



#### PEDESTRIAN INFRASTRUCTURE MANAGEMENT SYSTEM (PIMS) TOOL

The PIMS tool is a culmination of efforts to provide a simple, interactive and informative method for scoring absent sidewalk locations from a dynamic collection of datasets which will provide prioritization results. The tool was developed as an extension to work inside ESRI's ArcMap GIS software, using datasets saved in a file geodatabase. Functionality includes the ability to select a single sidewalk and score it, select multiple sidewalks and export results as a batch and add a special consideration score to a sidewalk, and create blockfaces for connected sidewalk sets.

#### CONCLUSION

The Sidewalk Master Plan replaces any previous Pedestrian or Sidewalk Plan and provides an update to the City's 1995 ADA Transition Plan (Right of Way portion only).

The Sidewalk Master Plan provides guidance on creating an accessible and walkable City and allows for prioritization and planning of future sidewalk projects and associated funding to improve connectivity. It also provides the basis for which other City initiatives concerning the pedestrian realm can build upon. It assists the City in responding to requests with an analytical, objective review. Additionally, it serves to assist other City departments, such as development review planners, to more easily assess pedestrian infrastructure when considering sidewalk variances and waivers.

The incorporation of public health data into the Matrix is progressive and consistent with a national trend in city planning which looks at the affect of the built environment on public health. The Public Works Department and the Austin/Travis County Health and Human Services Department proudly partnered on this portion.

The Absent Sidewalk Prioritization Matrix represents input from various community stakeholders as well as City boards and commissions. LAN coordinated with multiple City departments including Public Works, Neighborhood Planning and Zoning, and the Communications and Technology Management (CTM) department, as well as the Capital Metro Transit Authority (CapMetro), the Texas Department of Transportation (TxDOT), and the ADA Task Force to access data necessary to complete the study. Solicitation of input for the Matrix was also obtained by placing information at all City libraries and on the City of Austin Bicycle & Pedestrian Program website.

Lastly, in April 2008, the Austin City Council adopted Resolution No. 20080424-64 related to the need for master trail planning as an effort to provide both open space and transportation connectivity. It is important to recognize that the City's sidewalk system will play an important role in realizing an off-road trail system. It is likely that, in many areas, sidewalks will provide the only viable way to fill gaps in the system. Appendix B of this plan contains the desired trail network for the City. Exhibit 2 (Appendix B) shall be reviewed prior to CIP sidewalk project selection by the Bicycle and Pedestrian Program and shall be considered by the Director of Public Works for points per the Special Consideration Add-on Score.





## ADA Transition Plan

ADA regulations require that Cities with over 50 employees develop a Transition Plan. This Sidewalk Master Plan updates the City of Austin's Transition Plan as required.

### CHRONOLOGY OF DISABILITY NON-DISCRIMINATION

Below is a chronology of the development of the ADA and Transition Plan requirements.

- **1973**-Most programs and activities of State and local governments are recipients of Federal financial assistance from one or more Federal funding agencies and, therefore, are covered by Section 504 of the **Rehabilitation Act of 1973**, as amended (29 U.S.C. 794) ("Section 504"), which prohibits discrimination on the basis of handicap in federally assisted programs and activities.
- **1990**-The landmark Americans with Disability Act of 1990 (ADA) was signed into law by George H. W. Bush, which provides comprehensive civil rights protections to qualified individuals with disabilities in the areas of employment, public accommodations, State and local government services, and telecommunications. Because Title II of the ADA essentially extends the nondiscrimination mandate of Section 504 to those State and local governments that do not receive Federal financial assistance, this rule hews closely to the provisions of existing Section 504 regulations.
- **1992**-Title II of the ADA took effect on **January 26, 1992** and covers programs, activities, and services of public entities. Title II requires the need for a Transition Plan.
- **1992**-Where physical modifications are necessary to achieve program accessibility, a public entity with 50 or more employees must develop a Transition Plan by **July 26, 1992**.

### REQUIREMENTS OF A TRANSITION PLAN

Existence of an adequate Transition Plan may reduce a municipality's exposure of liability. The ADA regulations require a Transition Plan to contain the following elements:

1. A list of physical barriers in the public entity's facilities that limit the accessibility of its programs, services, or activities to individuals with disabilities; a detailed description of the methods to be utilized to remove these barriers and make the facilities accessible;
2. The schedule for taking the necessary steps to achieve compliance with Title II;
3. The name of the official responsible for the plan's implementation;
4. The proposed funding source for improvements; and
5. The opportunity for the disabled community and other interested parties to participate in the development of the Transition Plan.

This document includes an update to the City's Transition Plan with respect to the ROW only. The update includes cost estimates and scheduling to improve the City's existing infrastructure to ADA compliance.





### GPS SIDEWALK FIELD ASSESSMENT

A field survey of sidewalk and curb ramp condition was conducted for priority corridors within the City. Field assessment areas were chosen based on areas with a high density of attractors and existing sidewalks. The assessment areas are shown in Exhibit 3. The condition data was collected using custom data collection software on Global Positioning System (GPS) enabled handheld devices. Sidewalks and curb ramps were evaluated to determine ADA and TAS compliance, as well as inspected for degradation, quality, and feasibility as a passageway (no permanent obstructions). A detailed data dictionary of the field assessment project can be found in Appendix C.

### UPDATE TO TRANSITION PLAN

The following sections provide an update to the City of Austin's Transition Plan.

Inventory of Physical Barriers (in the ROW only). A desktop inventory of existing and absent sidewalks based on aerial imagery was completed for the City limits in 2007. Of these, a condition assessment to identify barriers has been completed on approximately 300 miles of the existing 2,400 miles of sidewalk (approximately 12.5% of the existing sidewalk network). This data was collected using a GPS and walking the existing sidewalks and is included in the delivery of the PIMS. The estimated cost to upgrade the ADA/TAS deficiencies within the area included in the condition assessment is \$15M. The straight-line extrapolated cost for the complete City is estimated to be \$120M.

This plan also includes a provision to complete the condition assessment that is required to review compliancy of the existing sidewalk network. It is anticipated that approximately \$1M will be required to complete the condition assessment for the City limits.

The assumptions and unit costs used to calculate these estimates are located in Appendix D.

Schedule for improvements. The Director of Public Works shall develop and update a schedule and short-and-long-term Work Plans for sidewalk rehabilitation required by the ADA Title II Transition Plan. These Work Plans will be based on anticipated budgets.

The following table outlines a recommended spending strategy based on today's known potential funding sources. It uses a combination of existing bond monies from the Concrete Repair and the Street Reconstruction Bond Programs. In addition to monies required to repair the existing infrastructure, it is anticipated that approximately \$1M will be required to complete the condition assessment for the City limits. This condition assessment is recommended to be completed within the first two years of this plan. This plan is contingent upon availability of funds and approval of budgets.





TABLE 7<sup>1</sup>  
EXAMPLE SPENDING PLAN – 15 YEAR  
ADA TRANSITION PLAN RECOMMENDED SPENDING (\$M)

	2009 - 2014	2015 - 2023	Final
<b>Total</b>	5/Year	9/Year	120
<b>Estimates are in current 2008 dollars, not adjusted for inflation</b>			
<b>POTENTIAL FUNDING SOURCES</b>			
<ul style="list-style-type: none"><li>• Bonds</li><li>• Transportation User Fee</li><li>• General Fund</li><li>• Grants</li><li>• Sidewalk Ordinance No. 20080214-096 passed in February 2008</li><li>• Neighborhood cost sharing</li><li>• Public / Private Partnerships</li></ul>			

Person responsible for implementation. The Transition Plan will be implemented by the COA Director of Public Works and the Director of Transportation in consultation with the COA ADA/504 Coordinator.

Proposed funding source. The proposed funding sources include a combination of existing and future bonds listed below. In addition, it is anticipated that sidewalks will be constructed and repaired through new development and street reconstruction projects.

- Bonds,
- Transportation User Fee,
- General Fund,
- Grants,
- Sidewalk Ordinance No. 20080214-096 passed in February 2008,
- Neighborhood cost sharing, and
- Public / Private Partnerships.

Opportunity for disabled community input. The disabled community was included in the public process for input on the Sidewalk Prioritization Matrix. The City presented several times to the ADA Task Force, ADAPT, and the Mayor's Committee for People with Disabilities. In addition, the City Bicycle and Pedestrian Program will meet no less than once per year in the future with the disabled community to provide updates and solicit input.



<sup>1</sup> As presented to City Council by ACM Goode in the 2008 Budget Briefing on August 21, 2008.

# APPENDIX A

## SIDEWALK PLAN