

CITY OF AUSTIN



Sidewalk Master Plan & ADA Transition Plan Update (Sidewalk Asset Management Plan)



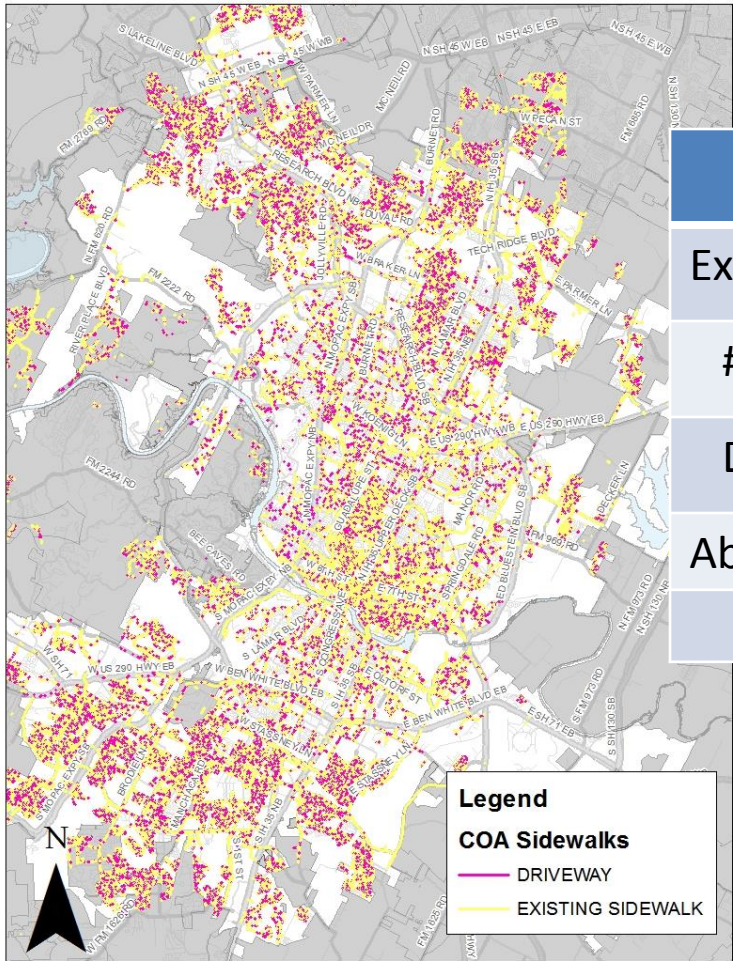
June 8th, 2015

Mayor's Committee for People with Disabilities

OVERVIEW

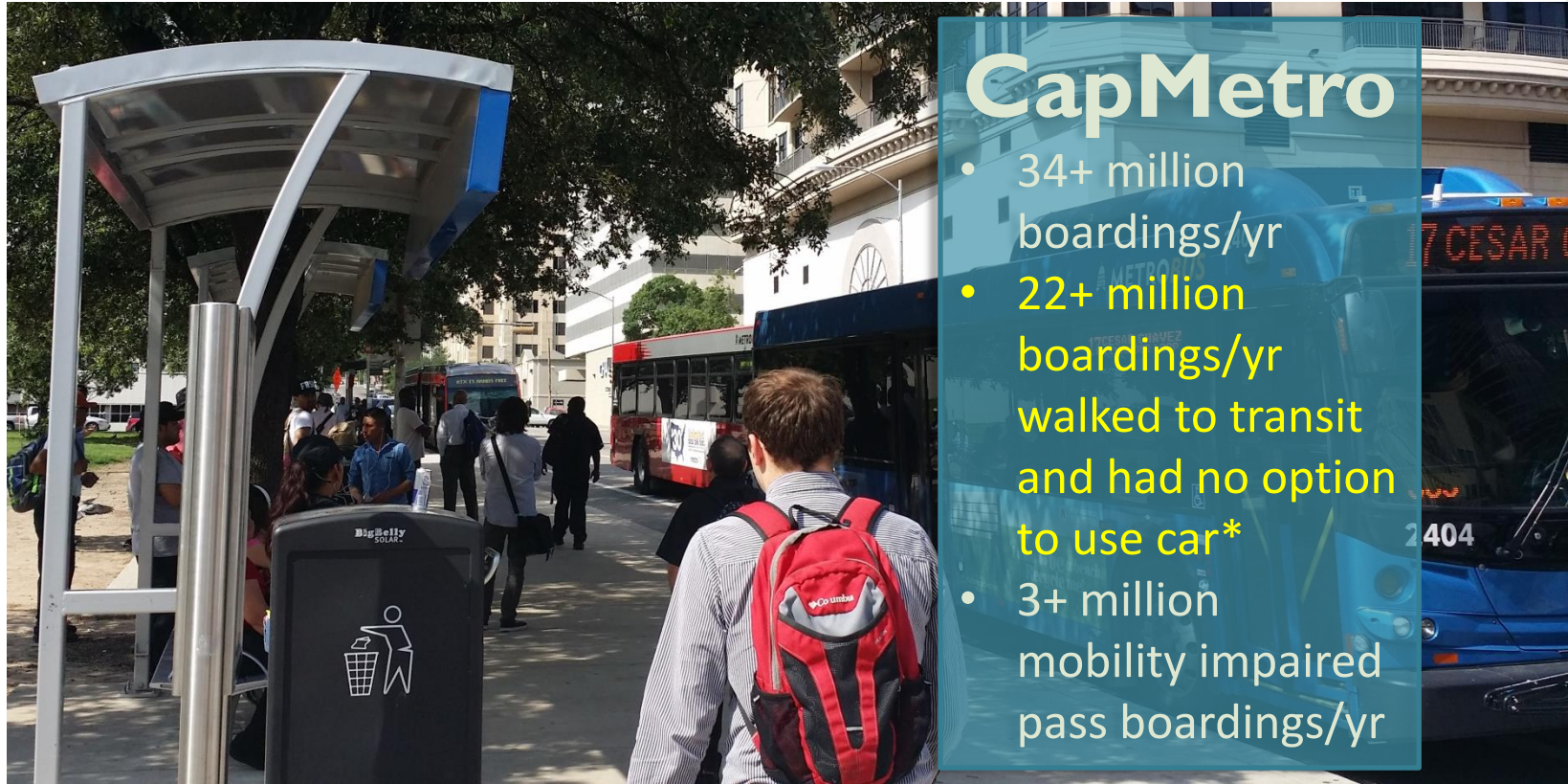
- Sidewalks Background
- 2009 Sidewalk Master Plan Implementation
- Update Priorities
- Peer Cities Report
- Sidewalk Condition Assessment
- Update Schedule
- Access Austin
- Questions & Feedback

CURRENT SIDEWALK STATISTICS



TOTALS	
Existing Sidewalk (miles)	2,360
# Driveways	97,000+
Driveway/Sidewalk (miles)	360+
Absent Sidewalk (miles)	2,270

TRANSIT/ SIDEWALK SYSTEM



CapMetro

- 34+ million boardings/yr
- 22+ million boardings/yr walked to transit and had no option to use car*
- 3+ million mobility impaired pass boardings/yr

*Based on 2010 CapMetro Origins and Destinations Study: 83% of riders walked to bus and 80% of riders had no car available

A BRIEF HISTORY OF AUSTIN SIDEWALKS

- **1969 Sidewalks Required with Subdivision (Building Permit)**
- **1988 Sidewalks Required with Site Plan**
- **1991 ADA Adoption**
- **1995 (Approx.) Code Changes Eliminate Land Owner Responsibility for Sidewalks**
 - 1998 Transportation Bond \$152M
 - 2000 Pedestrian Plan Adopted
 - 2000 transportation Bond \$150M
 - 2002 Complete Street resolution (20% Rule)
 - 2006 Subchapter E Standards Adopted
 - 2006 Transportation Bond \$103.1M with approximately \$10.6 M for sidewalks
- **2006 City of Austin Sidewalk Maintenance Program initiated**
 - 2008 Sidewalks Required with Building Permit including infill and remodel projects (Fee-in-lieu initiated)
- **2009 Sidewalk Master Plan Adopted (Update)**
 - 2010 Transportation Bond included \$4.5M for sidewalk repair
 - 2012 Imagine Austin Adopted (Compact and Connected)
 - 2012 Transportation and Mobility Bond \$143.3M total with \$25M for sidewalks
- **2013 Updated Complete Streets Resolution**
 - 2014 Pedestrian Advisory Council formed
- **2014/2015 Sidewalk Master Plan Update**

OTHER RELATED PROGRAMS + ACTIVITIES

- Pedestrian Advisory Council
- CIP Street Reconstruction
- Private Development & Redevelopment
- Great Streets
- Parking Benefits Districts
- SubChapter E standards
- CodeNext
- Transportation Criteria Manual (TCM) update
- Active Transportation
- Complete Streets
- Pedestrian Hybrid Beacons (PHB's)
- Ped signal upgrades
- CapMetro bus stop improvements
- TXDOT sidewalk upgrades
- Local Area Traffic Management
- Urban trails
- Corridor studies

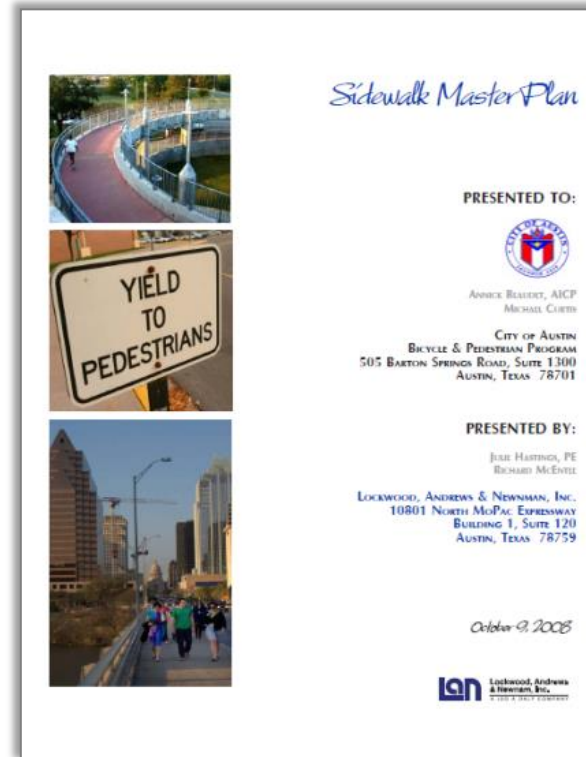
2009 SIDEWALK MASTER PLAN

Absent Sidewalk Prioritization

- GIS database of existing and absent pedestrian infrastructure
 - \$>\$824M to build new sidewalks

ADA Transition Plan

- Improve existing sidewalks to meet ADA standards
 - \$ 120M estimate of total cost
 - Recommended Spending Strategy
 - \$5M in spending in 2009 - 2014
 - **\$9M in spending from FY 2015 forward**



SIDEWALK MASTER PLAN IMPLEMENTATION

Improvements Program

- Includes new sidewalks and improvements to meet ADA standards
- Prioritization from Sidewalk Master Plan
- \$5M - \$9M annually (primarily bond funded)
- Some funding from Fee-in-lieu, grants, and other sources

Rehabilitation Program

- Sidewalk repairs (311 based)
- Primarily bond funded with some Transportation User Fee (TUF) funding (\$250k in FY 2015)

(Street Reconstruction & other Capital Improvement Projects also include sidewalk improvements)

INNOVATIVE PROJECT DELIVERY

- Contracts issued using a unit cost Indefinite Delivery Indefinite Quantity (IDIQ) methodology.
- Uses a set of standard details that are adapted in the field under the direct supervision of a professional engineer.
- IDIQ process has saved 25% in design costs and reduced delivery time by 75%.
- Flexible scheduling and accelerated delivery has resulted in numerous inter-agency partnerships which have improved coordination of pedestrian accessibility improvements.
- Model is being adapted by other governmental entities.

EXAMPLE



BEFORE

E 6th Street



AFTER

2009 SIDEWALK MASTER PLAN

WHAT WORKED WELL?

- Objective data driven prioritization process developed by stakeholders
- Absent sidewalk prioritization map
- Citywide gap and rehabilitation cost estimates
- ADA Transition Plan Funding Target

WHAT NEEDS IMPROVEMENT?

- Maintenance/rehabilitation assessment and prioritization
- Pedestrian Infrastructure Management System (PIMS) – too complex
- Stable funding source(s) particularly for maintenance

AUSTIN: PROACTIVELY ADDRESSING SIDEWALK MAINTENANCE

From *The Atlantic*

CITYLAB

NAVIGATOR

CITYFIXER

MAPS

PHOTOS

COMMUTE

WORK

HOUSING

WEATHER

Why L.A.'s \$1.4 Billion Sidewalk Repair Case Is Such a Big Deal

Los Angeles isn't the only jurisdiction that's been forced to confront its sidewalk problems by disability-rights advocates, and it won't be the last.

SARAH GOODYEAR | [@buttermilk1](#) | Apr 7, 2015 | 33 Comments

939
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sidewalk master plan

UPDATE PRIORITIES

Build on Success

- Update & simplify GIS Absent Sidewalk Prioritization
- Incorporate latest ADA legal rulings and guidance

Incorporate Best Practices

- Peer Cities report
- Imagine Austin & Complete Streets Resolution

Improvements based on lessons learned

- **Develop condition assessment rating and prioritization system**
- Review funding alternatives and goals

PEER CITIES



peer city report

SELECTION PROCESS



top 2 ranking (and interested) texas cities

- **San Antonio**
- Fort Worth
- Dallas
- **Houston**

A screenshot of a large, multi-column spreadsheet or data table. The table has a complex header with many columns, some of which are highlighted in blue. The rows are color-coded in alternating shades of green, orange, and red. The data appears to be organized into several sections, with some rows containing text descriptions and others containing numerical values. The table is quite dense with information.

top 2 ranking non-texas cities

- **Charlotte, NC**
- Raleigh, NC
- **Nashville, TN**

top 2 imagine austin peer cities ranked per walkscore.com

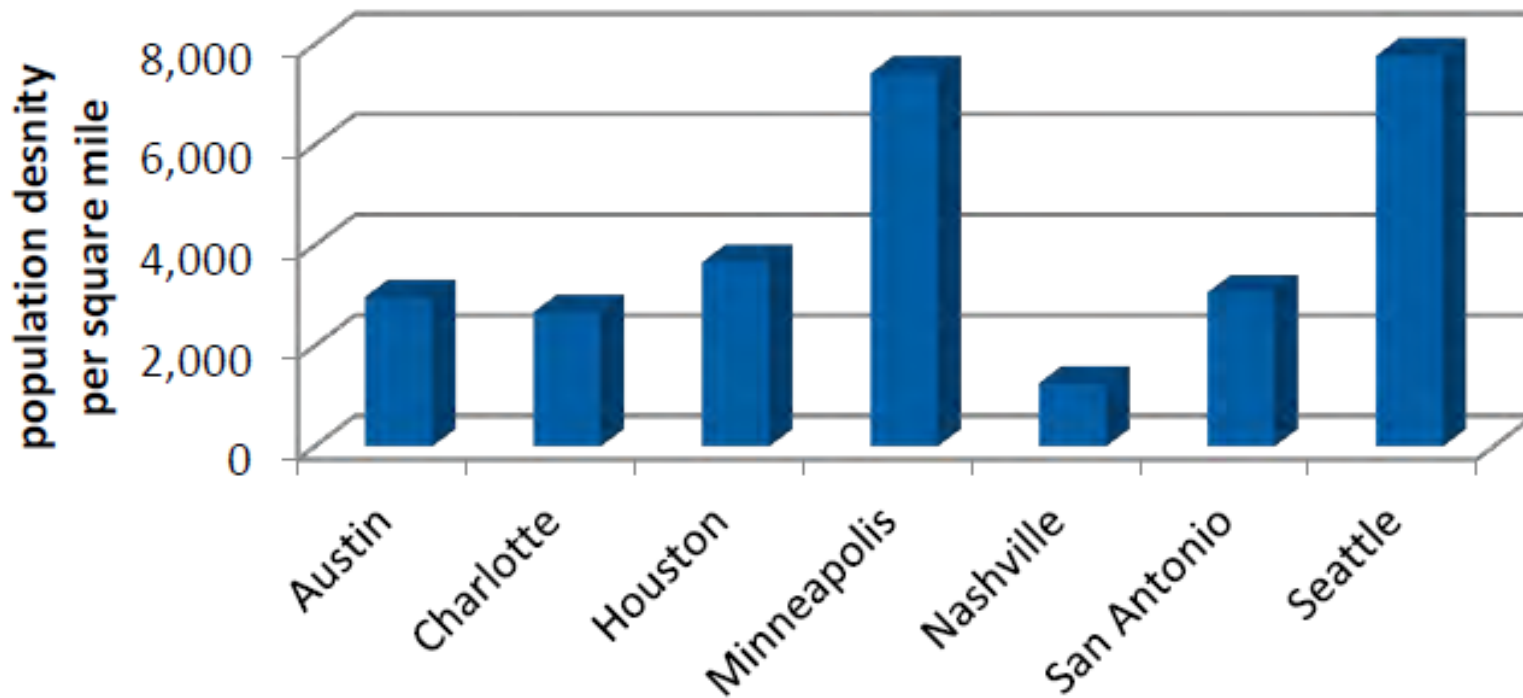
- **Seattle, WA**
- **Minneapolis, MN**

peer city report

PEER CITY POPULATION DENSITY



Figure 3-1: Peer Cities Population Density



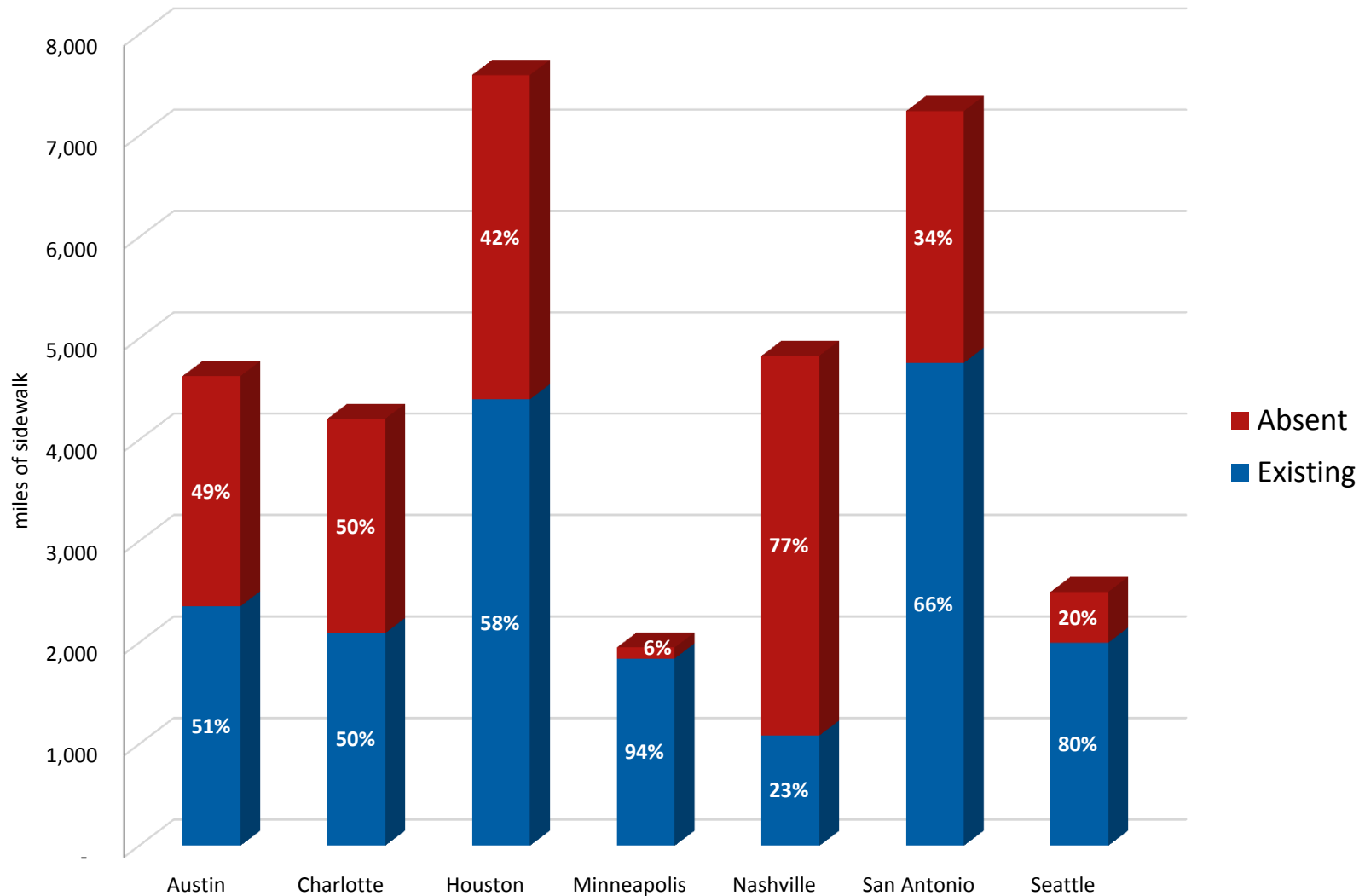
PEER CITY KEY DATA



City	State	Proximity to Austin (miles)	Average Temp (F)	Land Area (square miles)	Population (2013 estimate)	Population Density (2013 estimate)	Population Average Age (2013)	Estimated Median Household Income in 2012	Population Change Since 2000	Walk Score	Walk-Friendly Community Status
Austin	Texas	N/A	69.4	298	885,400	2,971	31.1	\$52,453	34.9%	35.4	Bronze
Charlotte	North Carolina	1166	59.8	297	792,862	2,670	33.4	\$50,950	46.6%	24.4	Bronze
Houston	Texas	162	69.1	600	2,195,914	3,660	32.3	\$42,847	12.4%	44.2	
Minneapolis	Minnesota	1173	46.2	54	400,700	7,420	31.7	\$47,604	4.6%	65.4	Platinum
Nashville	Tennessee	753	59.3	526	658,602	1,252	33.7	\$43,399	16.3%	26.0	
San Antonio	Texas	80	68.7	461	1,409,019	3,056	32.7	\$45,524	23.1%	33.7	
Seattle	Washington	2128	52.0	84	652,405	7,767	36.1	\$64,473	15.8%	70.8	

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CURRENT INVENTORY - MILES OF SIDEWALK

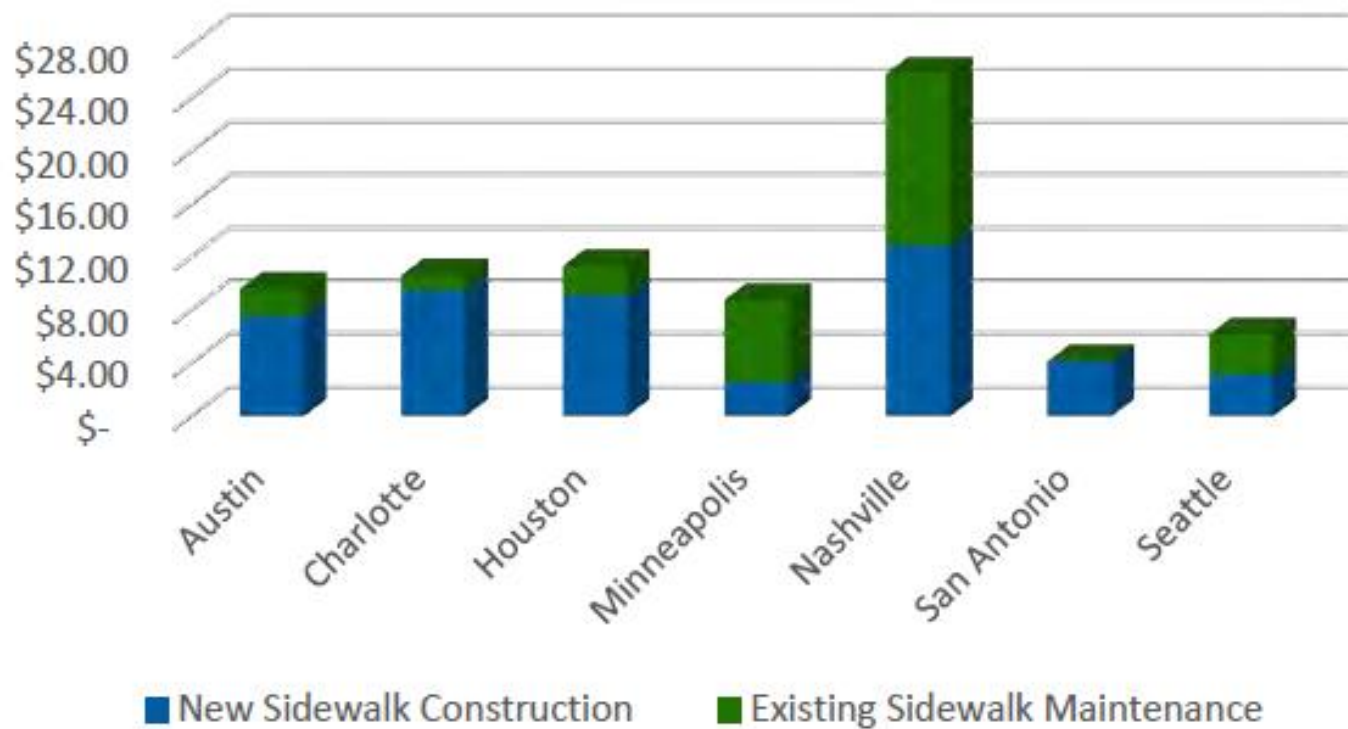


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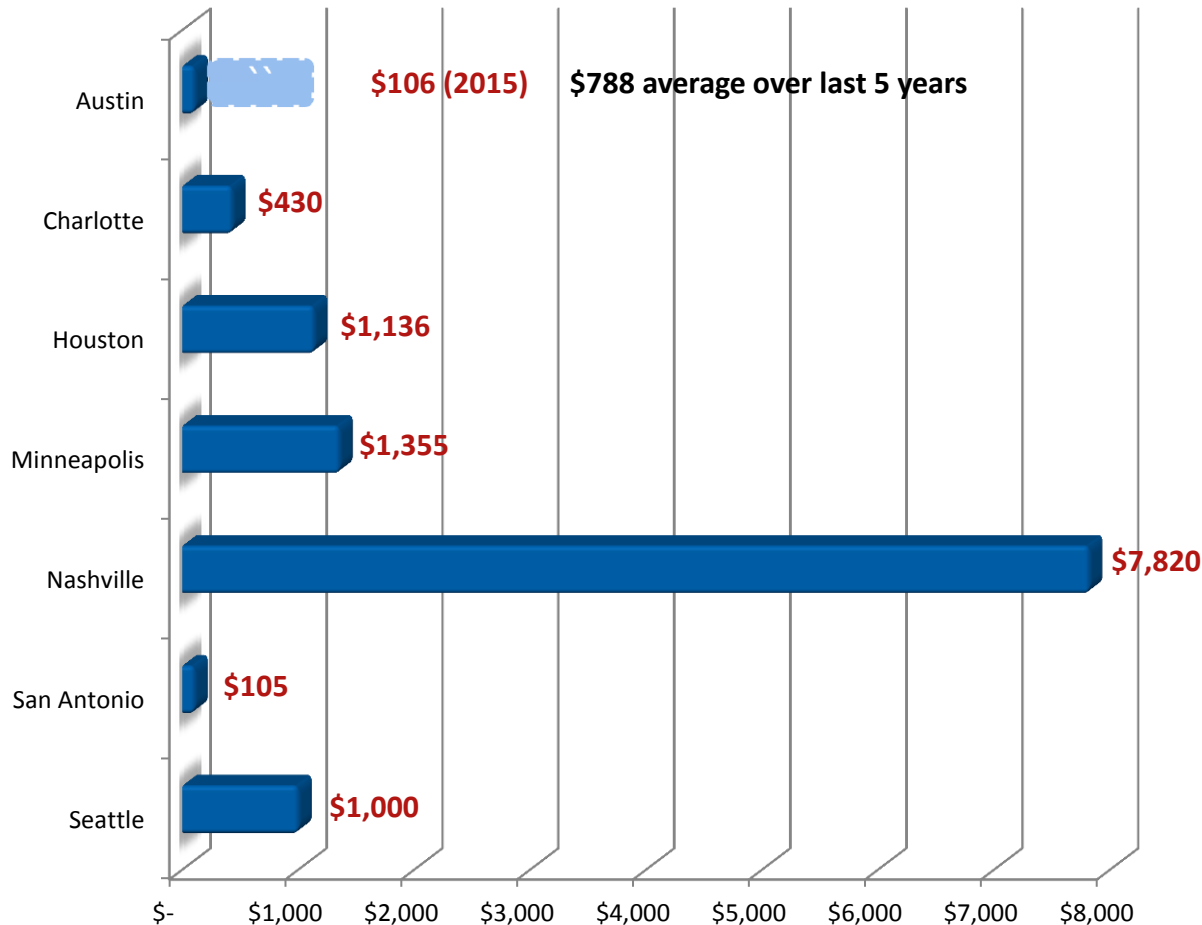
SIDEWALK BUDGETS



Figure 4-5: Average Annual Sidewalk Budget per Capita



EXISTING SIDEWALK MAINTENANCE - BUDGET PER MILE



annual budget	miles existing
\$250,000	2,359
\$900,000	2,094
\$5,000,000	4,400
\$2,500,000	1,845
\$8,500,000	1,087
\$500,000	4,761
\$2,000,000	2,000

peer city report

CONDITION RATING SYSTEM



A

- **EXCELLENT** condition / Fully ADA compliant

B

- **GOOD** condition / Minor levels of ADA Noncompliance
- Functional for all users

C

- **MARGINAL** condition / Intermediate level of ADA noncompliance
- May not be functional for some users

D

- **POOR** condition / Severe level of ADA noncompliance
- Not functional for many / May present hazards for all users

F

- **FAILED** condition / Extreme level of ADA noncompliance
- Essentially nonexistent as a developed pedestrian route

condition assessment

SAMPLE CRITERIA



Sidewalk Condition	A	B	C	D	F
Width	> 48 in.	36 in. - 48 in.	32 in. - 36 in.		< 32 in.
Passing Space Interval	< 200 ft		> 200 ft		
Grade	0 - 5%	6 - 8%	9 - 12%	> 12%	
Cross-Slope	0 - 2%	3 - 5%	6 - 8%	9 - 12%	> 12%
Faults	< 0.25 in.	0.25 - 0.5 in.	0.5 - 2 in.	2 - 4 in.	> 4 in.
Faults (Count)	None	1 - 20 / 100 ft	> 20 / 100 ft		
Cracks	None/Minor	Moderate	Severe		
Roughness	< 0.25 in.	0.25 - 0.5 in.	0.5 - 1 in.	1 - 2 in.	> 2 in.
Vertical Clearance	> 80 in.			< 80 in.	
Obstruction Height	< 0.25 in.	0.25 - 0.5 in.	0.5 - 2 in.	2 - 4 in.	> 4 in.
Perpendicular Grate Opening	< 0.5 in.		> 0.5 in.		
Parallel Grate Opening	None		Opening Exists		
Driveway Interruption	< 0.25 in.	0.25 - 0.5 in.	0.5 - 2 in.	2 - 4 in.	> 4 in.

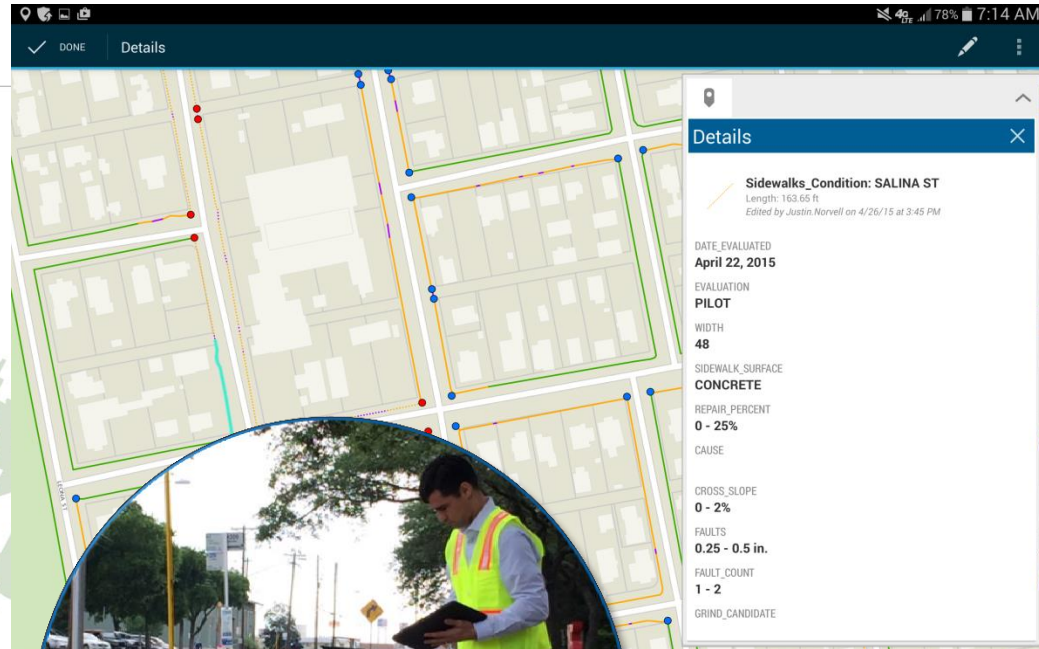
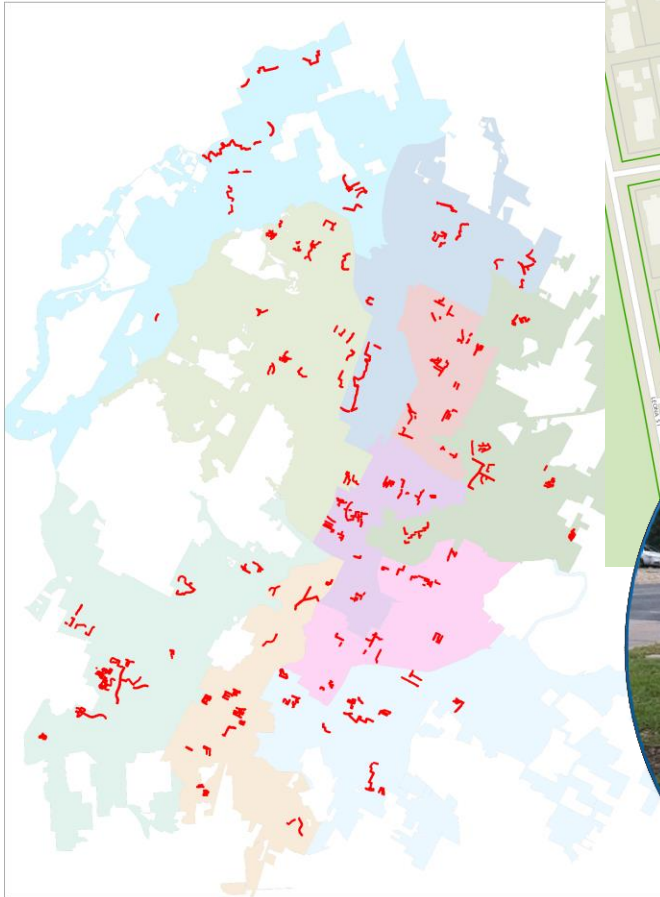
*blanks identify ratings not applicable to condition

condition assessment

DATA COLLECTION PROCESS

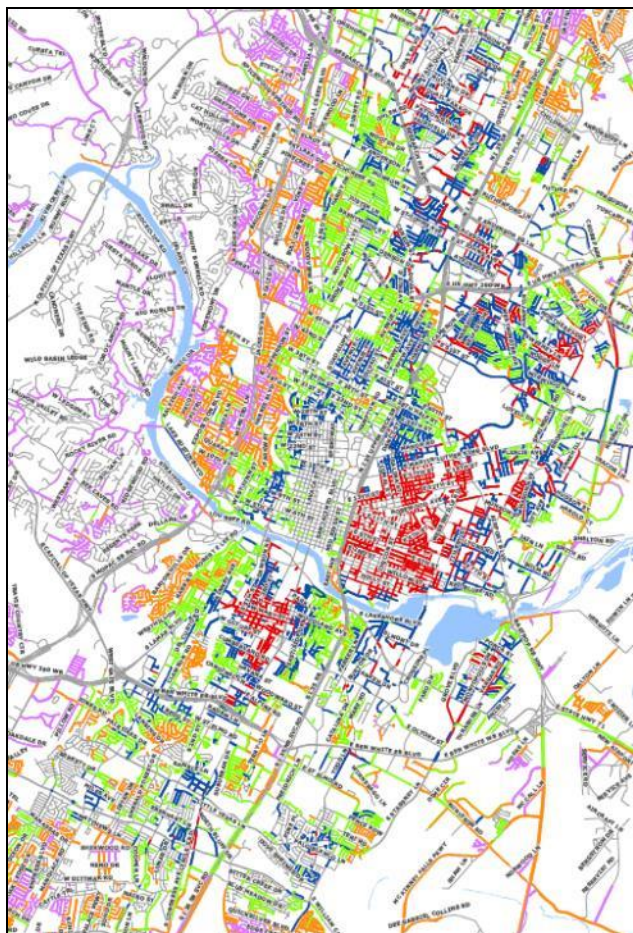


Condition Assessment Pilot Locations











condition assessment

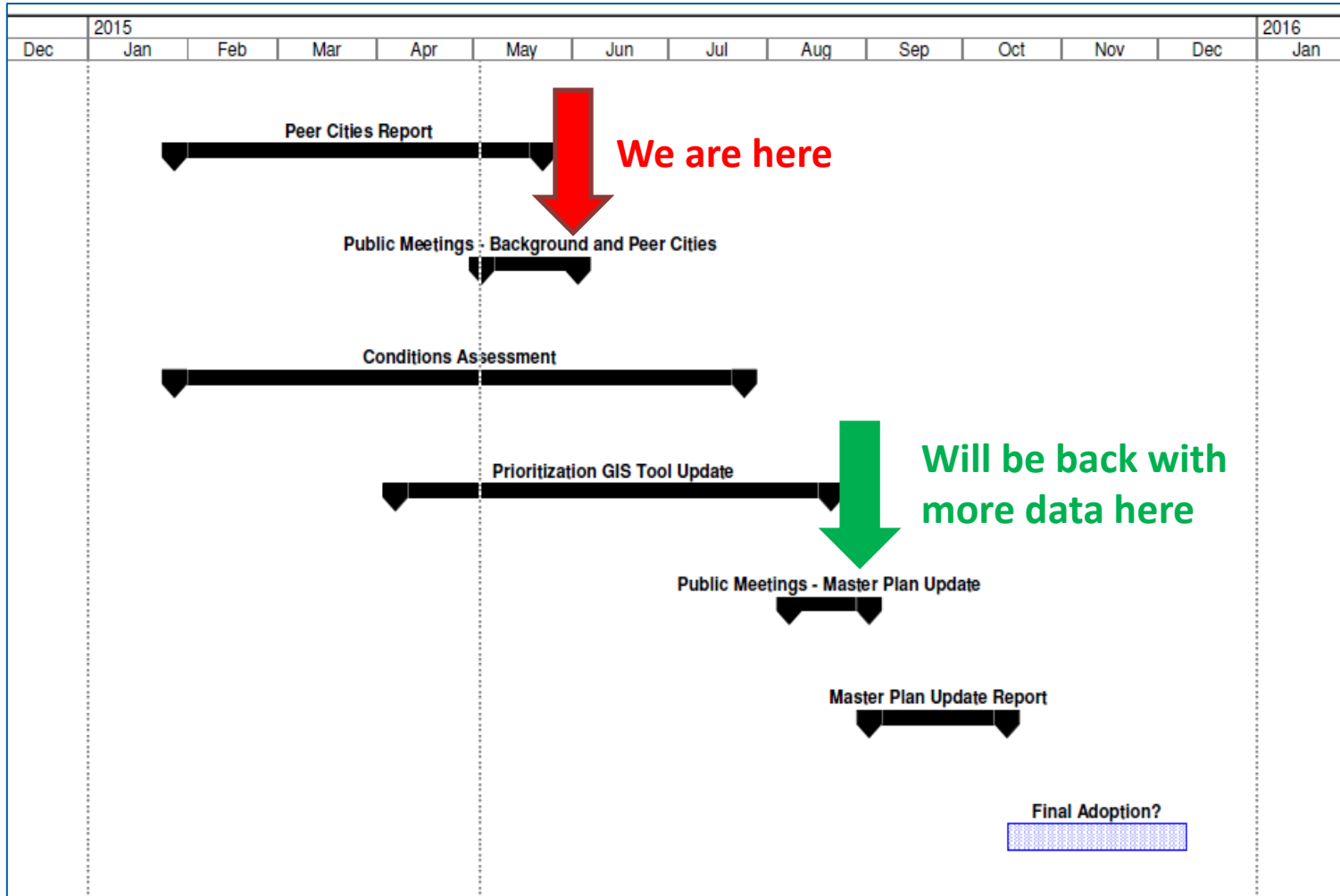
SIDEWALK PRIORITIZATION



- pedestrian attractor score (50%)
- pedestrian safety score (40%)
- fiscal availability score (10%)

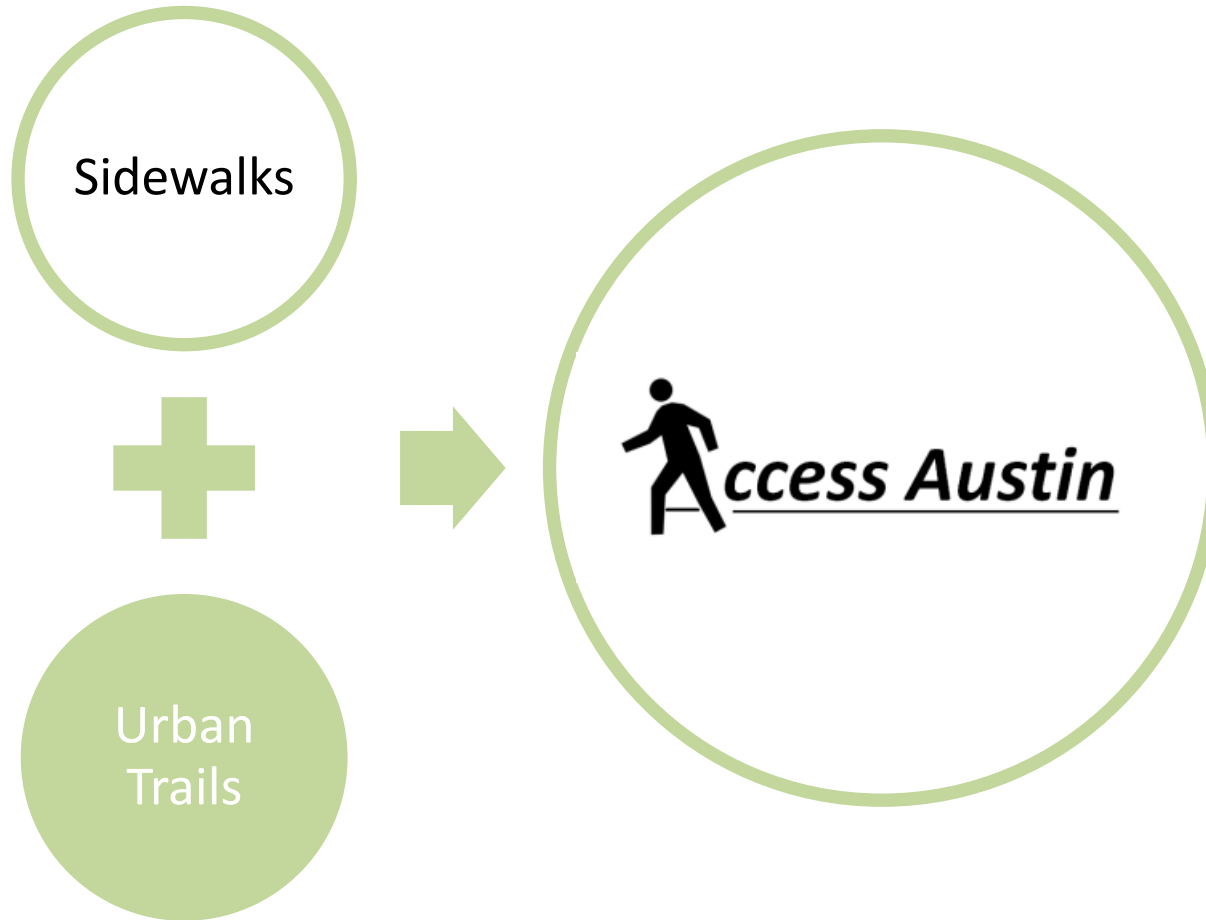
PIMS ABSENT SIDEWALK SCORE	ABSENT SIDEWALK SEGMENT COUNT
 < 30.00 (Very Low)	15,072
 30.01 - 40.00 (Low)	5,868
 40.01 - 50.00 (Medium)	5,669
 50.01 - 59.00 (High)	4,091
 > 59.01 (Very High)	2,039
 WATERBODIES	SCORING DISTRIBUTION Minimum: 0.00 Maximum: 81.43 Mean: 40.01 Median: 39.26
 RIVERS	
 Roads	

MASTER PLAN UPDATE SCHEDULE



sidewalk master plan

PEDESTRIAN MOBILITY ASSETS

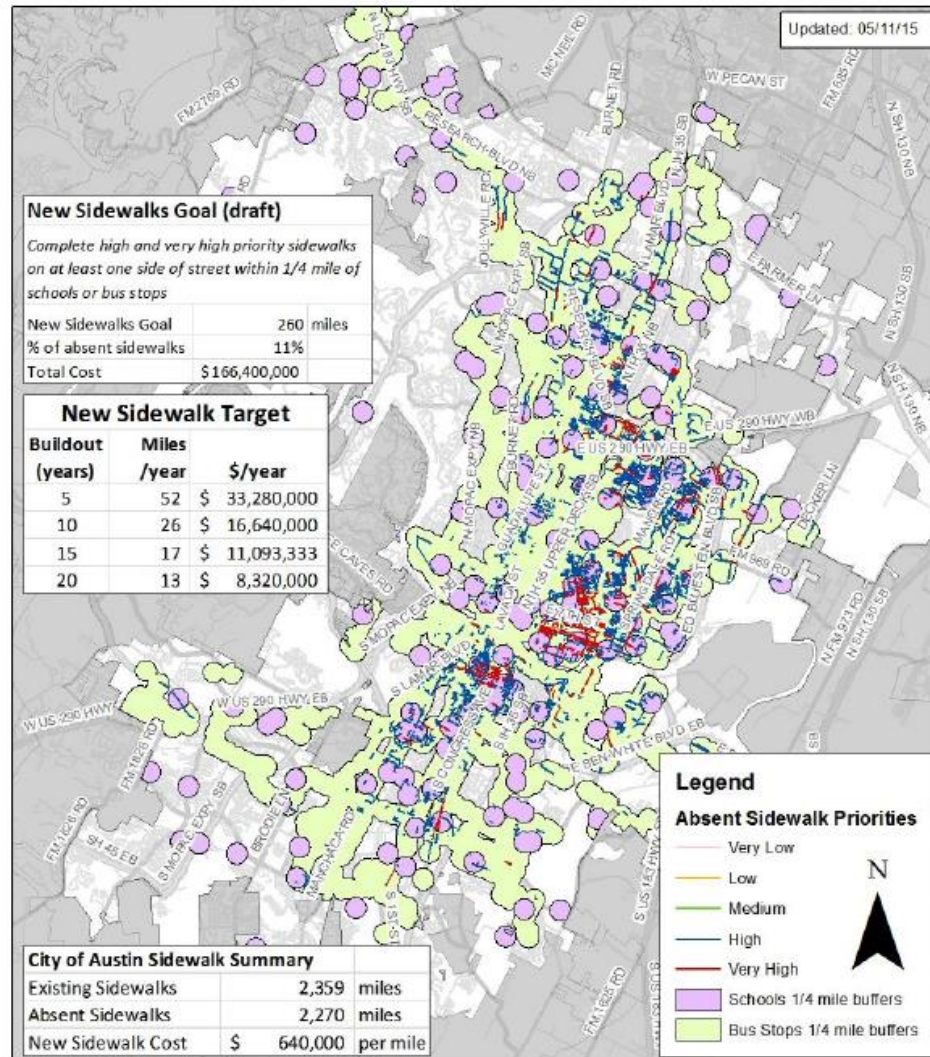


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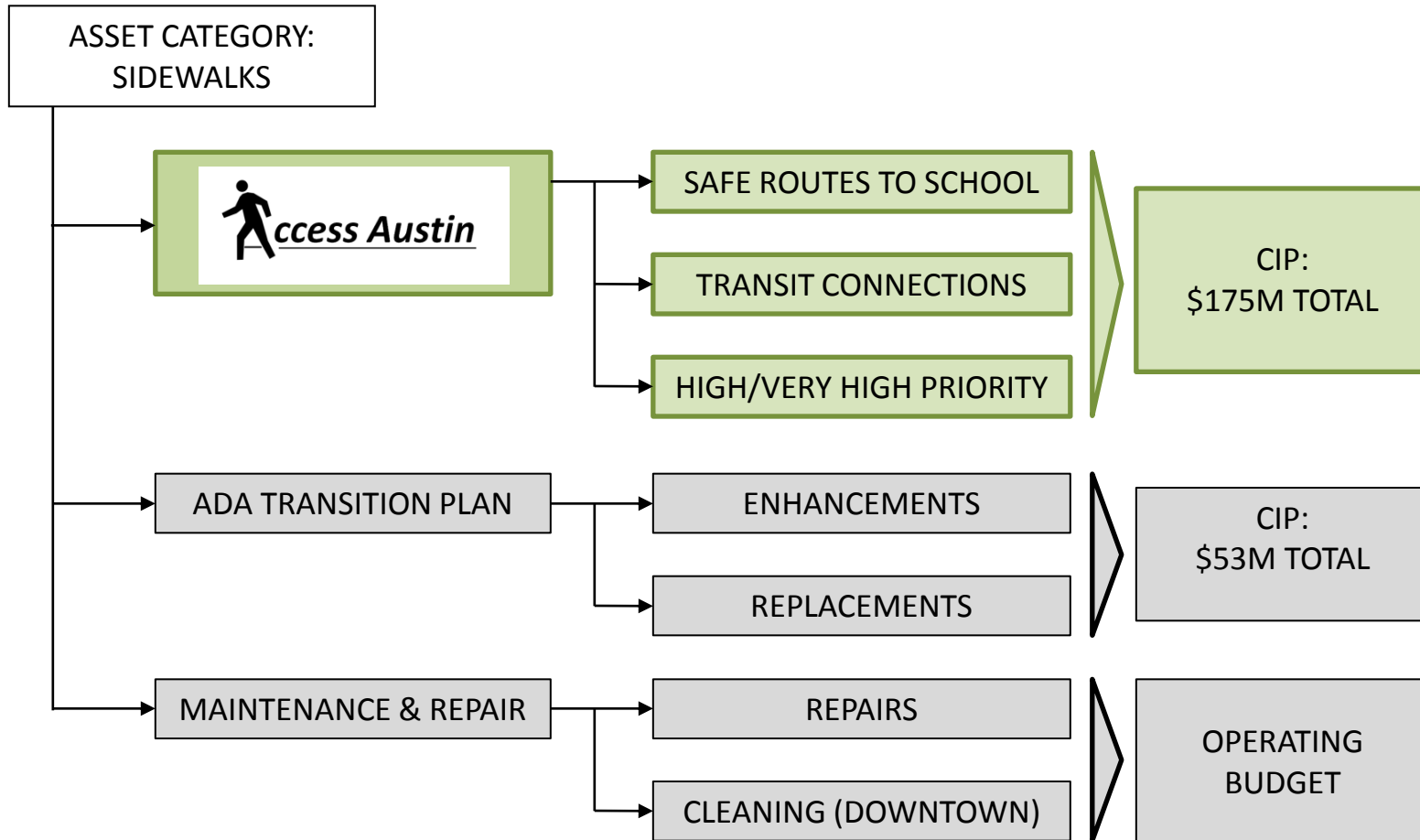


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Enhance pedestrian connectivity by completing high and very high priority sidewalks on at least one side of the street within 1/4 mile of schools or bus stops.



PEDESTRIAN MOBILITY ASSETS



sidewalk master plan

COMMENTS + FEEDBACK



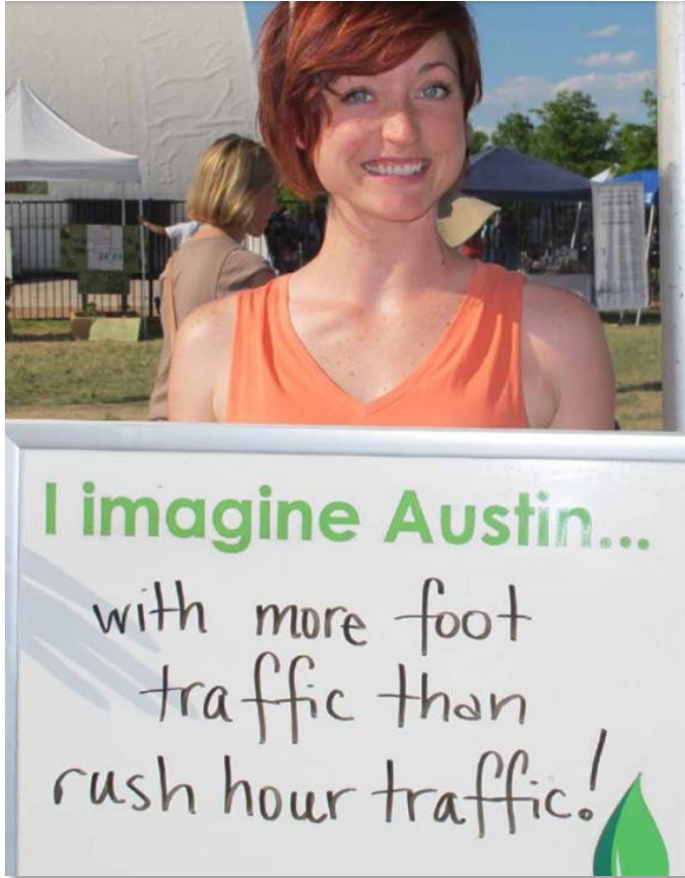
- Peer Cities Best Practices
- Sidewalk Condition rating system (draft)
- Funding Ideas
- Alternative approaches



<https://austintexas.gov/departments/pedestrian-program>

sidewalk master plan

QUESTIONS



John Eastman (City of Austin)
john.eastman@austintexas.gov



<https://austintexas.gov/departments/pedestrian-program>

http://www.austintexas.gov/sites/default/files/files/Public_Works/Sidewalk_Master_Plan.pdf

sidewalk master plan