



CITY COUNCIL AGENDA REPORT

MEETING DATE: NOVEMBER 20, 2007

ITEM NUMBER:

SUBJECT: CITYWIDE ALLEY IMPROVEMENTS – PRIORITY LIST

DATE: NOVEMBER 8, 2007

FROM: PUBLIC SERVICES DEPARTMENT/ENGINEERING DIVISION

PRESENTATION BY: WILLIAM MORRIS, DIRECTOR OF PUBLIC SERVICES

FOR FURTHER INFORMATION CONTACT: ERNESTO MUNOZ, CITY ENGINEER, AT (714) 754-5343

RECOMMENDED ACTION:

Approve the Alley Improvement Priority List dated October 2007.

BACKGROUND:

In April 16, 1997, a Citywide Alley Report was presented to the City Council. At that meeting, Council approved a priority funding list for repairing and improving 13 unimproved dirt alleys located throughout the City. As funding became available, the 13 unimproved dirt alleys were improved, and/or abandoned, and deeded back to the adjacent property owners.

Funds are currently available and budgeted to repair the last alley on the “unimproved” list of 13. Therefore, a new priority list has been developed for repair and reconstruction of alleys with existing pavement and/or drainage deficiencies.

ANALYSIS:

An alley is defined in the City’s Municipal Code as a “public unnamed roadway which does not exceed 25 feet in width between property lines.” The City owns and maintains 129 alley segments. The surface condition of these alleys varies from newly paved to considerably deteriorated sections, and in some cases with poor drainage conditions contributing to their continued deterioration. Some of these alleys were incorporated into the City from the County of Orange, while others were accepted as dedications to provide utility easements and/or drainage easements, and in most cases as means of vehicular ingress and egress to adjoining private properties.

Staff has evaluated the existing condition of all 129 alley segments in the City. The evaluation was based on the existing characteristics of the alleys, which include the length and width, surface and drainage condition, obstructions, above and below ground utilities, right-of-way encroachments, vehicular access, traffic volume, and any other items that need to be considered for the improvement of the alleys. Section 1 of Attachment 1 is an index of publicly-owned alleys. Section 2 of Attachment 1 is the vicinity map showing the location of each alley throughout the City. Section 3 of Attachment 1 contains photographs of all the alleys, depicting their existing conditions.

The cost to rehabilitate an alley varies widely from one alley to the next. This is due, in part, to the stage of deterioration and physical characteristics of each alley. The work required to rehabilitate an alley could range from constructing a simple asphalt overlay to completely

reconstructing the alley section, and installation of drainage improvements to protect the adjacent properties, which are generally at nearly the same elevation as the alleys themselves.

Based on the current condition of the alleys, staff has prioritized all 129 alleys for future maintenance funding consideration. A Priority List (See Section 4 of Attachment 1) was developed taking into consideration public safety first and the liability associated with the level of deterioration, i.e., surface condition, and drainage concerns, as the second criterion. With these two criteria in mind, all alleys were rated from worst to best, with the worst rated alleys being the highest funding priorities.

Over the years staff has found that using Portland Cement Concrete (PCC) pavement, in lieu of asphalt, results in a more effective drainage surface, which is advantageous because most of these alleys have relative flat grades. In addition, concrete results in a much cooler surface, as opposed to asphalt, improves neighborhood appearance, and significantly reduces annual maintenance costs. Because of these factors, and considering a 50-year life of a concrete surface as compared to a 20-year life for asphalt, reconstructing alleys with concrete has proven to be a less expensive life-cycle alternative for the City.

Based on the current condition of the alleys, the top five alleys in the attached Priority List, in Section 4 of Attachment 1, are in need of immediate repair. The total cost to rehabilitate these five alleys with PCC pavement, and upgrade drainage facilities where needed, is estimated at approximately \$727,650 (based on current market prices). In the future, it is anticipated that one or two alleys would be considered for rehabilitation on an annual basis, based on the attached Priority List, in section 4 of attachment 1.

ALTERNATIVES CONSIDERED:

The City Council may direct staff to request funding in the upcoming fiscal year 2008-2009 Capital Improvement Program (CIP) budget for rehabilitation of the top five alleys in the attached priority list, in Section 4 of Attachment 1. The top five alleys are in need of immediate repair, and this alternative will help expedite the rehabilitation of these alleys. In the past few years, approximately \$100,000 to \$250,000 has been allocated on an annual basis towards rehabilitation of alleys. The cost to rehabilitate the top five alleys in the attached priority list is estimated at approximately \$727,650. If this alternative was selected, other programs such as Street Maintenance and the Annual Parkway Maintenance programs will receive proportionally less funding in order to make up for the difference.

The Council may also consider not improving existing deteriorated alleys and continuing to provide maintenance to keep them as functional as possible. Staff does not recommend this alternative as many of these alleys are well beyond their design life, and, at this time, their maintenance is neither economical nor effective.

FISCAL REVIEW:

The total cost to rehabilitate the currently-deficient alleys with PCC pavement, and upgrade drainage facilities where needed, is estimated at approximately \$19.4 million (based on current market prices).

The various funding sources available to the City for alley improvements are listed below with a brief description as to the availability of funds under the source and the suitability of using the source for alley improvements.

CDBG - Community Development Block Grant Funds or CDBG are available for improvements within designated moderate-to-low income areas in the City. Staff identified eight alley segments within these eligible areas. In the past few years, CDBG funds have been allocated by Council to improve City alleys within these areas.

Measure "M" - Measure "M" turn-back funds are received by the City on an annual basis. These funds are currently the source of funding for the City's annual Street Maintenance Program, Parkway Maintenance Program, and Citywide Alley Improvement Program.

Gas Tax - Gas Tax funds are received by the City on an annual basis. These funds are currently the source of funding for the City's annual Street Maintenance Program, Parkway Maintenance Program, and Citywide Alley Improvement Program.

Drainage Fees - Drainage fees collected from development-related activities are very limited, but when available may be used for various drainage-related projects within alleyways.

LEGAL REVIEW:

No legal review is required for this item.

CONCLUSION:

A new Alley Improvement Priority List (Section 4 of Attachment 1) has been established to improve alleys Citywide. The priorities are based upon public safety and level of deterioration. The alley priorities are listed from worst to best with the worst alleys listed as the highest priorities. It is recommended that the City Council approve the updated Alley Improvement Priority List dated October 2007.

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Attachment: [1-Citywide Alley Improvements](#)

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