

Pedestrian Improvements and Street Reconstruction Projects



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Project Management Division
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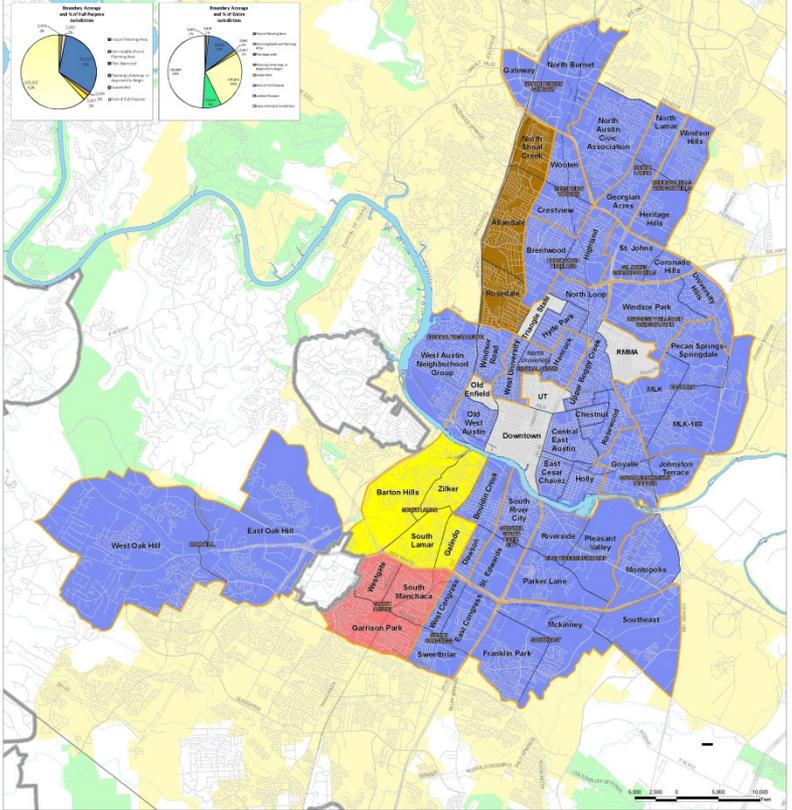
What determines if Pedestrian Improvements will be included in Street Reconstruction Projects?

- Great Streets
 - Transit Oriented Development
 - Sidewalk Master Plan
 - Design Guidelines Subchapter "E" (Core Transit Corridors)
 - University Neighborhood Overlay (UNO)
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- Compliance with the Texas Accessibility Standards (TAS)
 - Approved Neighborhood Plans
 - City Council Resolution No. 020418-40

Neighborhood planning area boundaries are approved by City Council and can not be changed by Staff without Council action. They are drawn to follow logical and efficient boundaries. Neighborhood associations are considered, but are not always a factor in determining boundaries. The graphs below indicate well under half of the City's full purpose and entire jurisdiction are covered by a neighborhood plan.



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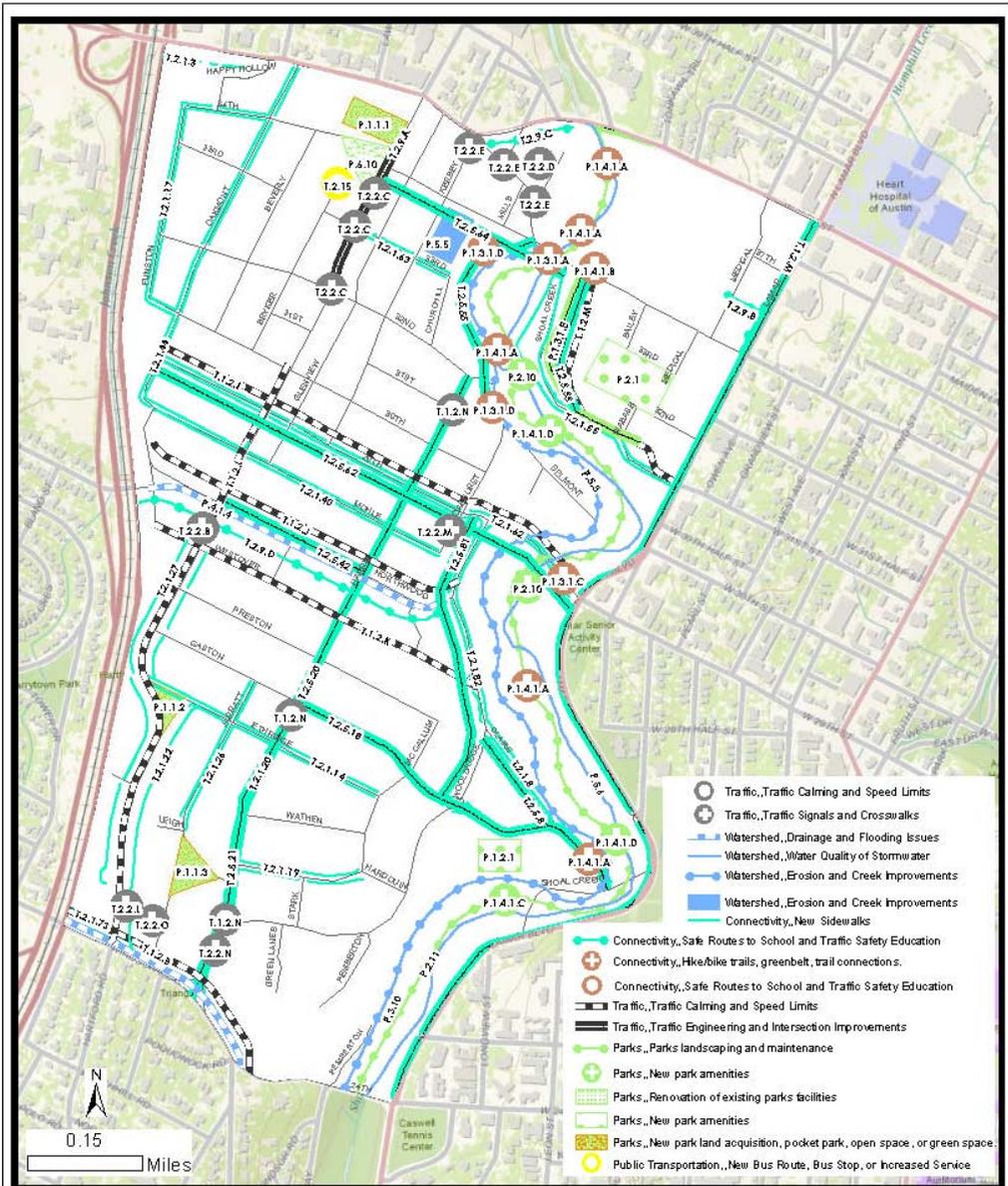
**City of Austin
Neighborhood Planning Areas**
<http://www.austintexas.gov/department/neighborhood-planning>

- Plan Approved (n=50)
- Planning Underway/Approved to Begin (3)
- Suspended (4)
- Future Planning Areas (3)
- Non-neighborhood Planning Area (5)
- Combined Neighborhood Planning Areas
- Neighborhood Plan Boundary
- City of Austin - Full Purpose
- City of Austin - Limited Purpose

Produced by City of Austin
 Planning and Development Review Department
 Updates current to July, 2013

Neighborhood Planning Areas

Windsor Road Neighborhood Plan



5/16/2013

Windsor Road Neighborhood Plan Area-CIP Recommendations



PLANNING AND DEVELOPMENT REVIEW DEPARTMENT

This plan will be reviewed for consistency with the Comprehensive Plan and other applicable policies. It is not intended to be a final plan and is subject to change. It is not intended to be a final plan and is subject to change. It is not intended to be a final plan and is subject to change.

RESOLUTION NO. 020418-40

WHEREAS, the City of Austin's sidewalk network is substantially incomplete; and

WHEREAS, the City of Austin's current and near-term funding plans for correcting the gaps in the sidewalk network are insufficient to provide a full sidewalk network for decades to come; and

WHEREAS, the City of Austin is proactively planning and implementing pedestrian and bicycle facilities as integral components of a transportation corridor; and

WHEREAS, implementing bicycle and pedestrian facilities during a street construction, reconstruction or major rehabilitation project is substantially less disruptive and more cost effective than adding them later; **NOW, THEREFORE,**

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

The City Council adopts the following policy for the City Manager to implement immediately for all future roadway construction, reconstruction and major rehabilitation projects (including Build Greater Austin projects and on all future bond projects):

A. If costs estimates for the appropriate sidewalk facility(*) and the appropriate bicycle facility(**) show that they would add less than 20% to the cost of the entire roadway construction, reconstruction or major rehabilitation project, the sidewalk and bicycle facilities must be added to the roadway during the construction, reconstruction or major rehabilitation project; and those facilities must

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be funded out of the street construction, reconstruction or major rehabilitation project itself.

B. In the event that the cost analysis in Part A (above) shows that adding sidewalks to both sides of an arterial roadway under construction would add 20% or more to the cost of the project, but that adding a sidewalk to one side of the roadway would add less than 20% to the cost of the project, a sidewalk must be added on one side of the roadway during the construction, reconstruction or major rehabilitation project. As in Part A, the facility must be funded out of the construction, reconstruction or major rehabilitation project.

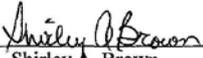
C. All costs estimates referred to in Parts A and B (above) include right-of-way cost, if necessary.

D. Deviations from this policy on any street construction, reconstruction or major rehabilitation project must be approved by the City Council.

* For pedestrian facilities, defined as a standard sidewalk facility on both sides of an arterial roadway, and on at least one side of collector roadway.

** For bicycle facilities, defined as the facility which is recommended in the Austin Bicycle Plan.

ADOPTED: April 18, 2002

ATTEST: 
Shirley A. Brown
City Clerk

L:\p\m\Council\020418-02 Bicycle construction final
Revised.msh

Resolution No. 020418-40