

City of Arts & Innovation

City Council Memorandum

TO: HONORABLE MAYOR AND CITY COUNCIL **DATE: JANUARY 24, 2017**

FROM: PUBLIC WORKS DEPARTMENT **WARDS: ALL**

SUBJECT: PAINTING CURBS RED AT THE T-INTERSECTION DISABLED ACCESS RAMPS

ISSUES:

Receive an update and provide policy direction regarding installing and maintaining red curbs at disabled access ramps and a public awareness campaign related to the violation of blocking a disabled access ramp.

RECOMMENDATIONS:

That the City Council:

1. Receive an update regarding the costs to install and maintain red paint on curbs at disabled access ramps; and
2. Provide direction to staff to regarding a program to paint red curbs at disabled access ramps and to conduct an outreach plan to raise public awareness.

BACKGROUND:

On September 25, 2012, the City Council approved Resolution No. 22463 to amend the Bail Schedule to add California Vehicle Code (CVC) violations which included CVC 22500(I) described as Parked Blocking Sidewalk Wheelchair Access in the amount of \$341. This violation fine was added into the Bail Schedule to allow for enforcement of vehicles blocking any curb access ramps.

Curb access ramps offer a safe and convenient method of travel allowing people with mobility impairments to gain access to the sidewalks. A vehicle parked blocking any portion of this area is in violation of CVC 22500(I) as it reads: *In front of or upon that portion of a curb that has been cut down, lowered, or constructed to provide wheelchair accessibility to the sidewalk.* Curb access ramps are to remain clear of obstructions and should not be blocked in any manner by vehicles. Vehicles parked in this area may be cited.

On October 8, 2015, the Transportation Committee (Vice-Chair Mac Arthur and Soubrious present) unanimously recommended that the City Council direct the City Attorney to prepare a resolution to reduce the fine for violation of CVC 22500(l) from \$341 to \$41; and clarify what constitutes a violation of CVC 22500(l); and authorize the City Manager, or his designee, to execute the necessary documents or training; and provide information on the cost associated with possibly painting the locations red.

On December 15, 2015, City Council approved Resolution No. 22941 to amend the bail schedule to reduce the violation of CVC 22500(l) from \$341 to \$41, received information on the costs to maintain curbs should they be painted and City Council also recommended that this information be brought before the Commission on Disabilities for review.

On September 19, 2016, the Commission on Disabilities met with nine of ten members present. After discussion, the Commission voted unanimously in favor of recommending that the City Council amend the bail schedule to increase the fine from \$41 to \$250 for violations of CVC 22500(l) described as Parked Blocking Sidewalk Wheelchair Access.

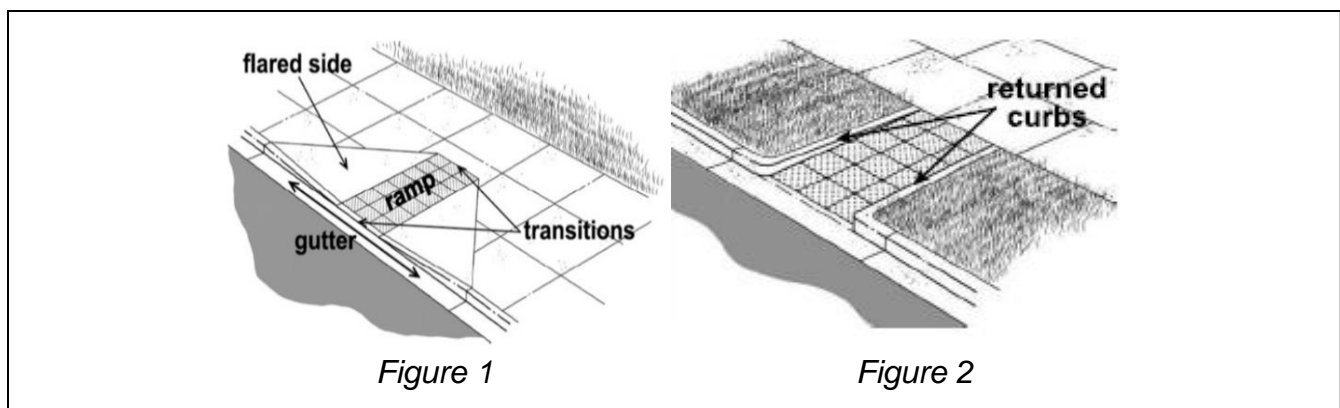
On November 15, 2016, City Council approved Resolution No. 23116 to amend the bail schedule to increase the violation for CVC 22500(l) from \$41 to \$250. Council member Soubrious also requested that staff return with a report to further consider the costs related to the installation and maintenance of red curbs at disabled access ramps, as well as a public awareness plan to inform the public of the ramps.

DISCUSSION:

Installation of Red Curbs and Maintenance

Over the last several years, additional curb ramps have been installed at T-intersections to comply with Title II of the Americans with Disabilities Act (ADA). These additional T-intersections as well as corner disabled access ramps are all fined under the same section of the CVC.

Two types of sidewalk curb ramps continue to be installed at T-intersections, one is a curb ramp that has flared sides (Figure 1) and the other has vertical edges called returned curbs (Figure 2). The area cut down for the curb access ramp begins at the portion of the curb where the slope of the flared sides descends towards the middle of the ramp where it meets the gutter.



Since 2012, Public Works has installed approximately 429 sidewalk wheelchair accessible ramps at T-intersections and it is estimated that an additional 1,207 ramps will be installed throughout the city over time at existing T-intersections. There currently is no inventory of wheelchair accessible ramps at T-intersections constructed prior to 2012, but do exist.

At the request of the City Council, the Department researched the possibility of painting the T-intersection curb access ramps to increase their visibility. There is no guidance in the California Vehicle Code or traffic manuals that encourage the marking of these sidewalk wheelchair accessible curb ramps. The curb cut, in and of itself is an indication that parking is not allowed. Beginning in 2015, the City's standard for these ramps was updated to include truncated domes with a yellow surface color. These features will assist individuals with disabilities and will also make the curb cuts more visible, which may help to deter individuals from parking in front of the ramps.

If the City were to consider painting the top of the curbs, or curb face, it would be painted out 3 feet on either side of the ramp on a curb return style ramp as shown in Figure 3 below. For the tapered curbs, the painting would be 3 to 6 feet out on either side depending on the location as these types of ramps vary in size. The paint would start at the beginning of the taper and would extend 6 inches into the full curb height as shown in Figure 4 below.

Figure 3 (Not to Scale)

Figure 4 (Not to Scale)

Figure 3 (Not to Scale)

Figure 4 (Not to Scale)

The initial work of painting the recently installed 429 T-intersection ramps would require approximately twenty-seven working days and cost roughly \$35,000. For the curb cuts that have yet to be installed, they would be painted at the time of construction at a cost of approximately \$29,000.

The annual maintenance for the currently installed 429 T-intersection curb ramps would require a two-man crew and a vehicle for fourteen working days per year on a 2-year rotation which would cost approximately \$17,500 annually. Once all the curb ramps have been installed, the continuing annual maintenance cost would be approximately \$66,000 on a 2-year rotation, taking 2 ½ to 3 months per year.

Without increasing staff size, this additional workload would impact other annual maintenance work such as refreshing crosswalks, legends, striping, and curb painting. To inventory all city streets for curb ramps at T-intersections constructed prior to 2012 would take several months.

City staff surveyed other cities and most do not paint the disabled access ramps at T-intersections. These cities include San Diego, Manhattan Beach, Huntington Beach, Corona, and Ontario. We also found that the cities of San Bernardino and West Hollywood paint some of the curb cuts yellow but have stopped that practice and will not continue unless there is a mandate to require painting the area.

Public Awareness Plan

The Public Works Department proposes to implement a public information campaign to educate the public on the ramps, the fine for blocking the ramp and the difficulties that doing so causes a person with mobility impairment. The public awareness campaign will be implemented after City Council approval and would continue for the next year. The proposed outreach will include:

1. Publish an article in the quarterly Explore Riverside.
2. Post monthly informational messages on social media such as Facebook and mySidewalk.
3. Create an educational video to be aired on RiversideTV.
4. Send an email blast communication to the opt-in list from the City's website.
5. Send out an informational flyer in a utility bill mailing.

The cost to conduct this outreach is minimal because items 1 through 4 are services provided by the City Manager's Office Communication Division. The only cost incurred would be for item 5, as the informational flyer in the utility bill cost will approximately \$2,000 to print and cut - 112,000 double-sided flyers.

FISCAL IMPACT:

The initial cost to paint the existing curb cuts is approximately \$35,000. The annual maintenance would be approximately \$17,500. Once all the curb cuts have been installed, the maintenance would cost approximately \$66,000 annually and may require an additional full-time employee, to keep other services at their current levels.

There is a minimal fiscal impact estimated at \$2,000 for the public awareness program to print 112,000 double-sided flyers.

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availability of funds: Scott G. Miller, PhD, Chief Financial Officer/City Treasurer
Approved by: Al Zelinka, FAICP, Assistant City Manager
Approved as to form: Gary G. Geuss, City Attorney

Attachments:

1. Outreach Flyer
2. Presentation