

REPORT

AGENDA ITEM NO. 4

DATE: August 1, 2013
TO: Energy and Environment Committee (EEC)
FROM: Alan Thompson, Senior Regional Planner, 213.236.1940, thompson@scag.ca.gov
SUBJECT: Sidewalks and the Urban Forest: Maximizing Investments for Quality of Life

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

Mr. Jeremy Klop, Fehr and Peers Associates, will present on best practices for local jurisdictions to maintain sidewalks in neighborhoods that have heavily tree-lined streets.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1, Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective c) Provide practical solutions for moving new ideas forward.

BACKGROUND:

Many neighborhoods in the SCAG region were built in the early to middle portion of the 20th century and have sidewalks that do not meet current Americans with Disability Act standards that may have shade trees with roots that make sidewalks impassible. These trees are often considered by residents to be an essential neighborhood value, providing shade, and providing a sense of character to various neighborhoods. Various strategies exist that may assist cities in maintaining/upgrading sidewalks without necessarily removing trees and allowing the neighborhood character to remain.

FISCAL IMPACT:

No Fiscal Impact.

ATTACHMENT:

PowerPoint Presentation: "Sidewalks and the Urban Forest"

Sidewalks and the Urban Forest: Maximizing our Investments for Quality of Life

Presentation to the Southern
California Association
of Governments Energy and
Environment Committee

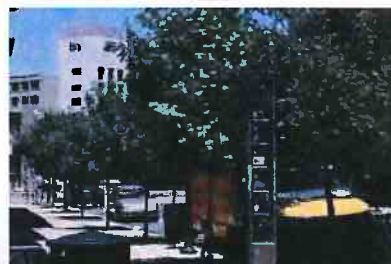
August 1, 2013

Jeremy Klop, AICP

FEHR PEERS

Benefits of the Urban Forest

- Air pollution reduction
- Shade and heat protection
- Stormwater storage
- Increased property values
- Carbon offsets



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ADA needs:

- Adequate sidewalk width
- Limited grades for sidewalks and cross slopes
- Landing areas in steeper sections
- Slip resistant surface materials with consistent appearance
- Consistent levels and elevations
- Pedestrian space free of obtrusions and obstacles
- Curb ramps at intersections
- Countdown timers, detectable warnings, accessible pedestrian signals, directional ramps at intersections



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**The \$64,000
Question:**

**How can we preserve
our street trees but
provide accessible
facilities?**



Santa Monica, 2000: Installed rubber sidewalks



Photo credit: <http://terrecon.com>

- Pilot project near ficus trees with roots causing sidewalk damage
- Removable 1'x2.5'x2" panels
- ADA compliant
- Follow-up review and maintenance in 2002, 2005
- Expansion of rubber sidewalks program in 2005 to more than 40 locations
- Product: Rubbersidewalks by Terrecon

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Rutherford NJ, 2010: Installed plastic sidewalks



Photo credit: <http://terrecon.com>

- Pilot project on Erie Avenue in Rutherford
- Interlocking 2'x2.5'x1.75" panels made of recycled plastic
- ADA compliant
- Removable to allow for root maintenance, with channelized undersides to accommodate root growth
- Product: Terrewalks by Terrecon

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Burbank CA, 2010: Elevated sidewalks



- Burbank Water & Power demonstration project
- Suspended pavement frames used to raise sidewalk plane above soil layer
- Elevated sidewalks leave space for root growth
- 90% of rainfall stays on site, out of storm drains
- Product: Silva Cells by DeepRoot

Photo credit: <http://deeproot.com>

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What can local communities do?

- Conduct an inventory: understand your problem areas
- Explore options with pilot projects
- Partner with local resources: Street Tree Seminar, International Society of Arboriculturists, Tree People
- New construction: choose tree species carefully to avoid root problems
- Prioritize reinvestment in existing infrastructure.....

FEHR & PEERS

U.S. NEWS

From the Ground Up
 Proposed roads are a lifeline for commuters, but highway funds are running low. Through 2012, the federal highway trust funds are expected to run out of money.

REPAIRS
 \$1.7B
 \$1.2B
 \$1.1B
 \$1.0B
 \$0.9B
 \$0.8B
 \$0.7B
 \$0.6B
 \$0.5B
 \$0.4B
 \$0.3B
 \$0.2B
 \$0.1B
 \$0

States Look to Pay Repair Tab

U.S. keeps building new highways while letting old ones crumble
 McClatchy Newspapers (Curtis Tate and Greg Gordon)
 Posted: 02/03/2013 9:54 AM
 In California, transportation officials estimate that 60 percent of the state's roads and a quarter of its bridges need to be repaired or replaced, at a projected cost of \$70 billion over a decade, some \$52 billion more than the available funds.

Problem?

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Smart Growth America
 Making Smart Growth Work for All

Repair Priorities Map
 Use the map below to find out how much each state spends on road repair and how much it would need to spend to get its roads into good condition and keep them that way.

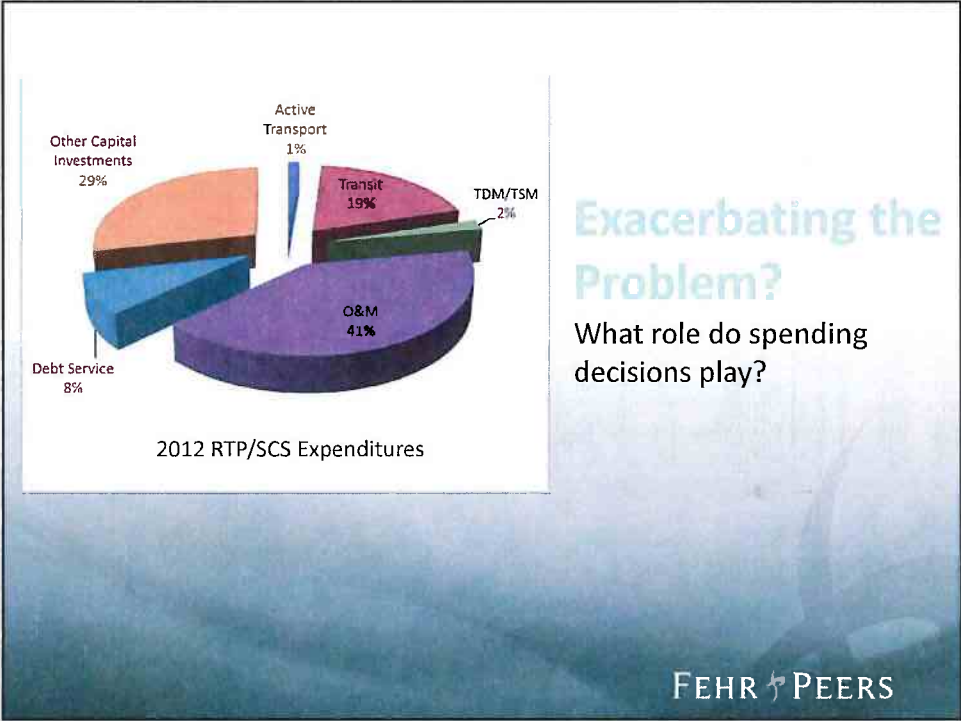
California

70% of California's roads have fallen out of good condition, and it would take approximately \$1,277,422,682 per year over the next twenty years to bring all of the state's roads into good repair and keep them that way. Despite this need, between 2004 and 2008 California spent 20% of its highway capital funds on road expansion - \$790,707,369 - but only 17% on road repair and maintenance - \$674,290,234.

[Read More](#)

Spending Problem?

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Questions?

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