

Pavement Management Plan

Mobility Board

February 7, 2024



Pavement Management Plan Purpose



- 2023 Pavement Condition
- Pavement Maintenance and Rehabilitation Strategies
- Street Selection Process & Inclusion of Equity
- Historic Program Funding
- Current Funding Needs
- Current Challenges & Program Implementation
- Feasibility of In-House Paving

33%
 Get It Done
 Requests Citywide
 in FY23

In FY23:

- 9 Pothole Repair Teams addressed **+50,000 pothole repairs**
- 2 Mill and Pave Teams performed **4.4 miles of mill and pave**
- 4 Trench Repair Teams completed **819 trench repairs** and **50,000 square feet of mill and paves**

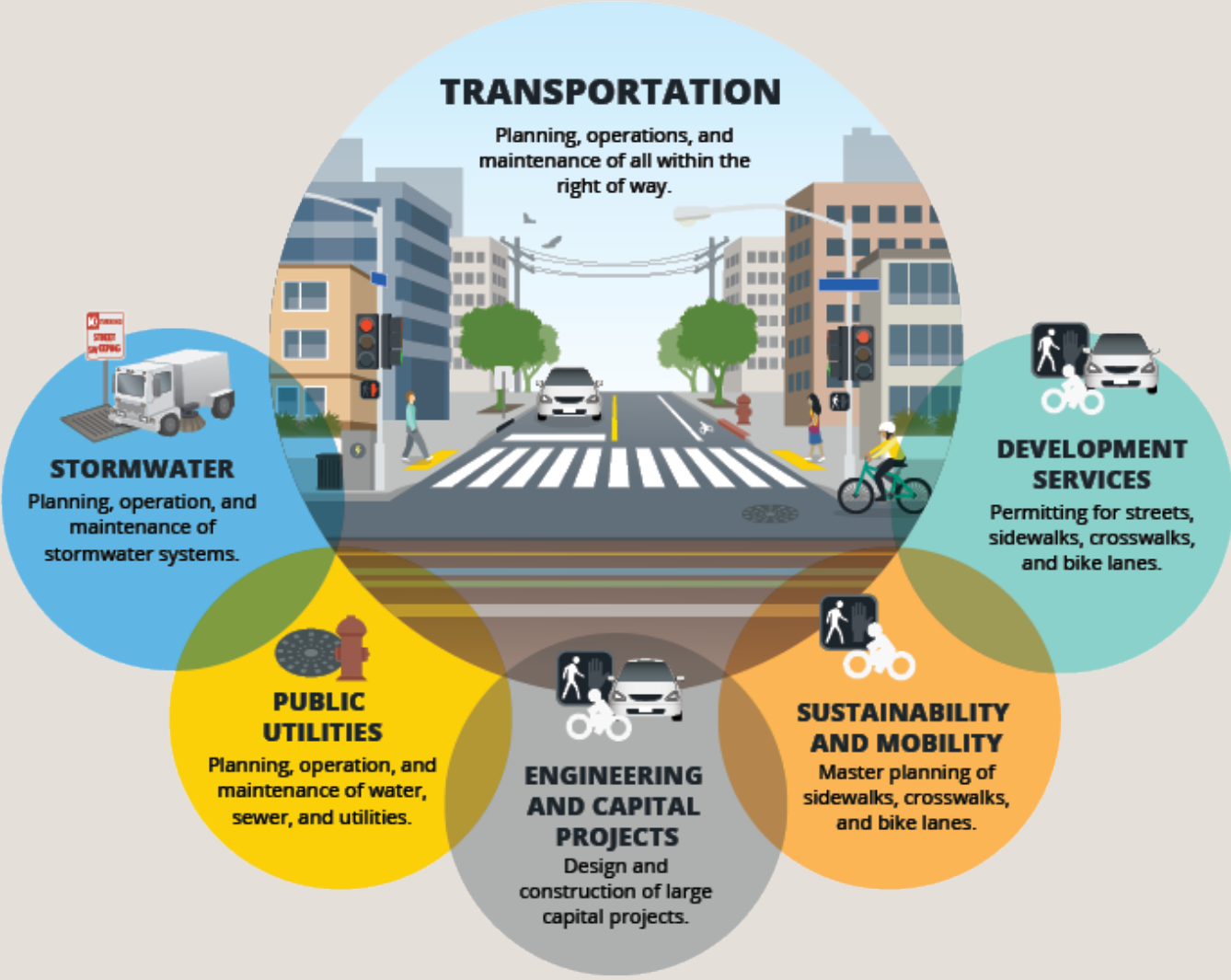


- 1. **10,000** Calls to Dispatch
- 2. **60,000** Street and Park Lights
- 3. **250,000** Trees Along City Streets
- 4. **1,650** Traffic Signals

- 5. **6,600** Lane Miles of Streets/Pavement
- 6. **50,000** Street Signs
- 7. **1,117** Miles of Bike Lanes

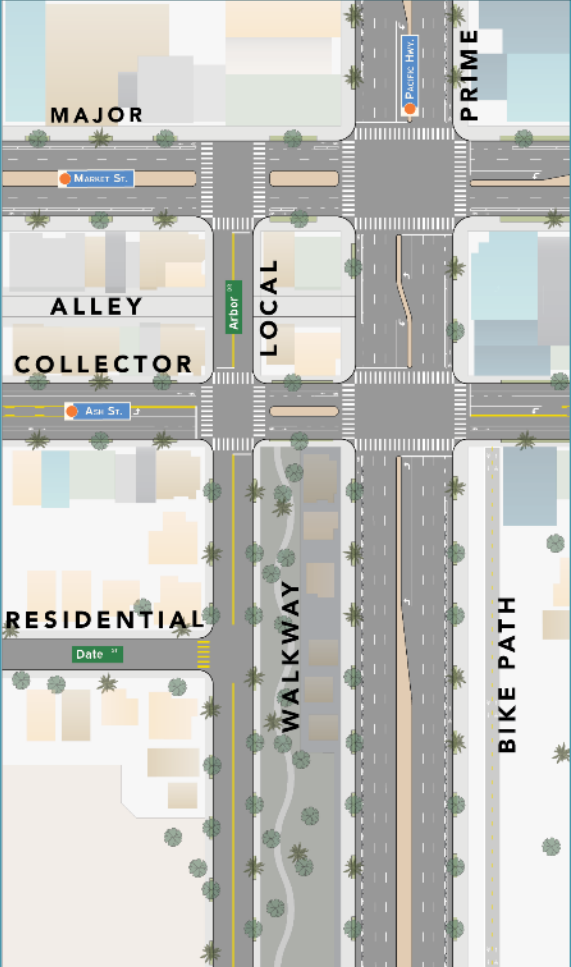
- 8. **50,000** Curb Ramps
- 9. **1,100** Miles of Overhead Lines Remaining to Underground
- 10. **4,550** Miles of Sidewalks

Pavement Management Within the City of San Diego



City Street Network

- 2nd largest street network in California
- >6,600 lane miles of street
 - Prime
 - Major
 - Collector
 - Local
 - Residential
 - Unimproved Streets and Alleys



% = Road Classification Percentage within City's Road Network. Other roadway types part of the City's network not shown include: Bike Paths, Unpaved roads and walkways

Unimproved Streets and Alleys

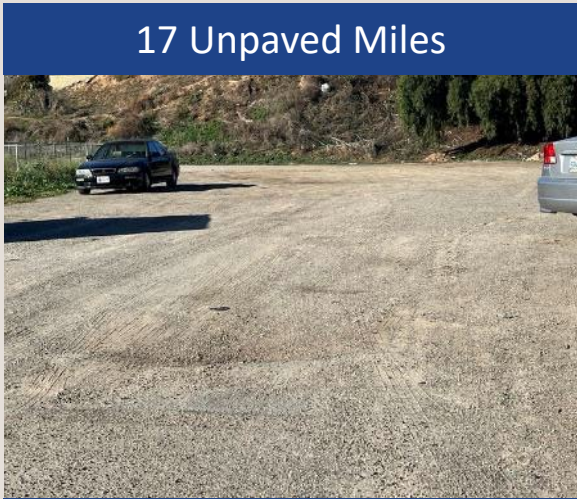
62 Miles of Unimproved Alleys & Streets

- Improvement unfunded; maintained to passable conditions
- Costly to improve - require upgrades other than paving (e.g. drainage, sidewalks, etc.)
- Per Mile Costs
 - Overlay: \$1.7M
 - Unimproved Road (Unpaved): \$22M



45 Paved Miles

Unimproved Street



17 Unpaved Miles

Unimproved Street



Unimproved Alley

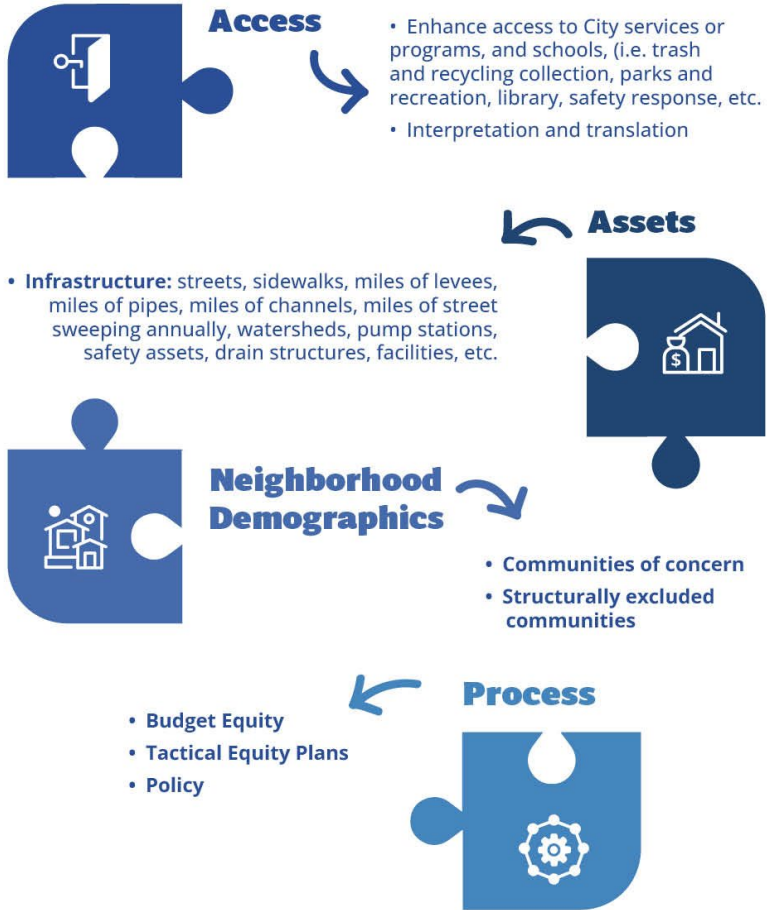


Unimproved Alley

Inclusion of Equity in Street Prioritization

- New FY24 Equitable Community Investment Factor
- Equity in Assets factor used to address disparities in infrastructure
- Equity factor prioritizes streets within the same classification

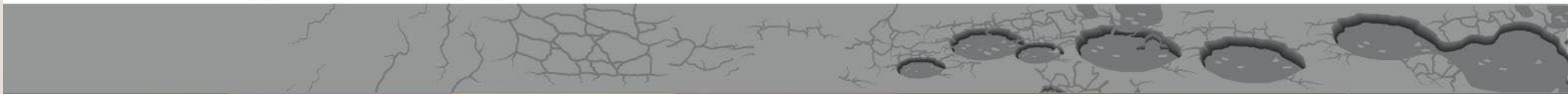
EQUITY FACTORS



Pavement Maintenance and Repair Types



PAVEMENT CONDITION INDEX (PCI)



Good	Satisfactory	Fair	Poor	Very Poor	Serious	Failed
100 - 85	84 - 70	69 - 55	54 - 40	39 - 25	24 - 10	< 10



\$ = REPAIR COST

2023 Pavement Condition Assessment

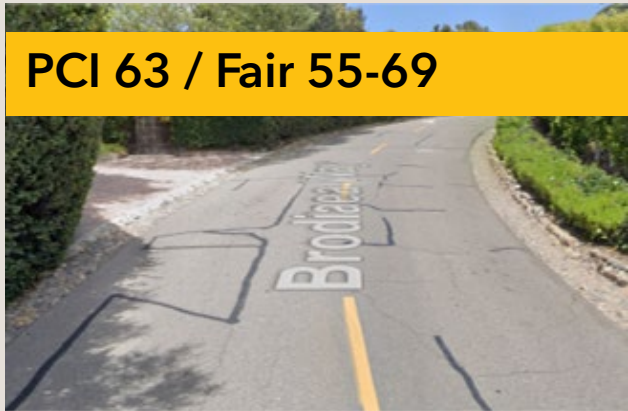
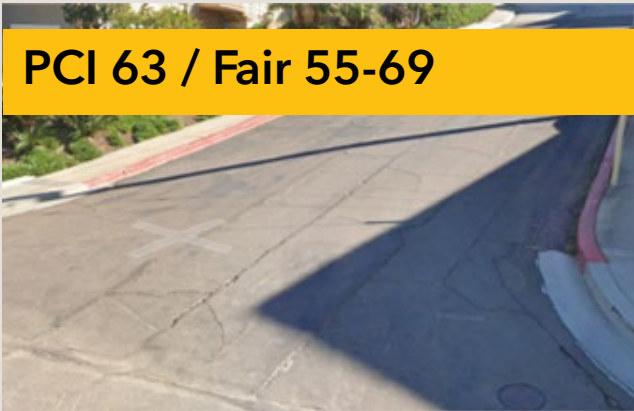
Condition	Good	Satisfactory	Fair	Poor	Very Poor	Serious	Failed
Range	100 - 85	84 - 70	69 - 55	54 - 40	39 - 25	24 - 10	< 10



*Municipalities typically state a goal of a PCI of 70 or greater

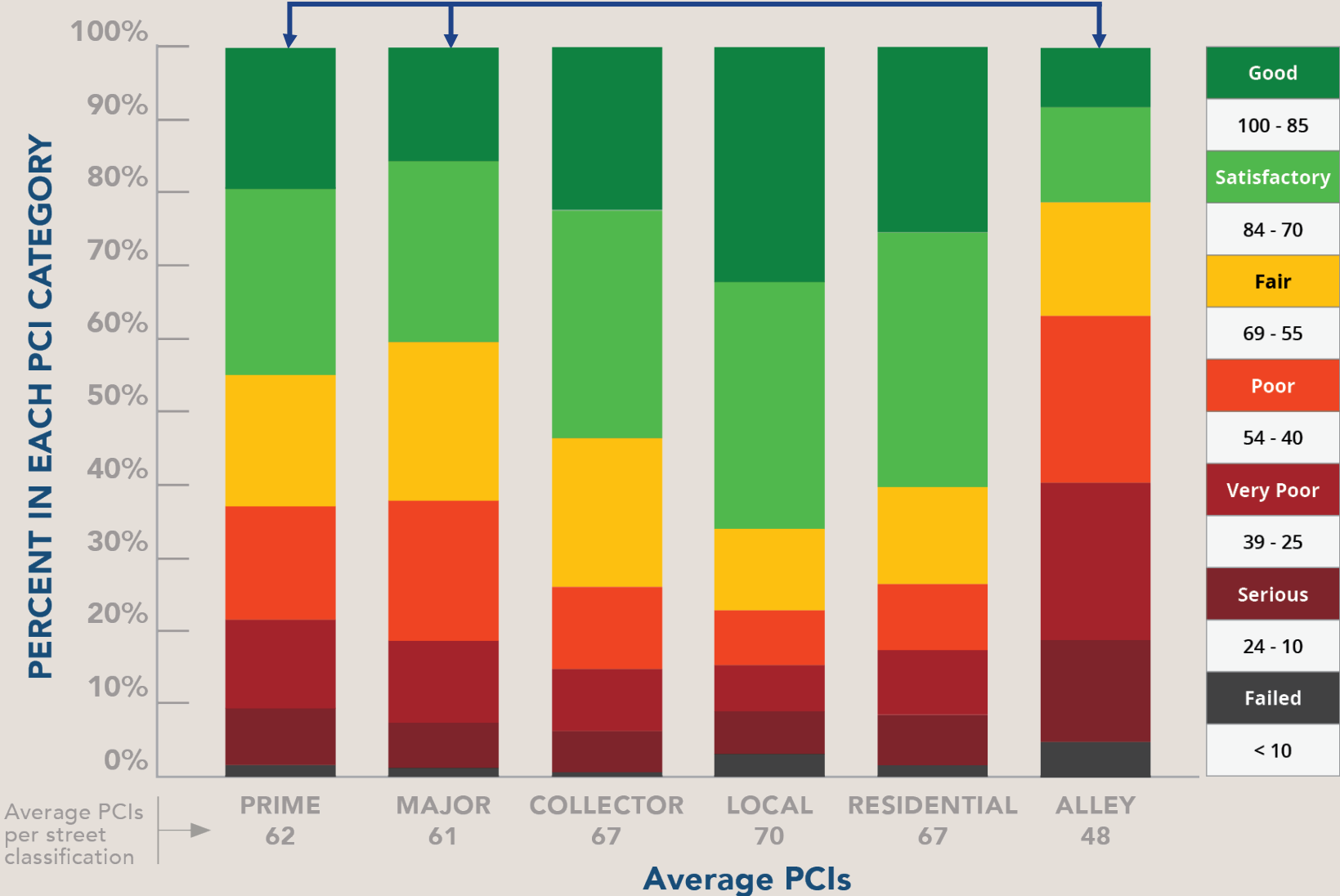
PCI CALCULATION

2016	2023
OCI = 60% PCI + 40% RCI	100% PCI

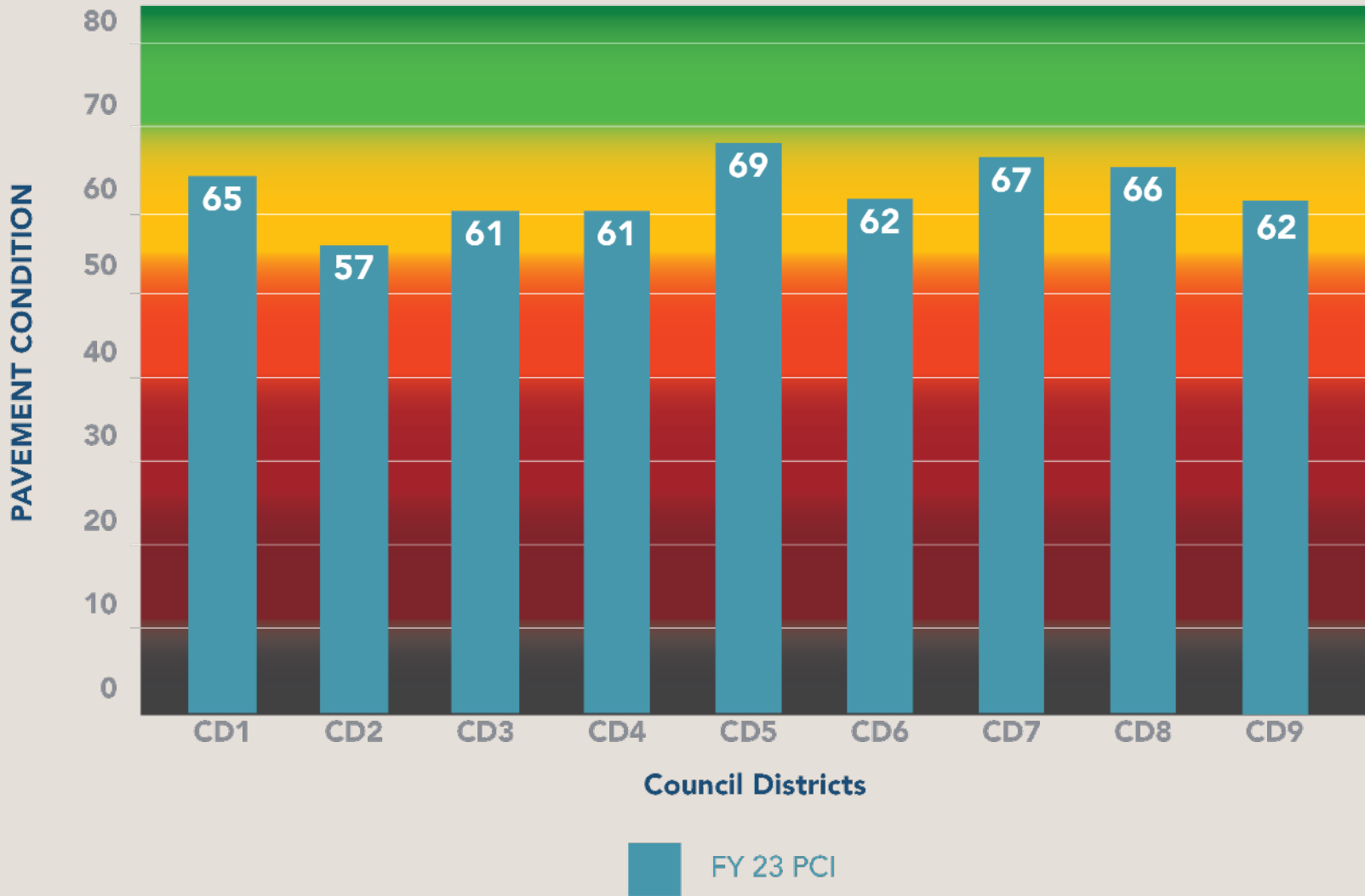


Current Roadway Conditions

Classifications with largest % ranked "Poor" or lower; requires highest investment



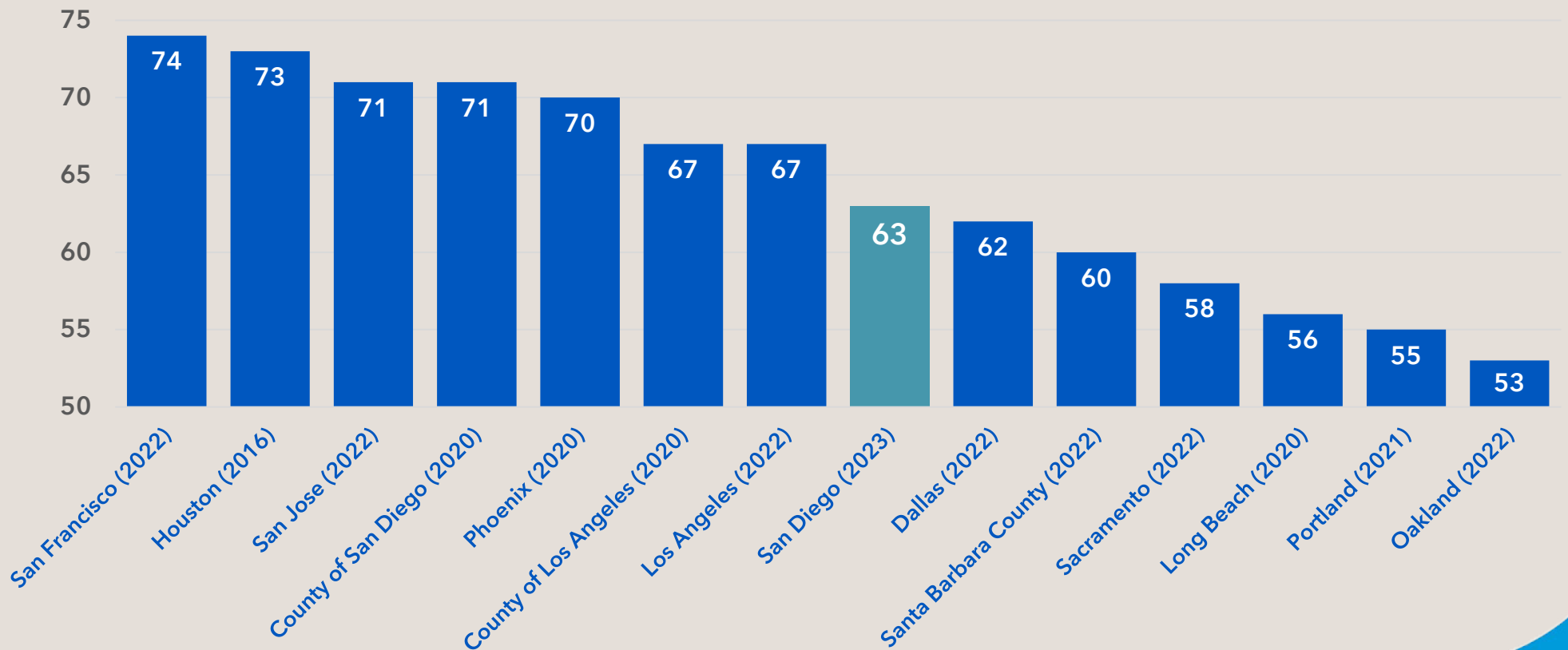
Council District Pavement Condition Comparison



All CDs fall within the “Fair” category

Street Condition Benchmarking

- Agencies with >70 PCI (San Francisco/San Jose)
 - Larger budget/mile than City of San Diego
 - Large, increasing investments

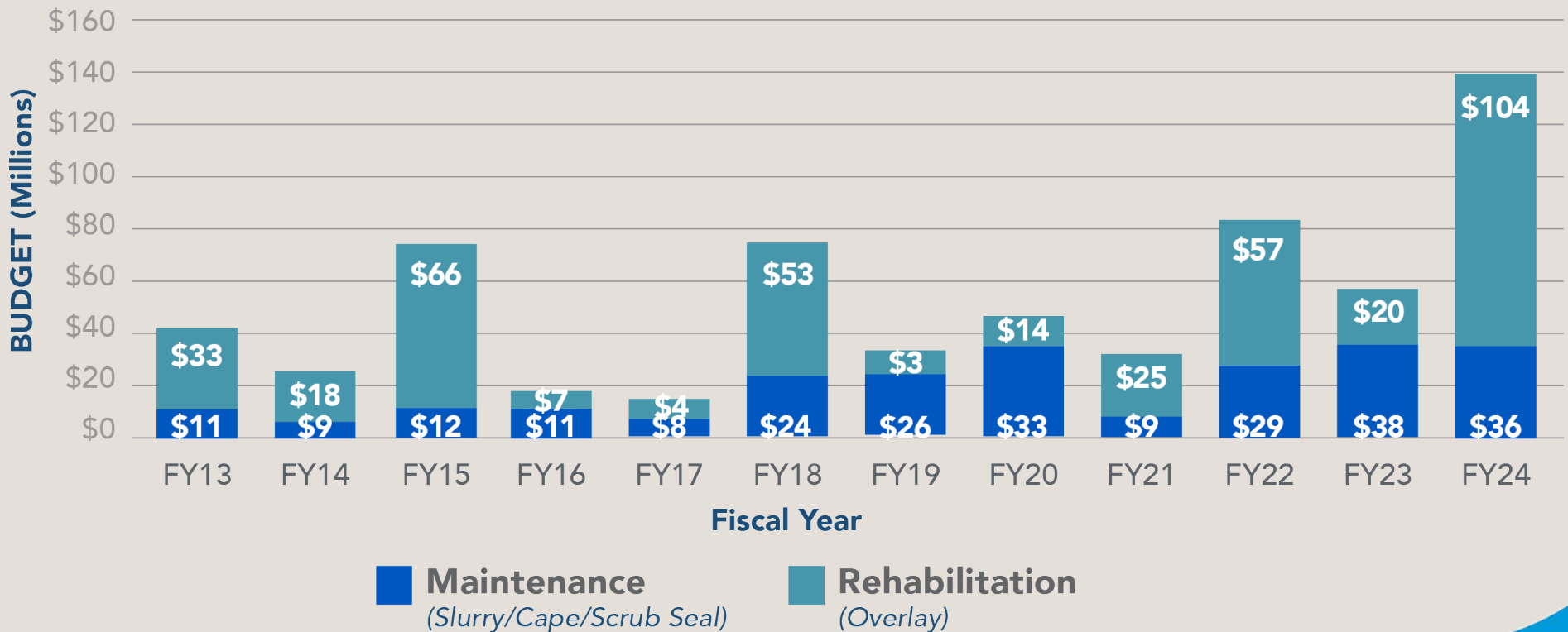


Pavement Management Funding History

Historic Average Annual Funding: **\$46M**

Funding Sources:

- Gas Tax
- TransNet
- RMRA
- Trench Cut/Excavation Fee
- Infrastructure Fund
- Financing



Street Selection Approaches



Worst Streets First

Prioritizes streets in the worst condition that are perceived as the roads that need maintenance and rehabilitation the most



Most People Impacted (High ADT)

Prioritizes more frequently traveled roads



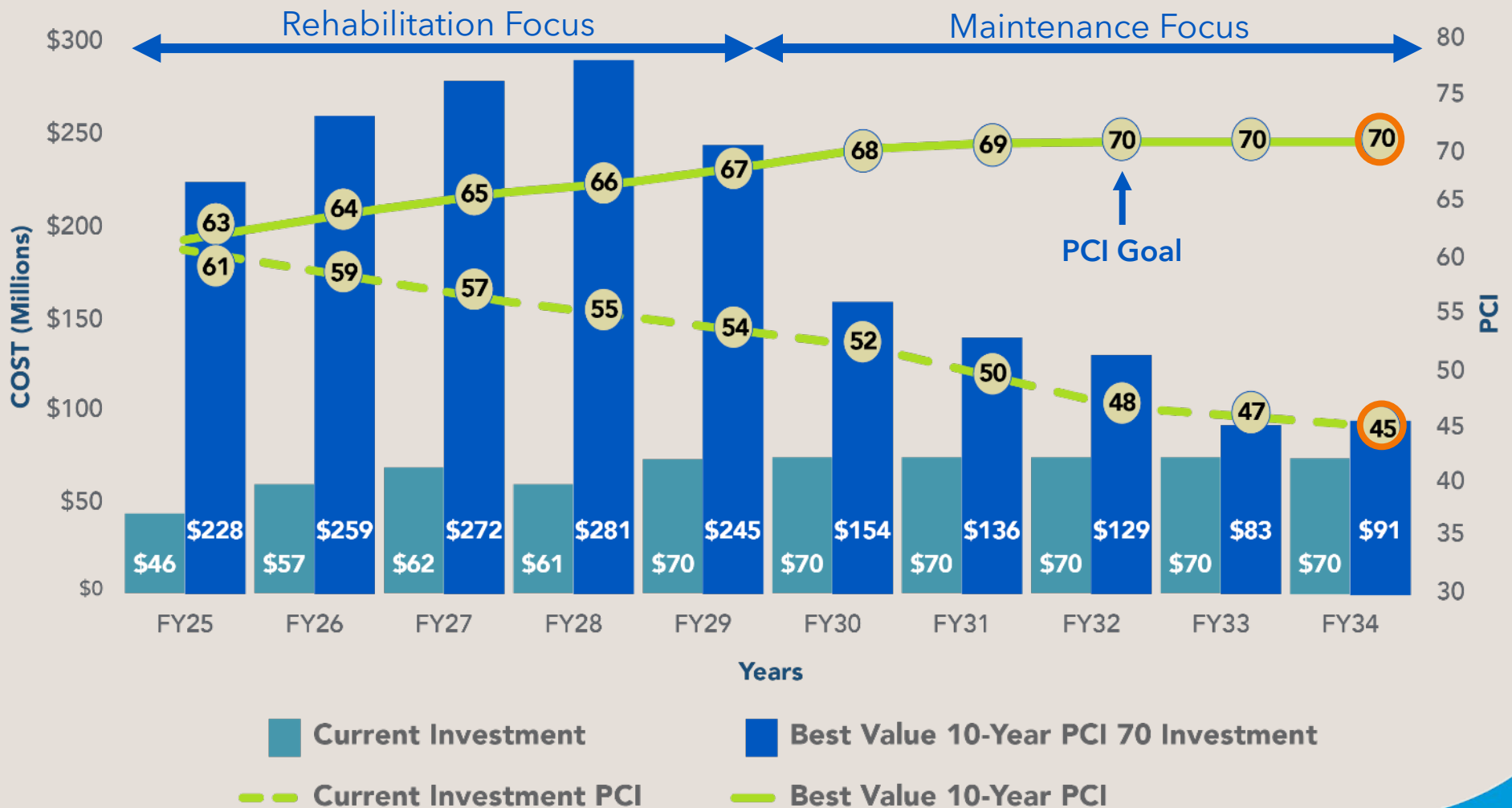
Best Value

Prioritizes streets before treatment cost is deferred and prioritizes streets in better condition; lowest investment needed



Pavement Management Funding Need

- With current funding, PCI will continue to degrade pavement condition
- Total 10-year funding need is \$1.9B; average annual funding need is \$188M



Unimproved Streets and Alleys Prioritization Process



Number of People Impacted: Number of residents served by street/alleyway



Safety: Considers if road is in high flooding area



Access to Services: Evaluates if the road is limiting other services being provided (e.g. trash pickup, street sweeping, lack of sidewalks/walkability, fire & rescue access, etc.)



Equitable Community Investment: Evaluates the roadways proximity to Structurally Excluded Community such as CDBG eligible area, Promise Zone, or Community of Concern within the Climate Equity Index

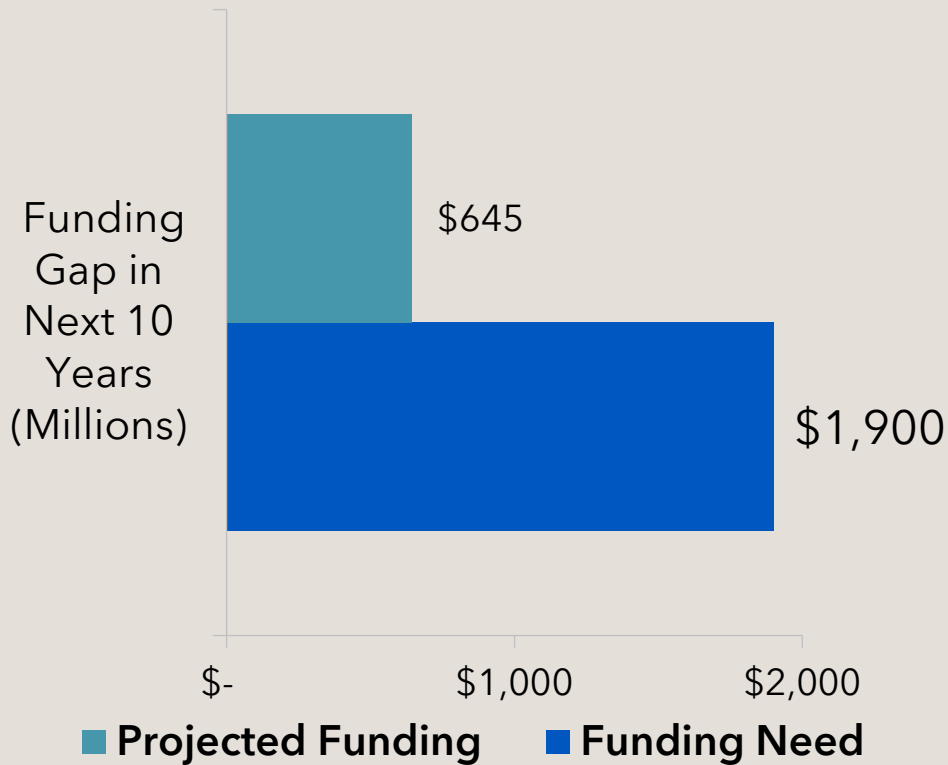
Unimproved Streets and Alleys Funding Need

- Prioritize improving the 17 miles of unpaved streets and alleys throughout the City
- Average street and alley segment is 0.1 miles

Scenario	FY25 Investment	Costs Through FY29	Total Cost*	Years to Complete
0.1 Miles/Year	\$2.2M	\$11.4M	\$10.9B	170
0.2 Miles/Year	\$4.3M	\$22.9M	\$1.12B	85
0.3 Miles/Year	\$6.5M	\$34.3M	\$928M	57
0.4 Miles/Year	\$8.6M	\$45.7M	\$716M	43
0.5 Miles/Year	\$10.8M	\$57.2M	\$617M	34

*Total costs assuming 3% annual inflation

Funding Gap Summary



Funding Gap

- 10 year Funding Gap is **LARGE**
 - \$1.2B for paving
 - \$46M for unimproved streets
 - \$1.25B total

Funding Options

- Create new funding source

Implementation Considerations

Beyond identifying a dedicated funding source, other considerations include:



- Scaling up City forces



- Limited paving contractors in the region



- Shortages in paving materials



In House Paving Cost Assessment - Recommendations



- Hire 2 new mill and pave teams to do 20 miles of overlay (9% less than contractors)



- Establish new Operations Yard for Street Division



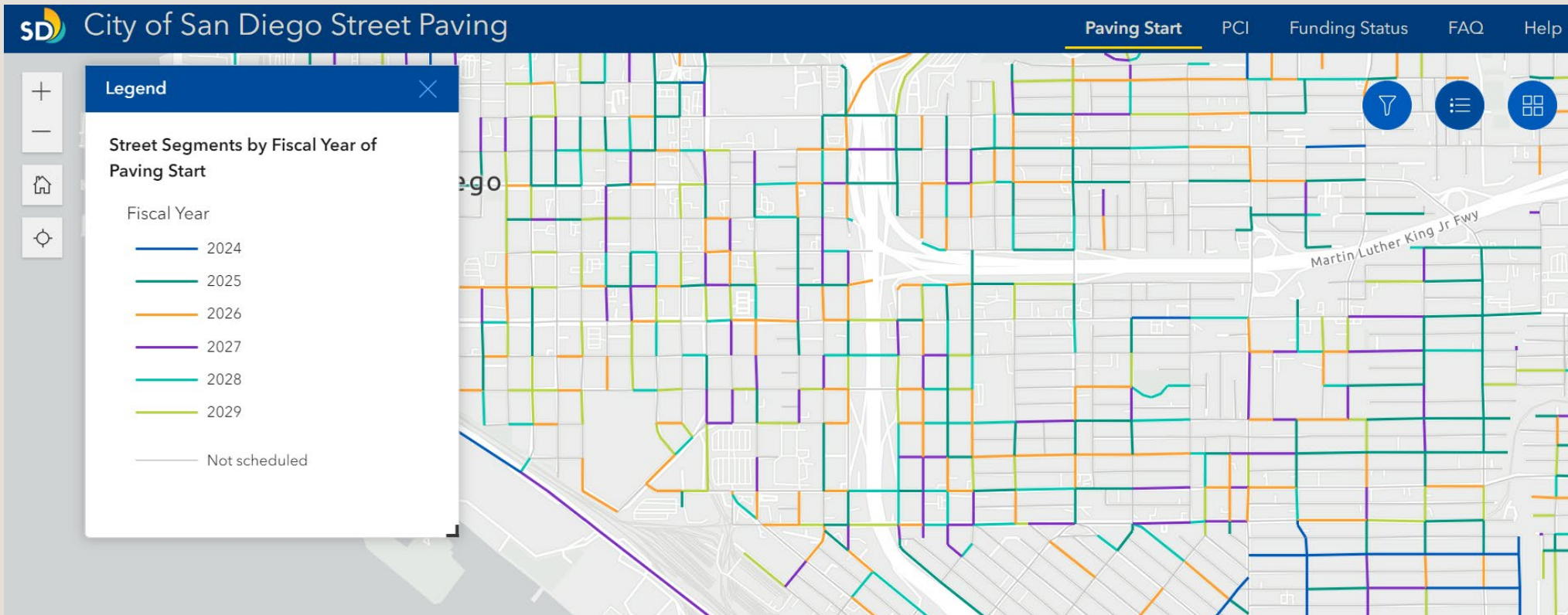
- Purchase specialized equipment; increase staffing for Fleet Operations Division



- Procure asphalt plant (optional)

5 Year Paving Plan & Streets SD Update

- Displayed on <https://streets.sandiego.gov/>
- Updated annually once funding is known



Thank You

Patrick Hadley, Deputy Director, Transportation Department
Maggie McCormick, Assistant Deputy Director, Transportation Department

<https://www.sandiego.gov/transportation/programs/pavement-management-plan>



Transportation Department

Safe Sidewalks Program & Permit Fee Holiday

Mobility Board

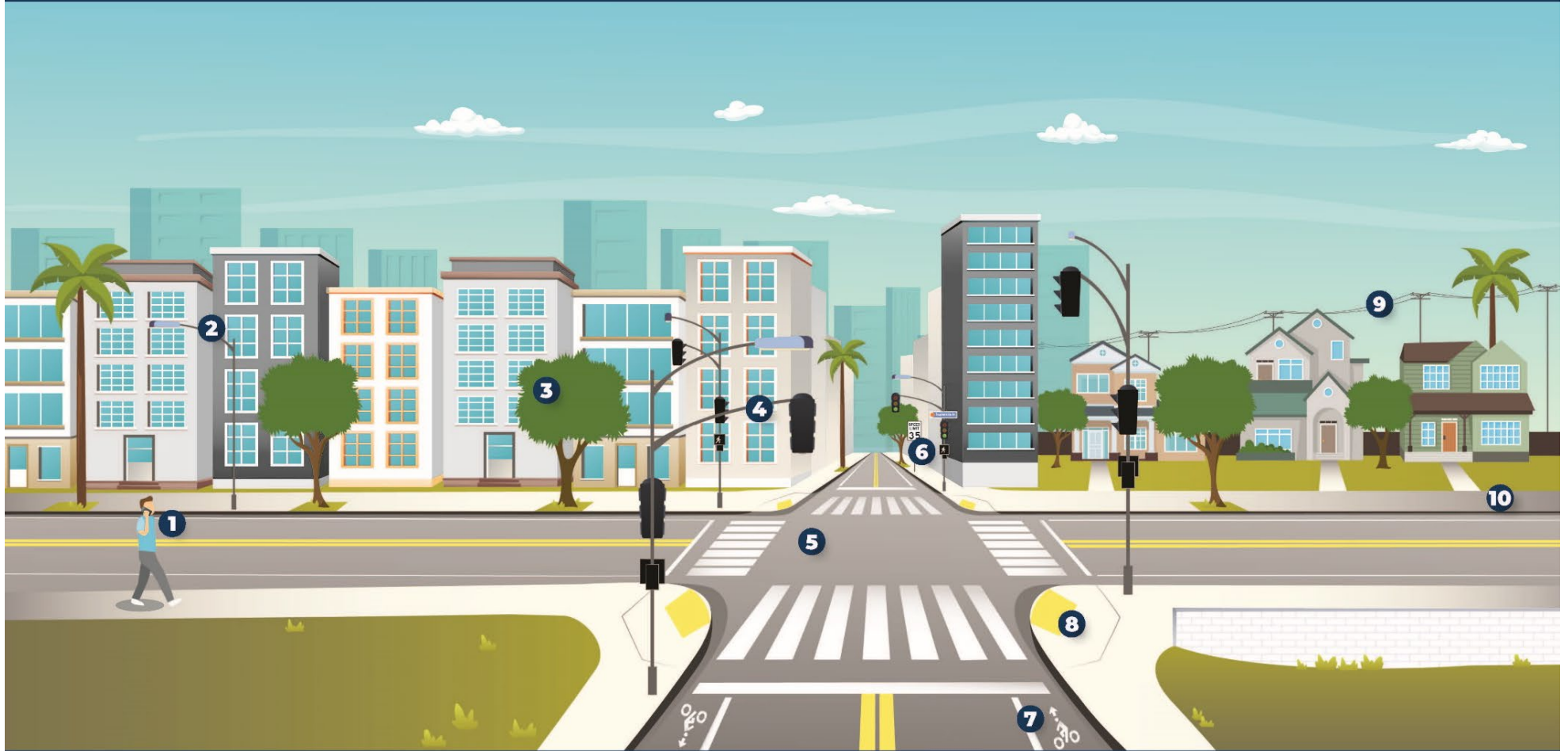
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Agenda

- Sidewalk Program Background
- Sidewalk Maintenance Policy
- Current Process for Private Property Owner Repair
- Safe Sidewalks Program & Fee Waiver
- Proposed Program Rollout Process
- Program Benefits & Timeline



San Diego Transportation Assets



- | | | |
|--|---|--|
| 1. 10,000 Calls to Dispatch | 4. 1,650 Traffic Signals | 8. 50,000 Curb Ramps |
| 2. 60,000 Street and Park Lights | 5. 3,000 Miles of Streets/Pavement | 9. 1,100 Miles of Overhead Lines Remaining to Underground |
| 3. 250,000 Trees Along City Streets | 6. 50,000 Street Signs | 10. 4,550 Miles of Sidewalks |
| | 7. 1,117 Miles of Bike Lanes | |

Sidewalk Asset Overview

- 4,550 miles of sidewalks
- Many are damaged & in need of repair
- Average of \$46,000 paid per closed sidewalk related claim over past 10 fiscal years
- \$6,600 to replace average sidewalk location via CIP project



Types of Sidewalk Damage



Tree-related uplifts



Heat Expansion



Old & Deteriorated



*Utility-related
Subsidence*

Types of Sidewalk Repair

Ramping



Slicing



Before



After

Replacement



Transportation Dept. Completed Work

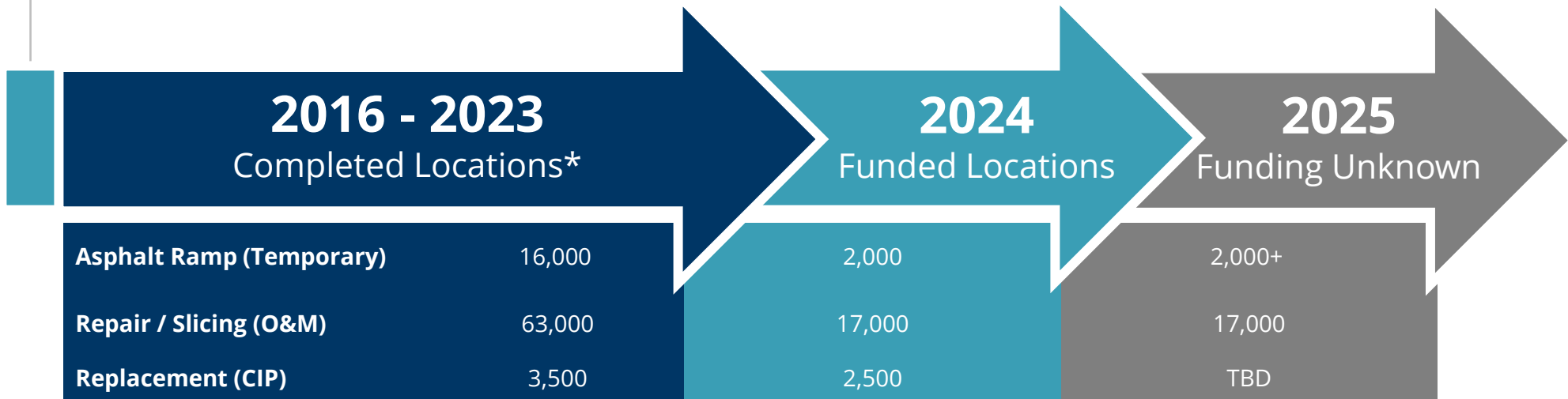
2015



Citywide sidewalk assessment completed (4,550 miles)



85,503 damaged sidewalk locations found
(some property owner responsibility, some City responsibility)



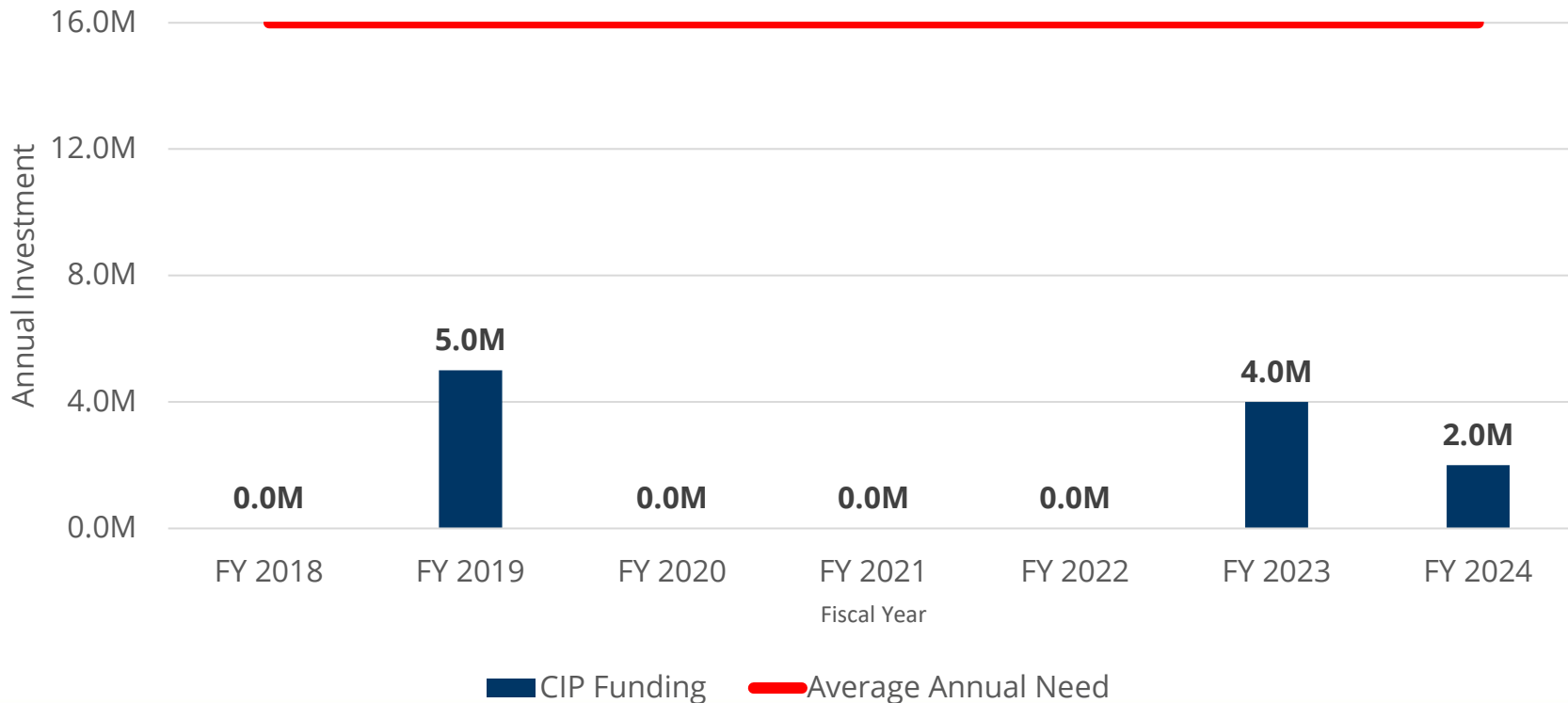
5,000+ known locations are private property owner's responsibility to address

*Not all 2016 - 2023 Completed Locations correlate with the 2015 sidewalk assessment locations.

Sidewalk Repair Program Needs

- Current Citywide sidewalk replacement estimated need is **\$238M** (based on current pricing and known locations)
- FY2025 sidewalk replacement CIP funding need is approximately **\$16.1M**

Sidewalk CIP Replacement Funding vs Annual Investment Need



Sidewalk Maintenance Responsibility

- California Streets and Highways Code generally states that **property owners have a responsibility** to maintain sidewalks located adjacent to their property.
- **Council Policy 200-12** identifies sidewalk conditions the City is responsible for

WHY AM I RESPONSIBLE FOR SIDEWALK REPAIR?

THE CODE:

California Streets and Highways Code sections 5610-5629 requires property owners to maintain sidewalks in front of their property, even though this is within City right-of-way. This includes normal wear and tear, old and deteriorated sidewalks or damage caused by a tree within private property, or other damage caused by the property owner. The City may conduct temporary asphalt ramping but it is the property owner's responsibility to make permanent repairs to these conditions.

RESPONSIBILITIES OF THE CITY:

Under Council Policy 200-12, the City is responsible for the maintenance of sidewalk damage caused by water main breaks, heat expansion, City utility work, grade subsidence, and parkway trees.

WHY YOU SHOULD FIX YOUR SIDEWALK:

The property owner may incur civil liability for a person suffering personal injury or property damage where the property owner caused or created the defective sidewalk condition. It is in the owners' best interest to maintain the sidewalk to reduce their risk and comply with California Streets and Highways Code sections 5610-5629.



PRIVATE TREE DAMAGE



CITY TEMPORARY FIX



OLD & DETERIORATED

Note: Photos shown above are examples of damaged sidewalks and do not convey all potential conditions.

Current Process for Property Owners

Option 1

Right-of-Way Permit

Description

- Property owners obtain a right-of-way permit through DSD
- Contractor performs the work
- Work is inspected by E&CP

Roadblocks

- Permit fee is cost prohibitive – over \$2,100

Option 2

50/50 Cost Share Program

Description

- City crews perform work
- Property owner pays 50% of cost and City pays 50% of cost

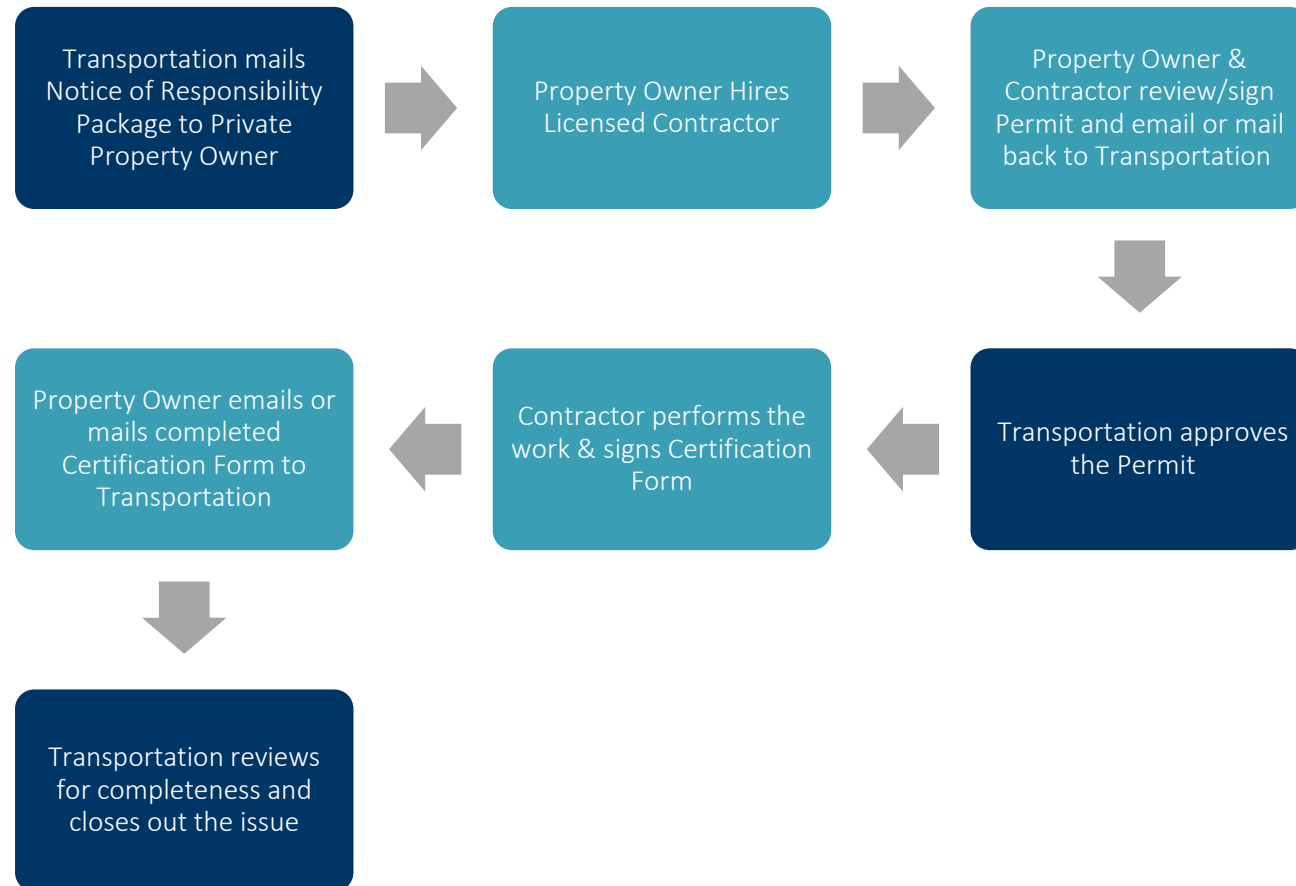
Roadblocks

- Limited budget (\$300k annually)
- City forces are performing the work

New proposed program eliminates permit fees & expedites permit processing timeline!

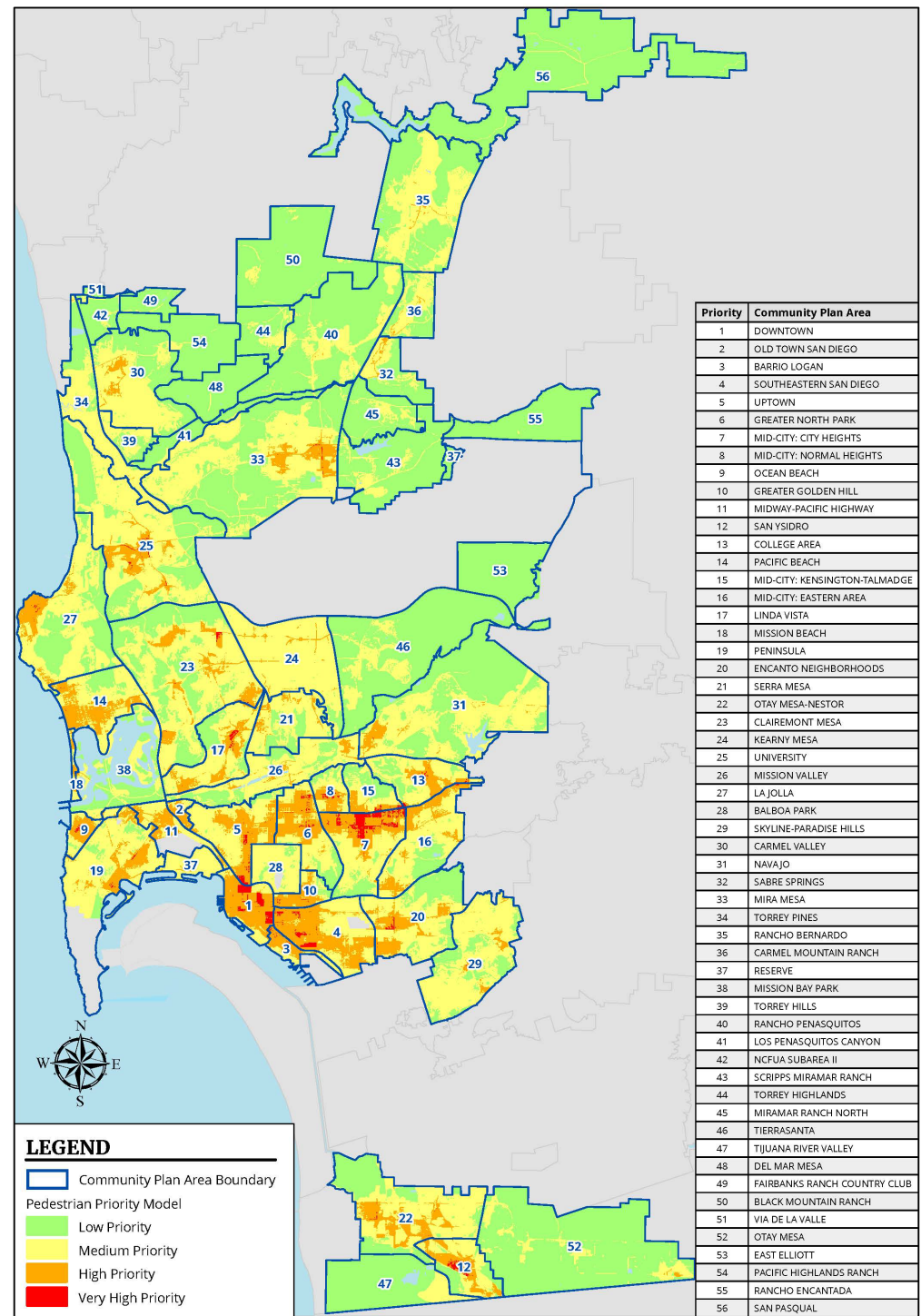
Safe Sidewalks Program & Fee Waiver

- Private Property Owners no longer obtain permit through DSD or have inspections performed by E&CP
- No permit fee and expedited permit processing timeline



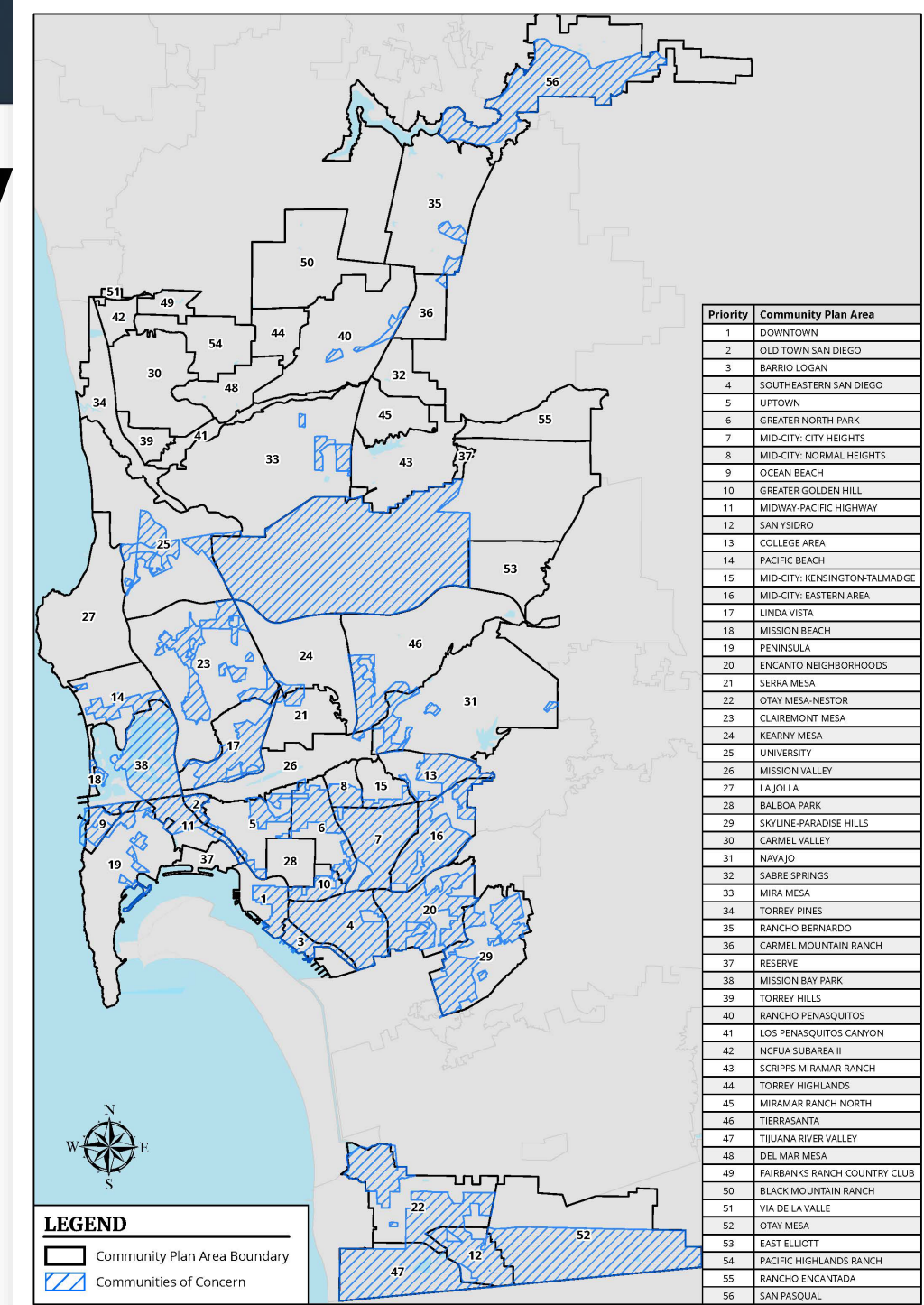
Proposed Rollout Process

- Pedestrian Priority Model (PPM) determines highest pedestrian density area
- Prioritize sending NORs to Community Plan Areas with highest PPM
- TD estimates sending ~200/month



Inclusion of Equity

- Sidewalk repair will be fully funded within Communities of Concern, up to the 50/50 Program annual allocation (\$300k)
- Transportation Department crews will do sidewalk repairs
- Prioritize locations by PPM
- Communities of Concern defined by Climate Equity Index



Communications Strategy

Three ways to get in touch:

WEBSITE



[www.sandiego.gov/
safesidewalks](http://www.sandiego.gov/safesidewalks)

EMAIL



[safesidewalks@
sandiego.gov](mailto:safesidewalks@sandiego.gov)

HOTLINE



(619) 527-3941

Program Benefits



*Permit Fee waived
through June 30, 2026*



Expedited Permit Process



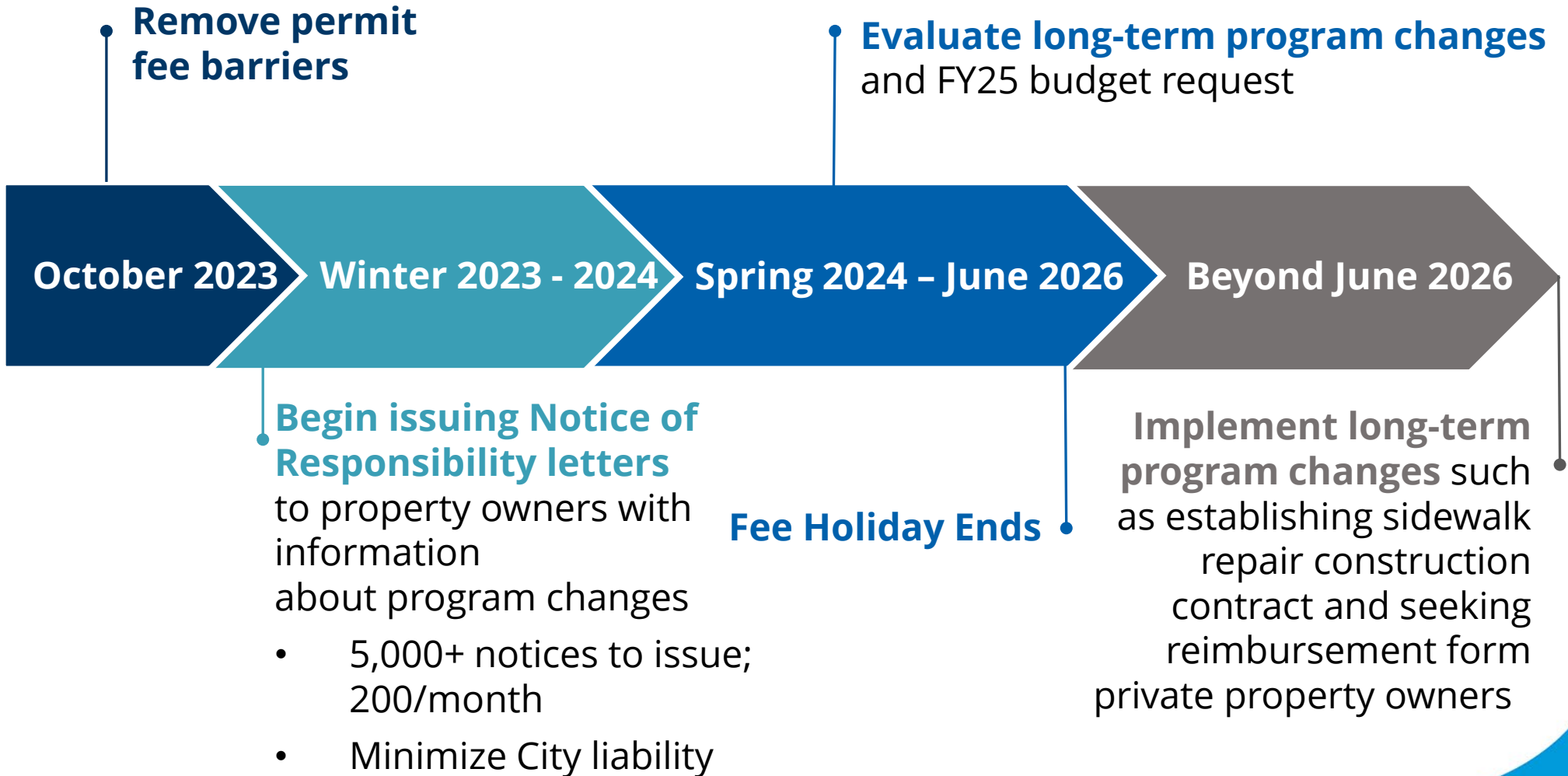
*Improved Safety &
Accessibility*



*Reduce Legal Risks to
Taxpayers and Property
Owners*



Proposed Timeline



Questions?

Patrick Hadley, Deputy Director, Transportation Department
Maggie McCormick, Assistant Deputy Director, Transportation Department

Sidewalk Inventory

https://webmaps.sandiego.gov/sd_sidewalks/

Sidewalk Maintenance Process

<https://www.sandiego.gov/safesidewalks>