fatality rate found in the Harvard-American Cancer Society study, the environmental group blamed the pollutant for 6.5% of the 980,000 annual deaths from pulmonary and heart ailments in the studied cities. The percentage varied from city to city based on their air quality. Los Angeles was assigned a much higher rate—17% of cardiopulmonary deaths linked to the pollution.

Pope called the death toll estimates "quite large" compared to other health threats. The mortality estimated from particulates in greater Los Angeles is four times the number who died from auto accidents. Nationally, about 54,000 people die annually in traffic wrecks.

"Over 64,000 [annual deaths] for these metropolitan areas—that is really quite substantial, especially for something as nonvoluntary as [breathing] air pollution," Pope said.

The study comes as the Clinton administration is debating how to revise the EPA's nine-year-old health standard for particulates, and as the Los Angeles region's air board contemplates new efforts for cleaning up the pollution.

Several recent scientific studies,

especially the Harvard work, have indicated that the EPA's current standard is not stringent enough to safeguard public health. The EPA faces a court order to revise it by January.

"Clearly, current health standards are not protecting thousands of people from the deadly consequences of particulate air pollution," said Deborah Sheiman Shprontz, author of the Natural Resources Defense Council report. "The single most important public health decision facing EPA this year is whether to establish new air quality standards for fine particles."

Mary Nichols, assistant administrator of the EPA, said the agency later this year will propose new limits that will probably focus on ultra-fine particles. Particles smaller than 2.5 microns, a fraction of the diameter of a human hair, are the most hazardous and come mostly from cars and trucks and other equipment burning fossil fuels.

The environmental group said 5,000 to 38,000 deaths per year could be prevented by the changes the EPA is considering, depending on how tough a standard the agency chooses. The issue is controversial because of the economic impact of tough cleanup measures, especially for diesel trucks, cars, coal-burning power plants and factories.

Particulate pollution in Los Angeles, Orange, Riverside and San Bernardino counties has remained about the same or declined slightly in the past 10 years, despite efforts to clean up the air, according to data from the South Coast Air Quality Management District.

This summer, the AQMD is expected to unveil a decade-long strategy for reducing the particles in the four-county region to achieve the health standard. It will trigger a new emphasis in California pollution control that moves beyond the traditional attack on ozone, the main ingredient of smog.

Techniques used by the environmental group were reviewed by several scientists, including Harvard researcher Joel Schwartz and Ballus Walker, a Howard University professor of environmental medicine.

Walker said NRDC "chose the best available scientific methods. . . . Here there is little about which to quibble."

Health experts are puzzled as to why death rates apparently go up with airborne levels of the smallest particulates. They suspect it adds an additional stress to lungs and hearts that are already compromised. However, the culprit might not be the particles themselves, but something they carry deep into the lungs, such as toxic chemicals.

Still, Pope and Harvard epidemiologist D. W. Dockery reported in 1994 that there is little doubt that the particles do increase premature deaths in a substantial amount.

"Air pollution isn't as bad as cigarette smoking, but it's the same kind of thing," Pope said. "It's simply not good for your lungs to breathe this stuff and over long enough periods of time, for many people, it has substantial consequences, and that's what this study suggests."

2

REPORT FROM
RECEIVED
CITY CLERK'S OFFICE



THE DEPARTMENT ON DISABILITY

01 JAN -3 AM 10:18

CITY CLERK

TO: BY _____ THE HONORABLE CITY COUNCIL	DATE NOVEMBER 14, 2000
REFERENCE:	COUNCIL FILE 00-0292
SUBJECT: PROPOSED STRATEGIC PLAN TO IMPLEMENT A SIDEWALK REPAIR AND CONSTRUCTION PROGRAM IN CONJUNCTION WITH THE CITY'S INSTALLATION OF CURB RAMPS AS REQUIRED BY THE AMERICANS WITH DISABILITIES ACT	

RECOMMENDATIONS

That the Arts, Health and Humanities Committee adopt this report and the attached proposed Council Resolutions:

- A. Endorsing the construction and/or repair of sidewalks, both between existing curb ramps, and where new curb ramps are installed; and
- B. Endorsing the City's assumption of responsibility for the permanent repair of public sidewalks from property owners.

BACKGROUND

On February 25, 2000, the City Council passed a motion introduced by Councilmember Padilla - "Strategic Plan to Implement a Sidewalk Repair and Construction Program That Will Link the City's Plans to Implement Americans with Disabilities Act Curb-Cuts." The City Council directed that a strategic plan be developed which articulates how the City will "connect the cuts" by implementing a sidewalk repair and construction program which also will interface with the City's plans to construct curb ramps.

The provisions of the California Streets and Highways Code and the Los Angeles Municipal Code designate the property owner as the responsible party for sidewalk repairs. However, the Municipal Code exempts homeowners from responsibility for sidewalk repairs caused by tree root growth and places this responsibility for such repairs with the City.

Since 1976 (when the City stopped receiving federal funding for the purpose), the City has performed only temporary asphalt sidewalk repairs and does no permanent concrete sidewalk repair work or new construction. According to a Bureau of Street Services estimate, this has resulted in 4,620 linear miles of sidewalk needing repair throughout the City due to tree root growth, earthquake damage and natural wear and tear.

ARTS HEALTH & HUMANITIES
PUBLIC WORKS

EXECUTIVE DIRECTOR, DEPARTMENT ON DISABILITY

JAN 3 2001

PROPOSED STRATEGIC PLAN TO IMPLEMENT A SIDEWALK REPAIR AND CONSTRUCTION PROGRAM IN CONJUNCTION WITH THE CITY'S INSTALLATION OF CURB RAMPS AS REQUIRED BY THE AMERICANS WITH DISABILITIES ACT - 11/14/00

Title II of the Americans with Disabilities Act (ADA) does not require local government entities to address "path of travel" along municipal sidewalks, but does mandate access to public sidewalks through installation of curb ramps. The ADA establishes priorities for the installation of such curb ramps (e.g., along transportation corridors, adjacent to government centers, schools, hospitals and places of employment). It should be noted; however, that residential areas are also listed, but as the lowest priority. The City has followed these priorities in implementing the three-year time line (06-30-02) set forth in the Public Sidewalk Program component of the revised ADA Self-Evaluation and Transition Plan for constructing 21,600 curb ramps.

In November, 1998, voters rejected Proposition JJ which would have provided \$550,000,000 over 20 years for construction of ADA-mandated curb ramps as well as the repair of City sidewalks. In June, 1999, Council voted to fund the first year of the curb ramp program, \$8.2 million to construct 7,200 curb ramps (21,600 needed). In June, 2000, funding was appropriated for the second year with a commitment from the Mayor to budget money to complete the work in the third year of the program. In contrast, Council allocated \$4.5 million for the current fiscal year to fund 26.5 miles (540 needed) of sidewalk repair and no commitment in subsequent years.

DISCUSSION

Many individuals with disabilities - including a significant number of older residents - have expressed concern that while able to access sidewalks via curb ramps, they are unable to traverse those sidewalks due to cracked and broken pavement resulting from decades of neglect. The average City resident believes it is a "typical waste of tax dollars" to construct thousands of new curb ramps to provide access to sidewalks which are obviously in serious disrepair.

A second concern is the City's liability resulting from numerous "trip and fall" accidents. It is estimated that the City pays out between \$2 and \$3 million in damages annually to settle such claims.

Street Services believes, based on the aforementioned priorities, that approximately 540 miles of sidewalk repair and new construction is needed. The Bureau assumes that half of all sidewalks within the ADA priority areas would need to be repaired.

The cost to repair/construct 540 miles of sidewalk is approximately \$83 million over four years, adjusting for an inflation rate of 4%. This figure (assuming repair of half of all sidewalks in priority areas), includes the trimming of 64,800 trees and planting of 11,900 new trees. Hiring 12 sidewalk repair crews, eight tree trimming and tree planting crews (231 employees) would occur during year one. Seventeen sidewalk repair crews, 10 tree trimming and tree planting crews (309 employees) would be hired

PROPOSED STRATEGIC PLAN TO IMPLEMENT A SIDEWALK REPAIR AND CONSTRUCTION PROGRAM IN CONJUNCTION WITH THE CITY'S INSTALLATION OF CURB RAMPS AS REQUIRED BY THE AMERICANS WITH DISABILITIES ACT - 11/14/00

in years two through four. One six-person administrative crew, funded in this four year period, is also contemplated.

The Bureau of Street Services is exploring alternate funding sources to finance the above sidewalk repair work. The following options are being considered:

- ◆ **STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)** - Approximately \$150 million in new funding is available to the region over the next four fiscal years from the Local/State Call for Projects. Funds are earmarked for design and right-of-way costs in the first year, with the remaining three years set-aside for construction. The City could prepare an application for a \$50 million Pedestrian Improvement Program with construction commencing in 2001-02 through 2003-04. If approved, this program would fund 323 miles of sidewalk repairs.
- ◆ **COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) SIDEWALK REPAIR PROGRAM** - This program is included in the 2000-01 Budget. A total of 26 miles of sidewalk will be repaired provided that the ADA priority areas meet the low to moderate income census tract requirements identified in this program. Assuming only half of the priority area locations qualify, only 13 miles of sidewalk repairs would be completed.
- ◆ **TRANSPORTATION DEVELOPMENT ACT** - Funds from the Federal Department of Transportation totaling \$1.7 million would support approximately 11 miles of sidewalk repairs.
- ◆ **SAFE ROUTES TO SCHOOLS** - Approximately \$1 million is available for sidewalk repairs and an additional \$3 million is available for construction of new sidewalks from California's Hazards Elimination Safety Fund. It is unlikely construction funds for new sidewalks would coincide with ADA priorities since most of the work scheduled is contemplated for unimproved areas of the City. Assuming half of the available \$1 million does coincide with ADA priority areas, an additional six miles of sidewalk repairs could be funded.
- ◆ **TARGETED NEIGHBORHOOD INITIATIVE (TNI)** - No funds are being considered from this source due to the requirement that neighborhood community groups determine the type of work to be performed in their areas.
- ◆ **ASSESSMENT DISTRICTS** - While it should be mentioned as an option, since passage of Proposition 218 it appears extremely unlikely that property owners, particularly those not actually residing in the area, would support the imposition of an assessment district.

PROPOSED STRATEGIC PLAN TO IMPLEMENT A SIDEWALK REPAIR AND CONSTRUCTION PROGRAM IN CONJUNCTION WITH THE CITY'S INSTALLATION OF CURB RAMPS AS REQUIRED BY THE AMERICANS WITH DISABILITIES ACT - 11/14/00

Assuming all of the above funding sources are available and approved, there is still a shortfall of approximately \$29 million to repair the remaining 187 miles of City sidewalks within the ADA priority areas.

Financial considerations notwithstanding, it is apparent that the City should consider adopting two proposed Council Resolutions (attached) which address this serious situation. These resolutions:

1. Endorse the construction and/or repair of sidewalks, both between existing curb ramps, and where new curb ramps are installed;
2. Endorse the City's assumption of responsibility for the permanent repair of public sidewalks from property owners.¹

CONCLUSION

In order for Los Angeles to be considered truly accessible to persons with disabilities, there must be a similar commitment by the City to improve the sidewalks which connect ADA-mandated curb ramps as there was to fund construction of those curb ramps. The City has not undertaken permanent sidewalk repairs since 1976. Two and a half decades of neglect have left sidewalks cracked, broken and difficult, if not impossible for persons with mobility limitations to navigate. Such neglect has also led to significant liability for the City resulting in millions of tax-payer dollars being spent to settle injury claims on an annual basis. Given these circumstances, the Department on Disability - in conjunction with the Department of Public Works, Bureau of Street Services - recommends the adoption of this report including the attached proposed resolutions.

If there are any questions or concerns regarding this matter, please contact me at (213) 485-6334, or Gregory L. Scott at (213) 485-5681.

SHM:MP:bjh

Attachments

[ConnectTheCuts.doc]

¹ (Assuming this responsibility from residential property owners only is an additional option.)

DRAFT RESOLUTION 00-01

WHEREAS, the City of Los Angeles is in the process of constructing nearly 22,000 curb ramps in high priority areas as defined in Title II of the Americans with Disabilities Act (ADA); and

WHEREAS, the ADA requires the accessibility of public sidewalks, but does not address "path of travel" on those sidewalks (e.g., sidewalks which may be cracked, broken, buckled, and/or otherwise difficult to navigate); and

WHEREAS, in some priority areas, there are no sidewalks between curb ramps; and

WHEREAS, the result of over two decades of neglect is a public sidewalk system which is virtually impossible for persons with mobility disabilities, children and many older residents to safely traverse; and

WHEREAS, it is in the best interests of the residents of the City of Los Angeles - including individuals with mobility disabilities, children and older persons - to have smooth, unbroken and well-maintained sidewalks; and

NOW THEREFORE BE IT RESOLVED, with the concurrence of the Mayor, that it shall be the policy of the City of Los Angeles to construct new sidewalks and/or repair old sidewalks, both between existing curb ramps, and where new curb ramps are installed.

PRESENTED BY

Alex Padilla
Councilmember, 7th District

SECONDED BY

DRAFT RESOLUTION 00-02

WHEREAS, the City of Los Angeles is in the process of constructing nearly 22,000 curb ramps in high priority areas as defined in Title II of the Americans with Disabilities Act (ADA); and

WHEREAS, the ADA requires the accessibility of public sidewalks, but does not address "path of travel" on those sidewalks (e.g., sidewalks which may be cracked, broken, buckled, and/or otherwise difficult to navigate); and

WHEREAS, the result of over two decades of neglect is a public sidewalk system which is virtually impossible for persons with mobility disabilities, children and many older residents to safely traverse; and

WHEREAS, the provisions of the California Streets and Highways Code and the Los Angeles Municipal Code designate the property owner as the responsible party for sidewalk repairs; and

WHEREAS, it is in the best interests of the residents of the City of Los Angeles - including individuals with mobility disabilities, children and older persons - to have smooth, unbroken and well-maintained sidewalks; and

NOW THEREFORE BE IT RESOLVED, with the concurrence of the Mayor, that it shall be the policy of the City of Los Angeles to assume responsibility for the permanent repair of public sidewalks from property owners.

PRESENTED BY

Alex Padilla
Councilmember, 7th District

SECONDED BY

36

ARTS, HEALTH & HUMANITIES COMMITTEE
Report Communication for Signature

Rule 70

Council File Number 00-0292

Committee Meeting Date 7-24-00

Council Date 9-20-00

COMMITTEE MEMBER	YES	NO	ABSENT
COUNCILMEMBER WALTERS, CHAIR	✓		
COUNCILMEMBER BERNSON			✓
COUNCILMEMBER PADILLA			✓

Remarks Note & File St. Svcs. report (to Dept. of Disability) received in Committee on Sidewalk repair & CONSTR. Plan

Alan Alietti, Legislative Assistant I ---- Telephone 485-4836

Item # 36

Council mtg 9/27/00

Referred to A H & H
Committee

ARTS, HEALTH AND HUMANITIES COMMITTEE

MONDAY, DECEMBER 11, 2000

ROOM 316, CITY HALL - 2:00 PM
200 N. MAIN ST., LOS ANGELES, CA 90012

MEMBERS: COUNCIL MEMBER RITA WALTERS, CHAIR
COUNCIL MEMBER HAL BERNSON
COUNCIL MEMBER ALEX PADILLA

(Alan Alietti - Legislative Assistant - 213-485-4836)

Note: Assistive listening devices are available at the meeting; upon 72 hour advance notice, other accommodations, such as sign language interpretation, and translation services will be provided. Contact the Legislative Assistant listed above for the needed services. TDD available at (213) 485-4735.

00-0292 ⁽¹⁾ Communication from Arts, Health and Humanities Committee to Council relative to noting and filing communication from Bureau of Street Services as transmitted to/by Department on Disability relative to strategic plan to implement a Sidewalk Repair and Construction Program.

Fiscal Impact Statement Submitted: No

DISPOSITION Cont. (OARS & CLA to report); DOD to
(2) transmit 11-14-00 report)

99-1558
CD 4 Communication from Office of Administrative and Research Services (OARS) relative to the Los Angeles Zoo Stormwater Study Contract Amendment. (Also referred to the Environmental Quality and Waste Management Committee.)

Fiscal Impact Statement Submitted: Yes, by OARS.

DISPOSITION _____

(3)

CONTINUED FROM 07-19-00 & 08-02-00

00-0456 Communications from (1) the Chief Legislative Analyst (CLA) and (2) the CLA and the City Administrative Officer (CAO) relative to implementation of the Proposition 12 Program, pursuant to Motion (Ridley-Thomas - Feuer). (Also referred to Arts, Health and Humanities; Personnel; Budget and Finance Committees; and Ad Hoc Committee on Children, Youth and Their Families.)

Fiscal Impact Statement Submitted: Yes, by CLA, and CAO and CLA.

DISPOSITION _____

(4)

00-0456-
S1 & S2 Communications from the Chief Legislative Analyst (CLA)
relative to the Proposition 13 City-State Communication
Strategy and Implementation Plan. (Also referred to
Commerce, Energy and Natural Resources; Arts, Health and
Humanities; and Public Works Committees.)

Fiscal Impact Statement Submitted: Yes, by CLA.

DISPOSITION _____

(5)

96-2142
CD 7 Communication from the Department of Recreation and Parks
relative to the status of repairs at Ritchie Valens Park.

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(6)

00-2350 Motion (Goldberg - Ferraro) relative to changing the name of
the Silver Lake Recreation Center to the "Edward H. Fickett
Community and Recreation Center".

DISPOSITION _____

(7)

98-1253 Communication from Department of Recreation and Parks relative
to progress report on Lead-Based Paint Control Program (July 1,
2000 to September 30, 2000).

DISPOSITION _____

(8)

CONTINUED FROM 11-13-00

98-1474 Communication from Department of Building and Safety relative
to Supergraphics Task Force Report. (Also referred to Planning
and Land Use Management, and Public Safety Committees.)

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(9)

CONTINUED FROM 11-13-00

00-1847 Community Redevelopment Agency (CRA) to report relative to
incorporating CRA's Public Art Program under the direction of
the Cultural Affairs Department's Public Art Program.

DISPOSITION _____

For Wed. SEPT. 20, 2000

COMMUNICATION TO CITY CLERK FOR PLACEMENT ON NEXT REGULAR COUNCIL AGENDA TO BE POSTED #67

TO: LOS ANGELES CITY COUNCIL

File No. 00-0292 SEP 15 2000

FROM: COUNCIL MEMBER RITA WALTERS, CHAIR
ARTS, HEALTH AND HUMANITIES COMMITTEE

Public Comments Yes No
_____ XX

COMMUNICATION FROM CHAIR, ARTS, HEALTH AND HUMANITIES COMMITTEE relative to strategic plan to implement a Sidewalk Repair and Construction Program, pursuant to Motion (Padilla - Wachs - Walters - Chick).

Recommendations for Council action:

NOTE and FILE accompanying communication from Bureau of Street Services (BOSS) as transmitted to/by Department on Disability (DOD) relative to strategic plan to implement a Sidewalk Repair and Construction Program, pursuant to Motion (Padilla - Wachs - Walters - Chick), inasmuch as the report is for informational purposes only and no Council action is required:

Fiscal Impact Statement: Not applicable.

Summary:

In its transmittal to the DOD dated April 19, 2000, BOSS presents a strategic plan to "connect the cuts" by implementing a Sidewalk Repair and Construction Program that links with the City's Americans with Disabilities Act (ADA) Curb Cut Program. BOSS estimates that the cost to remove and replace 540 miles of sidewalk citywide is estimated at \$83 million over four years, adjusting for an inflation rate of four percent per year. However, BOSS could only identify a potential \$10.8 million for a Sidewalk Repair and Construction Program.

At its regular meeting held July 24, 2000, the Arts, Health and Humanities Committee Chair discussed this matter with DOD and BOSS staff. BOSS reports that additional alternatives were being explored which may yield increased funding for a Sidewalk Repair and Construction Program that will "connect the cuts" of the ADA Curb Cut Program.

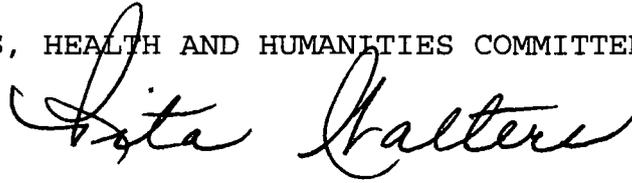
RG DOD reports that BOSS completed a comprehensive City-wide survey which indicated that the actual number of curb ramps (cuts) needed in "high priority" areas such as transportation corridors, government buildings, hospitals, and schools for the ADA Curb Cut Program was 21,600; and that as of March 31, 2000, a total of 3,996 curb ramps had been installed.

DOD further reports that it anticipates the installation of curb ramps in "high priority" areas to be completed by June 30, 2002. Street Services believes it can meet a three-year time line (including the current fiscal year) by completing 7,200 curb ramps annually.

At its regular meeting held July 24, 2000, the Arts, Health and Humanities Committee Chair considered this matter and recommended that Council note and file the BOSS transmittal, submitted by DOD, inasmuch as it is for informational purposes only and no Council action is required. This matter is now submitted to Council for its consideration.

Respectfully submitted,

ARTS, HEALTH AND HUMANITIES COMMITTEE CHAIR



SEP 20 2000 - Continued to Sept. 27, 2000

AA
08/25/00
H000292

SEP 27 2000 - REFERRED TO
A H & H Committee

COMMUNICATION

TO: LOS ANGELES CITY COUNCIL

File No. 00-0292

FROM: COUNCIL MEMBER RITA WALTERS, CHAIR
ARTS, HEALTH AND HUMANITIES COMMITTEE

Public Comments Yes No
 ___ XX

COMMUNICATION FROM CHAIR, ARTS, HEALTH AND HUMANITIES COMMITTEE relative to strategic plan to implement a Sidewalk Repair and Construction Program, pursuant to Motion (Padilla - Wachs - Walters - Chick).

Recommendations for Council action:

NOTE and FILE accompanying communication from Bureau of Street Services (BOSS) as transmitted to/by Department on Disability (DOD) relative to strategic plan to implement a Sidewalk Repair and Construction Program, pursuant to Motion (Padilla - Wachs - Walters - Chick), inasmuch as the report is for informational purposes only and no Council action is required:

Fiscal Impact Statement: Not applicable.

Summary:

In its transmittal to the DOD dated April 19, 2000, BOSS presents a strategic plan to "connect the cuts" by implementing a Sidewalk Repair and Construction Program that links with the City's Americans with Disabilities Act (ADA) Curb Cut Program. BOSS estimates that the cost to remove and replace 540 miles of sidewalk, citywide is estimated at \$83 million over four years, adjusting for an inflation rate of four percent per year. However, BOSS could only identify a potential \$10.8 million for a Sidewalk Repair and Construction Program.

At its regular meeting held July 24, 2000, the Arts, Health and Humanities Committee Chair discussed this matter with DOD and BOSS staff. BOSS reports that additional alternatives were being explored which may yield increased funding for a Sidewalk Repair and Construction Program that will "connect the cuts" of the ADA Curb Cut Program.

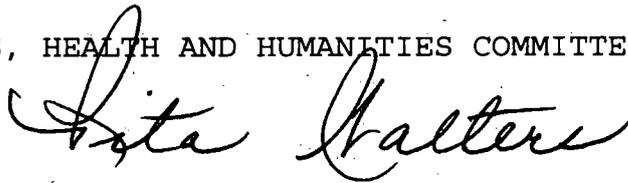
DOD reports that BOSS completed a comprehensive City-wide survey which indicated that the actual number of curb ramps (cuts) needed in "high priority" areas such as transportation corridors, government buildings, hospitals, and schools for the ADA Curb Cut Program was 21,600; and that as of March 31, 2000, a total of 3,996 curb ramps had been installed.

DOD further reports that it anticipates the installation of curb ramps in "high priority" areas to be completed by June 30, 2002. Street Services believes it can meet a three-year time line (including the current fiscal year) by completing 7,200 curb ramps annually.

At its regular meeting held July 24, 2000, the Arts, Health and Humanities Committee Chair considered this matter and recommended that Council note and file the BOSS transmittal, submitted by DOD, inasmuch as it is for informational purposes only and no Council action is required. This matter is now submitted to Council for its consideration.

Respectfully submitted,

ARTS, HEALTH AND HUMANITIES COMMITTEE CHAIR

A handwritten signature in cursive script, reading "Rita Walters". The signature is written in black ink and is positioned below the typed name of the committee chair.

ARTS, HEALTH AND HUMANITIES COMMITTEE
SUGGESTED NOTIFICATION OF COUNCIL ACTION

Council File No. 00-0292

Petitioner/Communicant _____

Council Member(s) _____

Mayor (with/without file)

City Administrative Officer

Chief Legislative Analyst

City Attorney

Controller

Department of Recreation and Parks

Community Redevelopment Agency

Library Department

Library Commission

Department of Cultural Affairs

Department of Aging

Community Development Department

Mayor's Office On Disabled

Mayor's Office of Criminal Justice Planning

Department on Disability

Bur. of Street Services

J. MICHAEL CAREY
City Clerk

CITY OF LOS ANGELES
CALIFORNIA



Office of the
CITY CLERK
Council and Public Services
Room 615, City Hall
Los Angeles, CA 90012
Council File Information - (213) 485-5703
General Information - (213) 485-5705

When making inquiries
relative to this matter
refer to File No.

RICHARD J. RIORDAN
MAYOR

00-0292

August 28, 2000

ARTS, HEALTH & HUMANITIES COMMITTEE
PUBLIC WORKS COMMITTEE

In accordance with Council Rules, communication from the Bureau of Street Services relative to Strategic Plan - Sidewalk Repair and Construction Program to link curb-cuts in the City's Americans With Disability Program, was referred on August 24, 2000, to the ARTS, HEALTH & HUMANITIES COMMITTEE and PUBLIC WORKS COMMITTEE.

J. Michael Carey

City Clerk
amm



CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

RECEIVED APR 21

00-0292

(7)

DATE: April 19, 2000
TO: Sharon Morris, Director
Department of Disability
Gregory L. Scott
FROM: Gregory L. Scott, Director
Bureau of Street Services

gc

SUBJECT: STRATEGIC PLAN - SIDEWALK REPAIR AND CONSTRUCTION PROGRAM TO LINK CURB-CUTS IN THE CITY'S AMERICANS WITH DISABILITY (ADA) PROGRAM

Per Council Motion 00-0292 presented by Councilmember Alex Padilla, attached is the Bureau's Strategic Plan report for presentation to the Commission on Disability on how the City will "connect the cuts" by implementing a sidewalk repair and construction program that links with the City's ADA curb-cut program.

If there are any questions, please call me at 485-5881.

Attachment

cc: Ellen Stein, President
Board of Public Works

GLS/JAB

BY CITY CLERK
DEPUTY
RECEIVED
CITY CLERK'S OFFICE
00 AUG 24 AM 10:28

ARTS HEALTH & HUMANITIES
PUBLIC WORKS

AUG 24 2000

Received in Comm. 7/24/00 - AMCA (submitted by DOD + BOSS)

STRATEGIC PLAN TO PROVIDE SIDEWALK REPAIR AND CONSTRUCTION FOR THE AMERICANS WITH DISABILITY (ADA) PROGRAM

This report is in response to Council Motion 00-0292 from Councilmember Alex Padilla requesting the Bureau of Street Services to develop a sidewalk repair and construction strategic plan for "connecting the cuts" associated with the ADA program and for providing new sidewalk construction where none exists in between said curb cuts.

BACKGROUND

The State of California Improvement Act of 1911 provides cities the authority to require property owners to effect repairs to sidewalks abutting their property (California Streets and Highways Code). Should the property owner fail to effect such repairs, city forces are authorized to make the repairs and the property owner assessed for the cost. This was the policy of the City for over a half a century, from 1911 to 1973.

In 1973, federal funds became available to make sidewalk repairs at no cost to the property owner. In order to make use of these funds, the City Council rescinded the policy of repairing sidewalks under the 1911 Act. By 1976, these funds were exhausted and the City found itself without a sidewalk repair program. From 1976-1979 no funds were provided for sidewalk repair within the City. In 1980, the City initiated a pilot-program to reinstate the 1911 Act sidewalk repair policy. The program was subsequently halted because of a flood of protests from property owners having to pay for a perceived City service.

City policy on sidewalk repair is also set forth in the Los Angeles Municipal Code. Provisions in that Code (Section 62.104, Ordinance No. 146,040 effective July 3, 1974) exempt homeowners from the responsibility for sidewalk repairs caused by tree root growth and places this responsibility for these repairs with the City.

The 1911 Act also provides cities the authority to enforce assessment proceedings for the construction of new improvements, including sidewalks. The costs for the construction of new sidewalks rest with the property owners. Currently, the City performs only temporary asphalt sidewalk repairs and does not do permanent concrete sidewalk repairs or new construction.

In 1998, the City Council placed Proposition JJ on the ballot, which would have provided \$550 million over 20 years for construction of ADA mandated curb ramps as well as the repair of City sidewalks. As a result of the failed ballot measure, the City funded in 1999-00 approximately \$7 million in the Bureau of Street Services Budget for the repair and construction of access ramps associated with the ADA program. This program was funded with monies from the Tobacco Tax Settlement and provides for the repair and construction of 7,200 access ramps in the first year. The Bureau estimates that there are approximately 22,000 access ramps in need of repair associated with the program and that it will take 3 years to complete the work.

The ADA establishes the priorities for the installation of access ramps. Those priorities include transportation corridors, sites adjacent to government centers, schools, hospitals and places of employment. Residential areas are included, but are ranked at a lower priority. While the ADA does not require local government entities to address "path of travel" along municipal sidewalks, it does mandate accessibility to sidewalks through installation of access ramps.

PROBLEM

The Bureau estimates that there are approximately 540 miles of sidewalks linked to the ADA program that are in need of repair and new construction. This figure represents 12% of the total number of sidewalks in the City in need of repair or construction (4,620 linear miles) due to tree root growth, earthquakes, and natural wear and tear.

COSTS and FUNDING ALTERNATIVES

(The cost to remove and replace 540 miles of sidewalk is estimated at \$83 million over four years adjusting for an inflation rate of 4% per year.) For the work to be completed in four years, the Bureau would ramp up to 12 sidewalk repair crews, 8 tree trimming and tree planting crews for a total of 231 employees in the first year. Years two through four would require 17 sidewalk repair crews and 10 tree trimming and tree planting crews (309 employees). In addition to the 540 miles of sidewalk that would be repaired, approximately 65,000 trees would be trimmed and 12,000 new trees planted.

The above figures point out the magnitude of the problem and the resources required to address the problem in a four year period. All the work is to be done with City forces, however, due to the tight labor market, some of the work may need to be contracted out at a higher cost. Additionally, extending the repair program beyond four years would increase the cost due to inflation. In either case, depending upon the available funding sources, the Bureau is prepared to work with the Mayor and City Council to provide the needed services in whatever time period to provide the services at the least cost to the taxpayers of Los Angeles.

(The Bureau has identified a potential \$10.8 million for sidewalk repair. While this is a small amount compared to the estimated \$83 million required, it represents the scarcity of "special funds" available for this type of work. Additional alternatives are being explored which may result in more funding. Specifically, under the leadership of the Mayor, funds may be forthcoming from the State's \$8 billion surplus that could be used for infrastructure needs at the local level. In addition, the Mayor has a \$4.5 million package in the 2000-01 Budget that provides for 26.7 miles of ADA sidewalk repair. The Bureau is also exploring submitting two pedestrian improvement projects that will improve the "path of travel" along our sidewalks. Under development is a \$5 million Regional Improvement Program for pedestrian enhancements (sidewalks, streetscapes, trees and benches) in the downtown civic center. Another program that will address "path of travel" issues citywide is under consideration for submittal in the October 2000 STIP Local/State Call for Projects. Finally, proposals for approval by the voters are not being considered after the defeat in November 1998 of Proposition JJ.

Following are the potential funding sources to finance the \$10.8 million of sidewalk repair projects:

MAYOR'S \$4.5 MILLION SIDEWALK REPAIR PROGRAM

This program is being submitted in the Mayor's 2000-01 Budget and provides \$4.5 million for the Bureau of Street Services to repair and construct 26.7 miles of sidewalks connecting the ADA curb cuts.

CDBG SIDEWALK REPAIR PROGRAM - \$3.6 MILLION

This program has been approved as part of the Community Development Block Grant Consolidated Plan for 2000-01. A total of 20 miles of sidewalks will be repaired in low to moderate-income census tracts. All identified ADA work sites within the tracts will receive first priority. Assuming half of the locations qualify for ADA work, then approximately 10 miles of sidewalk repair would be constructed.

TRANSPORTATION DEVELOPMENT ACT - \$1.7 MILLION

Transportation Development Act funds from the Department of Transportation totaling \$1.7 could be diverted for ADA sidewalk repair and would fund approximately 11 miles of sidewalk construction.

SAFE ROUTES TO SCHOOLS - \$1 MILLION

Approximately \$1 million is available for sidewalk repairs and \$3 million for construction of new sidewalks from the State's Hazardous Elimination Safety Fund. It is unlikely that construction funds for new sidewalks qualify for ADA work since the new sidewalks must be constructed in unimproved areas. This remaining \$1 million for the repair of existing sidewalks would fund approximately six miles of sidewalk repair assuming that half of the locations and funds would be eligible for ADA repairs.

RECOMMENDATION

Assuming all of the above funding sources are available, there is still a shortfall of approximately \$72 million to repair the remaining 486 miles of sidewalks associated with the ADA program. It is therefore, recommended, that the Mayor and City Council review the existing City policy toward sidewalk repair and direct the Bureau of Street Services and the Department of Disability to continue to actively seek out additional funding sources to address this problem.

J. MICHAEL CAREY
City Clerk

CITY OF LOS ANGELES
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General Information - (213) 485-5705

RICHARD J. RIORDAN
MAYOR

00-0292

PLACE IN FILES

MAR 07 2000

DEPUTY

Councilmember Padilla
Councilmember Walters
Bureau of Street Services
Public Works Committee
Attn: B. Greaves
Board of Public Works

Councilmember Wachs
Councilmember Chick
Commission on Disability
Arts, Health and Humanities Committee
Attn: A. Alietti
Chief Legislative Analyst

RE: STRATEGIC PLAN TO IMPLEMENT A SIDEWALK REPAIR AND CONSTRUCTION PROGRAM
THAT WILL LINK THE CITY'S PLANS TO IMPLEMENT AMERICANS WITH
DISABILITIES ACT CURB-CUTS

At the meeting of the Council held February 25, 2000, the following
action was taken:

Attached report adopted.....	_____
Attached motion (Padilla - Wachs - Walters - Chick) adopted....	_____ X _____
Attached resolution adopted.....	_____
Mayor concurred.....	_____
FORTHWITH.....	_____
Ordinance adopted.....	_____
Motion adopted to approve attached report.....	_____
Motion adopted to approve attached communication.....	_____
To the Mayor FORTHWITH.....	_____
Mayor approved.....	_____
Findings adopted.....	_____

J. Michael Carey

City Clerk
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steno\000291



32

COMMITMENT ON NEXT
DATE TO BE POSTED

#68

FEB 18 2000

MOTION
"Connect the Cuts"

The City has embarked on a curb cut implementation program, funded with tobacco settlement monies, in order to meet requirements mandated by the Americans with Disabilities Act (ADA). The U.S. Department of Justice is carefully monitoring the City's compliance.

Recently, residents have brought attention to the City of instances where there have been curb cuts constructed where there is no existing sidewalks between them and also instances where there are sidewalks between the curb cuts but are in extreme disrepair.

of

For example, there are no sidewalks connected to curb cuts in Arleta (at Garber and Canterbury and Garber and Beachy), Pacoima (Northeast corner of Laurel Canyon and Kagel Canyon), Mission Hills (San Fernando and Polk) and Sylmar (Paddock and Telfair).

For next year's Fiscal City budget effective July 1st 2000, departmental plans are being proposed to implement a sidewalk repair program and ADA curb cuts. For this year's Consolidated Development Block Grant (CDBG) budget effective April 1, 2000, departmental plans are being proposed to again, implement a sidewalk repair program.

In addition, the City has organized the SafeRoutes to School Task Force (See CF 99-2342 [Padilla Motion]) to apply for \$40 million in State Department of Transportation monies to construct new sidewalks and repair existing ones along.

There are several of funds identified that follow different timeframes for allocation with regard to new sidewalks, construction of existing ones and the necessary linkages with ADA curb-cuts.

In the interests of the City's commitment to stretching existing and new resources, a strategic plan needs to be developed and implemented with regard to this very important infrastructure need—sidewalks with ADA curb cuts. It seems even more crucial for those areas of the City whose residents rely on public transportation and/or walking as the primary modes of transportation.

I THEREFORE MOVE that the City Council direct that the Department of Public Works, Bureau of Street Services prepare a strategic plan within the next 30 days that articulates how the City will *"connect the cuts"* by implementing a sidewalk repair and construction program that also will link with the City's plans to implement ADA curb-cuts and that such report be made to the Commission on Disability on how to deal with the specific situation where there may be curb cuts with no sidewalks in between and then to the Public Works and Arts, Health and Humanities Committees, respectively.

Mo.
ADOPTED

PRESENTED BY:

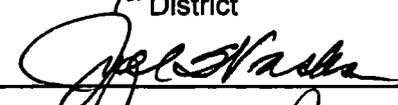


Alex Padilla, Councilmember
7th District

FEB 25 2000

LOS ANGELES CITY COUNCIL

SECONDED BY:



February 16, 2000

RB

COUNCIL VOTE

25-Feb-00 11:45:12 AM, #8

ITEM NO. (32)

Voting on Item(s): 32

Roll Call

BERNSON	Yes
CHICK	Yes
FEUER	Yes
*GALANTER	Yes
GOLDBERG	Absent
HERNANDEZ	Yes
HOLDEN	Yes
MISCIKOWSKI	Yes
PACHECO	Yes
PADILLA	Yes
RIDLEY-THOMAS	Yes
SVORINICH	Absent
WACHS	Yes
WALTERS	Yes
FERRARO	Yes

Present: 13, Yes: 13 No: 0