



Sidewalk Master Plan & ADA Transition Plan Update



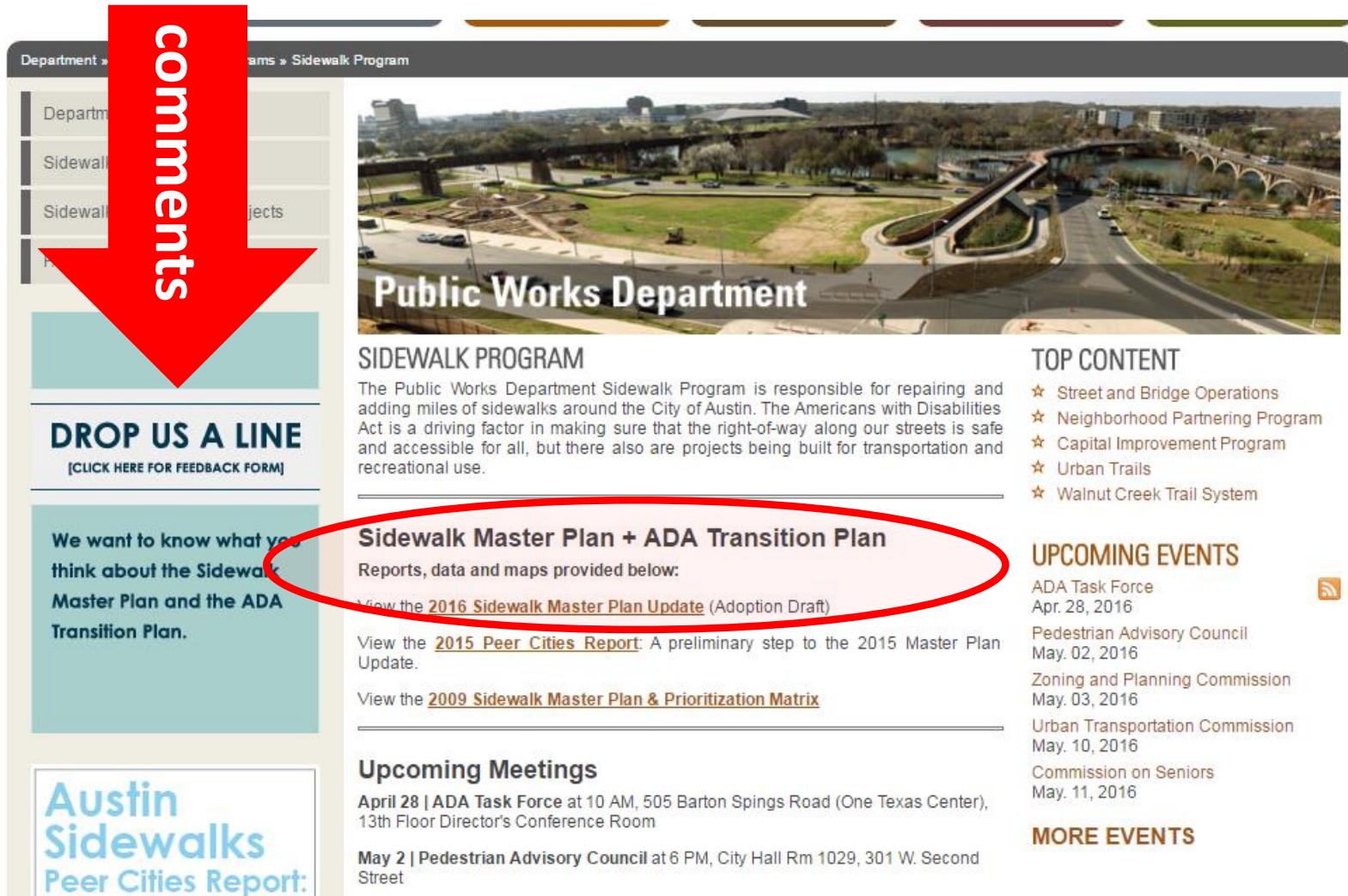
Purpose



- **Resources**
- **Update Background**
- **Key Recommendations**
 - **Existing sidewalks**
 - **New sidewalks**
- **Answer Questions**

Resources

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



The screenshot shows the 'Austin Sidewalks Peer Cities Report' website. A large red arrow with the word 'comments' written vertically inside it points to the 'Sidewalk Master Plan + ADA Transition Plan' section, which is circled in red. The website header includes 'Department » Sidewalk Program'. The main content area features a large image of a park with a bridge and the text 'Public Works Department'. Below this is the 'SIDEWALK PROGRAM' section, which describes the department's responsibilities. To the right is a 'TOP CONTENT' section with links to various programs. Below the main content is the 'Sidewalk Master Plan + ADA Transition Plan' section, which is circled in red. This section includes links to the '2016 Sidewalk Master Plan Update', the '2015 Peer Cities Report', and the '2009 Sidewalk Master Plan & Prioritization Matrix'. To the right of this section is an 'UPCOMING EVENTS' section with dates for the ADA Task Force, Pedestrian Advisory Council, Zoning and Planning Commission, Urban Transportation Commission, and Commission on Seniors. At the bottom is a 'MORE EVENTS' section. The left sidebar contains a 'DROP US A LINE' section with a link to a feedback form, and an 'Austin Sidewalks Peer Cities Report' logo.

Department » Sidewalk Program

Department
Sidewalk
Sidewalk Projects

comments

DROP US A LINE
[CLICK HERE FOR FEEDBACK FORM]

We want to know what you think about the Sidewalk Master Plan and the ADA Transition Plan.

Austin Sidewalks Peer Cities Report:

Public Works Department

SIDEWALK PROGRAM

The Public Works Department Sidewalk Program is responsible for repairing and adding miles of sidewalks around the City of Austin. The Americans with Disabilities Act is a driving factor in making sure that the right-of-way along our streets is safe and accessible for all, but there also are projects being built for transportation and recreational use.

Sidewalk Master Plan + ADA Transition Plan

Reports, data and maps provided below:

View the [2016 Sidewalk Master Plan Update](#) (Adoption Draft)

View the [2015 Peer Cities Report](#): A preliminary step to the 2015 Master Plan Update.

View the [2009 Sidewalk Master Plan & Prioritization Matrix](#)

Upcoming Meetings

April 28 | ADA Task Force at 10 AM, 505 Barton Spings Road (One Texas Center), 13th Floor Director's Conference Room

May 2 | Pedestrian Advisory Council at 6 PM, City Hall Rm 1029, 301 W. Second Street

TOP CONTENT

- ★ Street and Bridge Operations
- ★ Neighborhood Partnering Program
- ★ Capital Improvement Program
- ★ Urban Trails
- ★ Walnut Creek Trail System

UPCOMING EVENTS

ADA Task Force
Apr. 28, 2016

Pedestrian Advisory Council
May. 02, 2016

Zoning and Planning Commission
May. 03, 2016

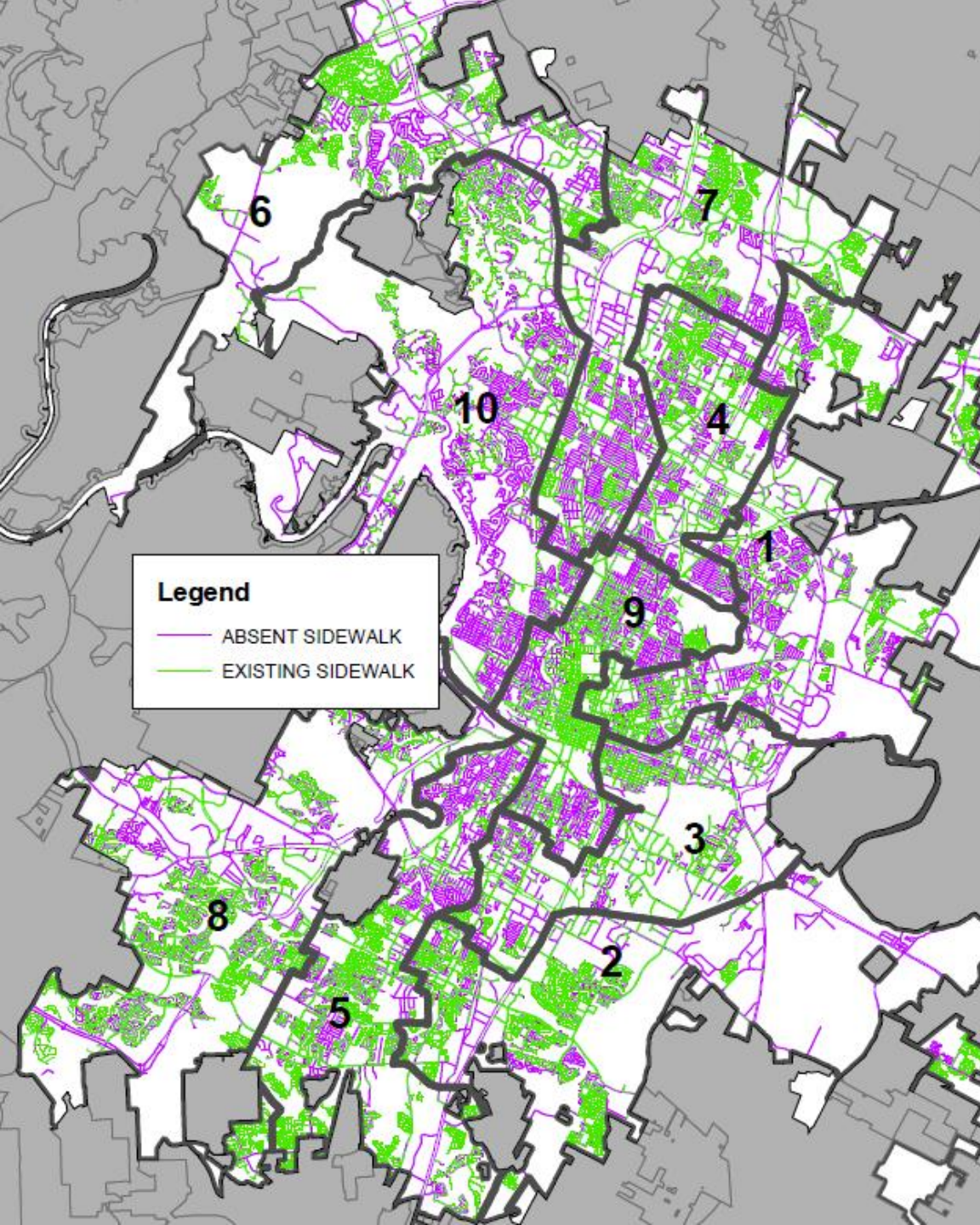
Urban Transportation Commission
May. 10, 2016

Commission on Seniors
May. 11, 2016

MORE EVENTS

Goals

- ***Encourage walking as a viable mode of transportation, improve pedestrian safety, and enable people to walk to and from transit stops***
- *Update the sidewalk portion of the City's Americans with Disabilities Act (ADA) Transition Plan and set forth policies that will improve mobility for people with disabilities*
- *Help control air pollution and traffic congestion, and improve the quality of life in Austin, by including sidewalks and other pedestrian facilities as necessary and integral components of the transportation system*
- *Provide an objective mechanism for the City's use in prioritizing new sidewalk construction and existing sidewalk repair and rehabilitation projects*
- *Incorporate goals and policies from the Imagine Austin Comprehensive Plan and updated Complete Streets policy*



Sidewalks by Council District

District	Existing		Absent	
	Miles	%	Miles	%
1	253	11%	345	13%
2	264	11%	196	8%
3	178	7%	154	6%
4	160	7%	146	6%
5	278	12%	222	9%
6	301	12%	271	11%
7	262	11%	292	11%
8	315	13%	279	11%
9	198	8%	197	8%
10	200	8%	476	18%
Total	2,408	100%	2,578	100%

ADA Transition Plan for Sidewalks

1990 Americans with Disabilities Act (ADA)

Title II, Subpart A

requires Public Entities to establish and maintain a Transition Plan to achieve full accessibility of existing public infrastructure, including existing sidewalk within public right-of-way.

Transition Plan Requirements

- **Inventory of physical barriers** and proposed methods to remove them
- **Schedule for barrier removal**
- **Public official responsible** for plan implementation
- **Proposed funding source** for improvements
- **Opportunity for disabled community input**

A 10%

B 10%



20% Functionally Acceptable

C 25%

D 50%

F 5%



80% Functionally Deficient

Assessment
Results

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



Existing sidewalks

- **10-year goal**
- **Vegetation**
- **Commercial Driveways**



Existing Sidewalks 10-year Goal

750+ miles of sidewalk improvements

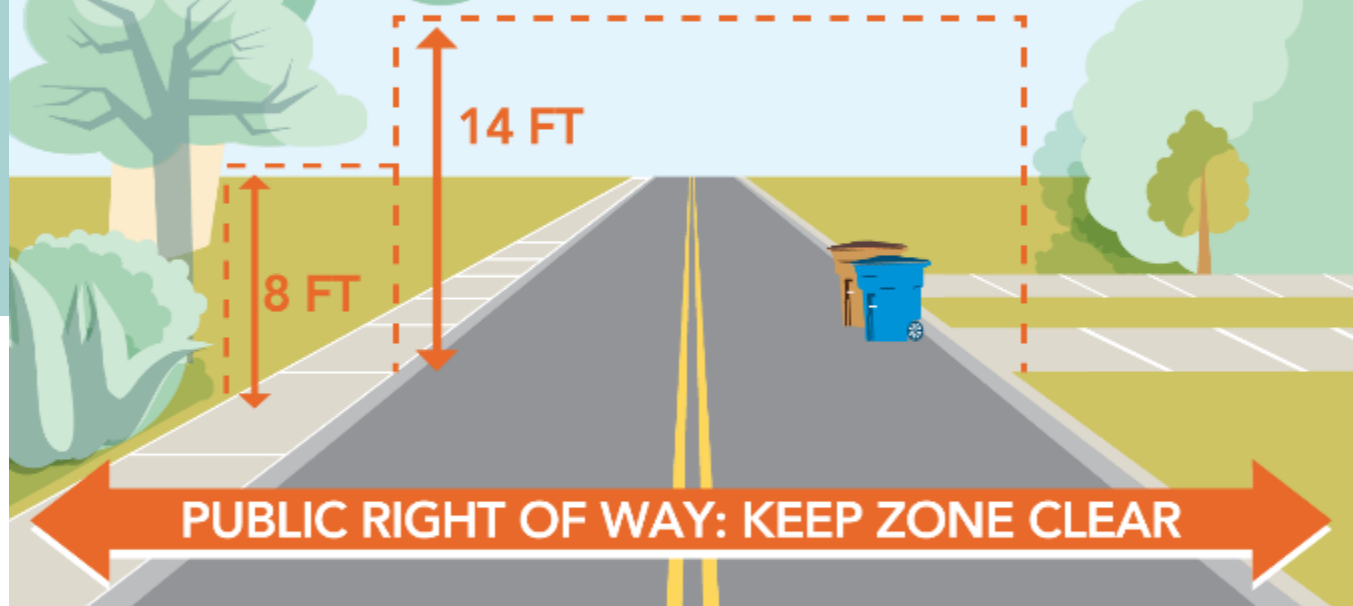
- *Stable and sufficient funding for sustainable repair and rehabilitation*
- *\$15 million/year funding level consistent with ADA best practice*
- *Repair/rehab & pro-active vegetation obstruction removal/enforcement*
- *On-going sidewalk condition assessment program*



Vegetative Barrier removal

New Public Awareness Campaign

**KNOW THE RIGHT OF WAY,
CLEAR THE RIGHT OF WAY**



It's a jungle out there, but the public right of way shouldn't be. Did you know it is the responsibility of property owners to keep sidewalks clear and private tree limbs, plants, and other vegetation trimmed to 8 feet above the sidewalk and 14 feet above the street?


Do your part to keep Austin's sidewalks and streets safe and accessible. Know the Right of Way, Clear the Right of Way.

Call 3-1-1 or visit us online at www.austintexas.gov/cleartherow for more information.





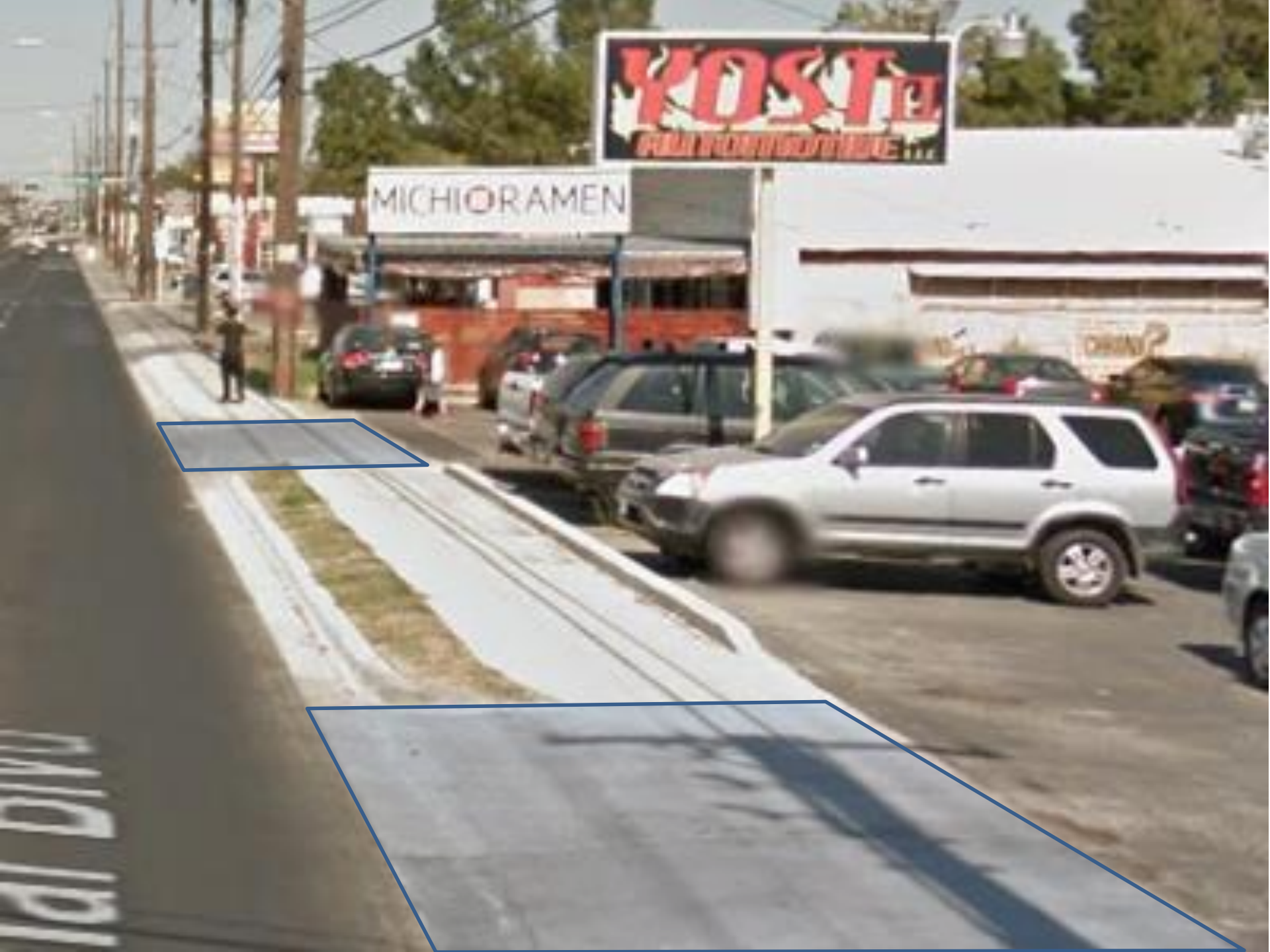
Commercial Driveway Assessments

A photograph of a street scene. In the foreground, a concrete sidewalk runs diagonally from the bottom left towards the middle right. To the left of the sidewalk is a dark asphalt road. To the right of the sidewalk is a parking lot filled with several cars, including a silver SUV, a dark sedan, a green sedan, and a black sedan. In the background, there is a building with a large sign that reads 'YOST'S' in stylized red and yellow letters. Below this sign, there is another sign that reads 'MICHIO RAMEN' in white letters on a dark background. The building has a light-colored facade. There are utility poles and wires visible in the background. The overall scene is a typical urban or suburban street with a parking lot and commercial buildings.

**Assessments
Incentivize “Drivewalk”
Reduction**



1st DIV



YOSTIE
PAPA JOHN'S OUTBACK

MICHIO RAMEN



1st DIV

Existing Sidewalks

Key Recommendations

Table 1-2: Existing Sidewalk Program

Target	Implementation Schedule	Estimated Annual Budget
Achieve 95% functionality for very high and high priority sidewalks and Achieve 55% functionality for citywide sidewalk network	10 years	\$15 million per year

- **Develop and implement public awareness and enforcement program** to address vegetative obstruction removal.
- **Provide stable and sufficient** funding for sustainable repair and rehabilitation of existing sidewalks.
- **Implement ongoing sidewalk condition assessment program** that assesses at least 10% of the existing network annually.
- **Revise City Code** to clarify the responsibility of property owners for maintenance of driveway approaches. (See Appendix I for suggested code revisions.)

New sidewalks



- **10-year goal**
- **Shared Space Streets**
- **Revisions to City Codes**
- **New Development Mitigation Fees**

New Sidewalks Goal

Address priority sidewalks within ¼ mile of schools, bus stops, and parks

- *Both sides of arterials and collectors*
- ***One side of residential streets***
- *10-year implementation*
- *\$25 million/year*
- *Includes public and private schools*



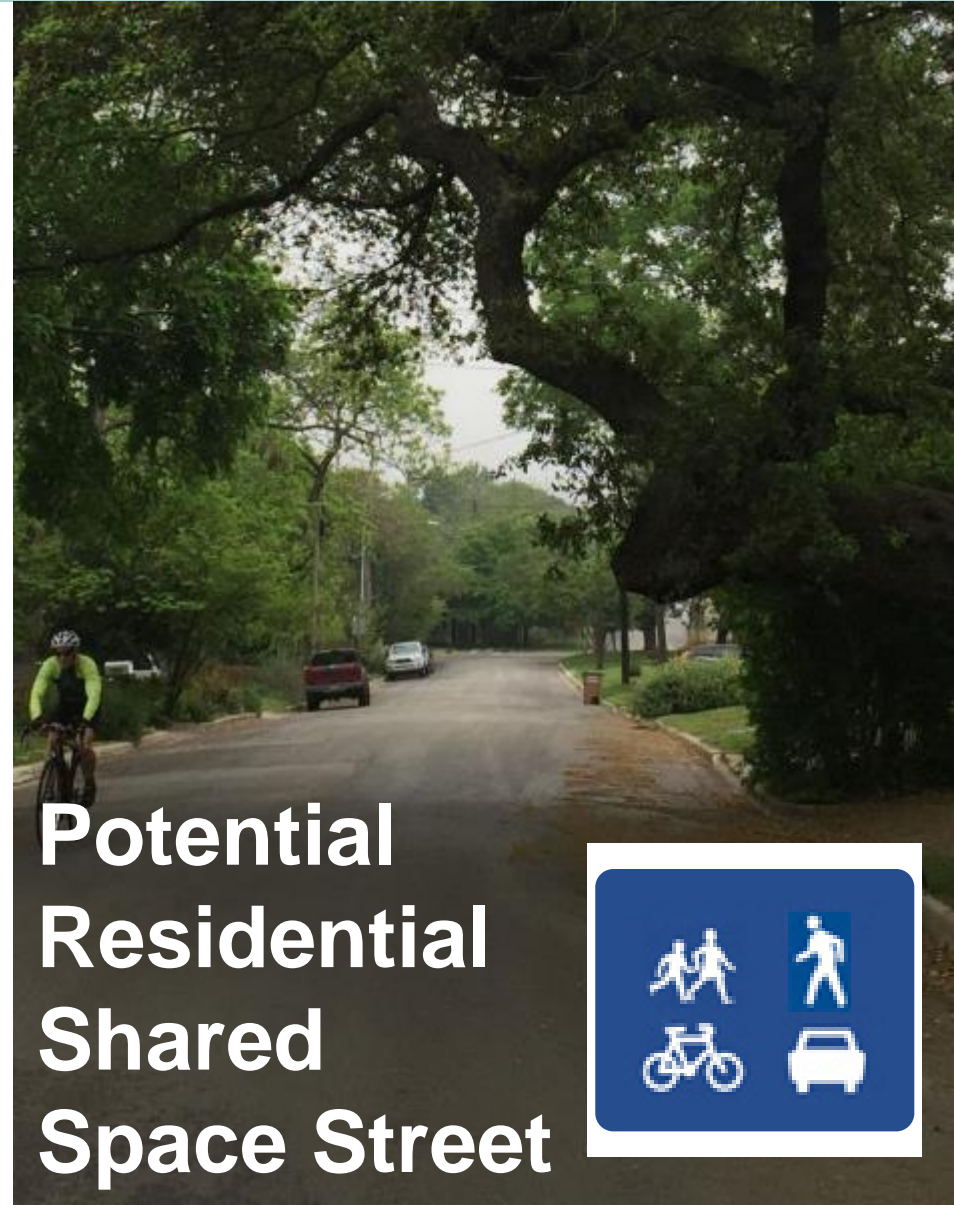
**390
miles
of new
sidewalks**

Shared Space Pilot Project

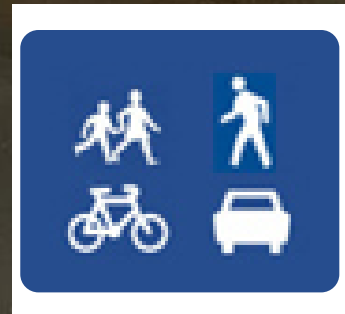
Shared spaces are environments where people walking, bicycling, and driving share the same space.

Pilot project will identify Austin neighborhoods with the following characteristics:

- Primarily Residential
- Low speed and volume of cars
- No sidewalks
- On-street parking



**Potential
Residential
Shared
Space Street**



Revisions to City Codes

Sidewalks should be treated as a basic transportation utility

- 1. Installation concurrent with roads**
- 2. Connected offsite to the sidewalk/transit network;**

OR

Mitigation fees for offsite sidewalk connections



New sidewalks,
when is as
important as where



2009 – great road, but no sidewalk



2011 – great road, but still no sidewalk



2013 – sidewalks closer, still not done



2015 – sidewalks done, sort of...



Alpha Centauri Arabians

BreadBasket

Star Market
Shell Gas Station

Blazier Elementary
School

Subdivision entrance, less than ¼ mile to transit and convenience store, no offsite sidewalk connection was required

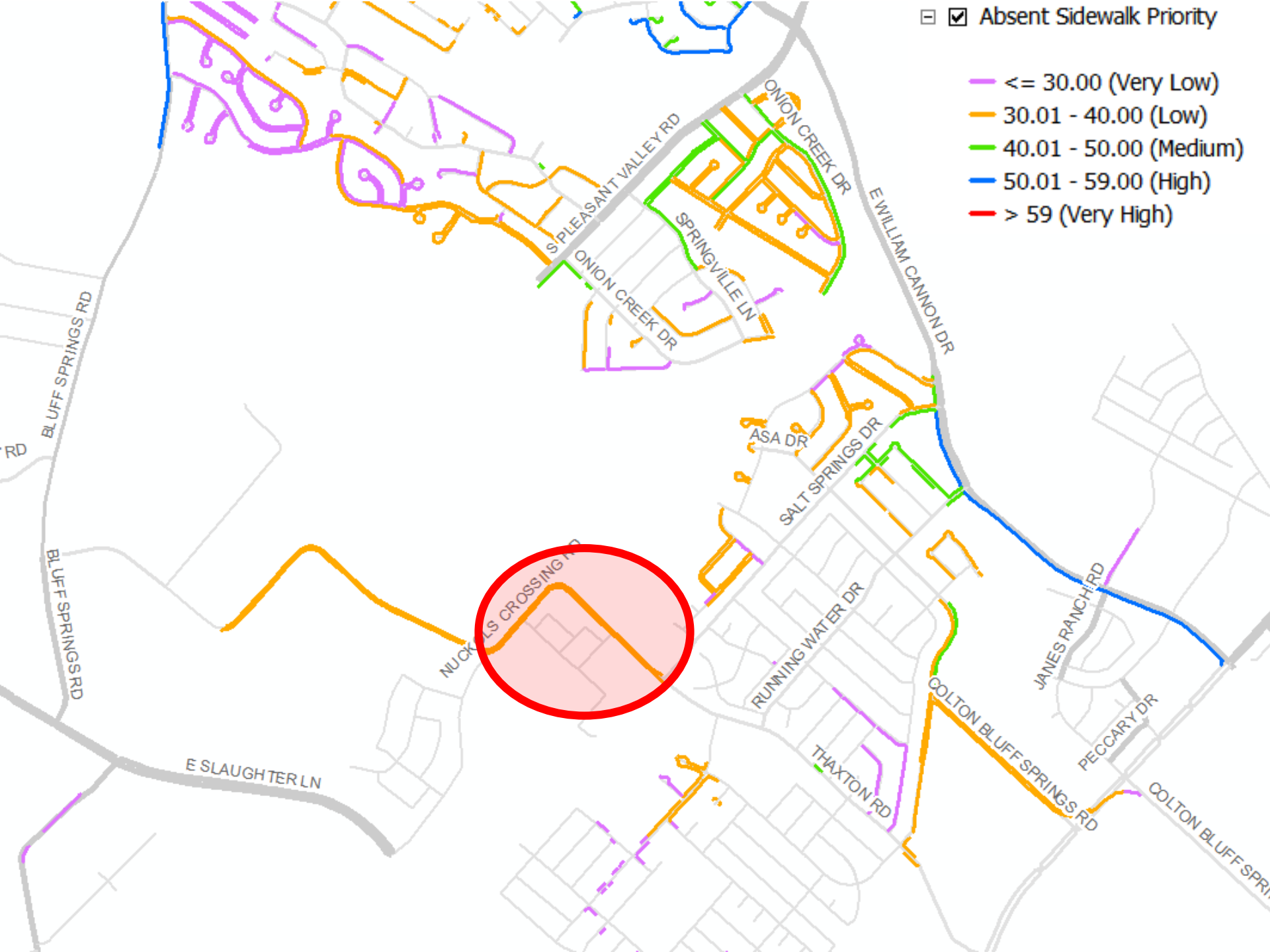




**Subdivision entrance, 500
feet from school, no offsite
connection was required**

☐ ☒ Absent Sidewalk Priority

- ≤ 30.00 (Very Low)
- 30.01 - 40.00 (Low)
- 40.01 - 50.00 (Medium)
- 50.01 - 59.00 (High)
- > 59 (Very High)



Burnet Rd
Austin, Texas



Street View - Jul 2014



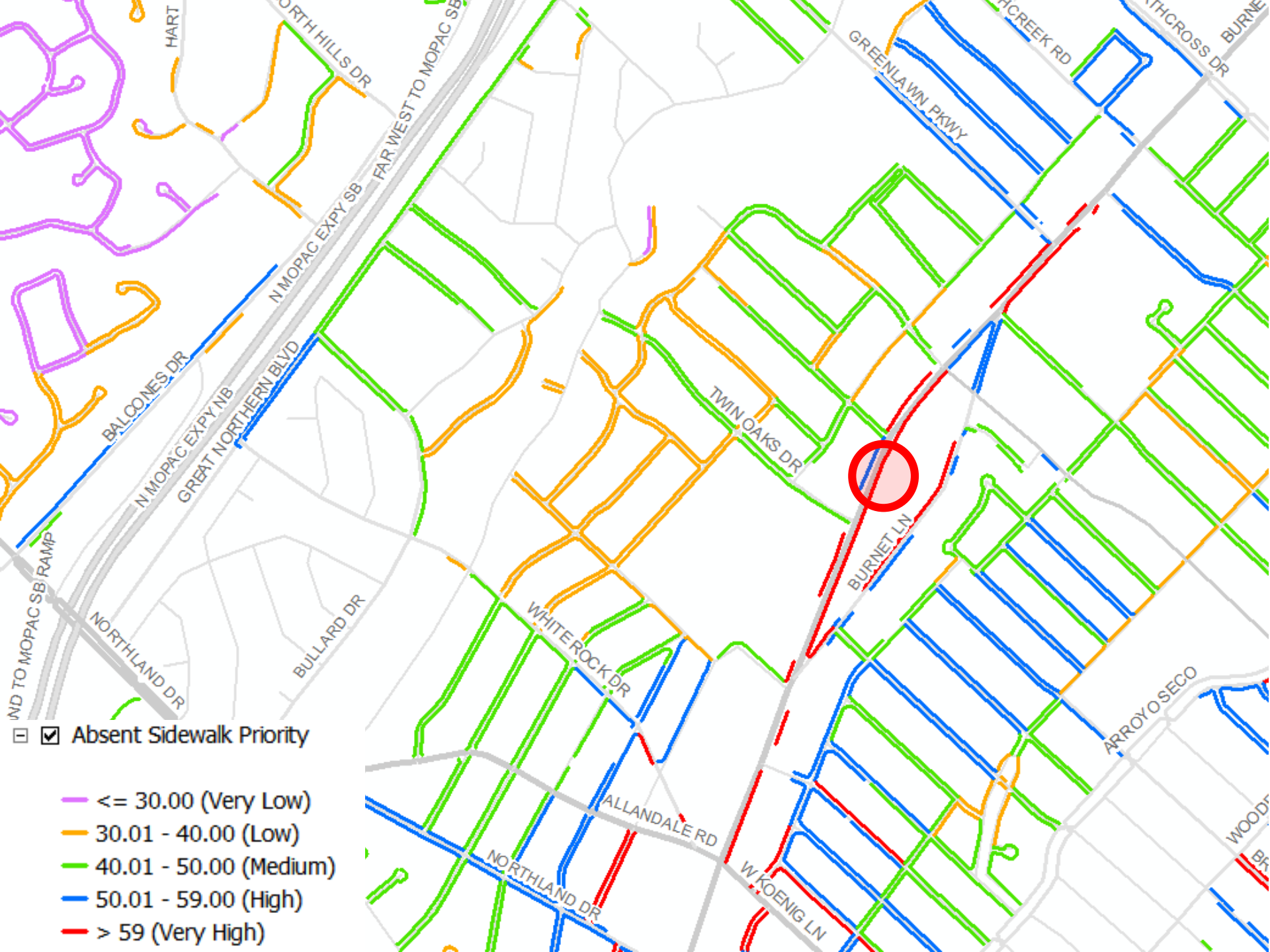
AMAZING INFINITY
SIDING & WINDOWS

MAVIN





AMAZING INFINITY
SIDING & WINDOWS



New Sidewalks

Key Recommendations

Table 1-1: New Sidewalk Program

Target	Fiscal Years 2018 - 2027	
	Implementation Schedule	Estimated Annual Budget
Address all very high and high priority sidewalks within ¼ mile of all identified schools, bus stops, and parks, including both sides of arterial and collector streets and one side of residential streets. (Approximately 390 miles)	39 miles/year	\$25 million per year

- **Implement Neighborhood Shared Streets pilot program** to evaluate alternative strategies for safe and cost effective pedestrian access.
- **Ensure development adequately addresses sidewalks** and does not create new gaps by enacting key land development code updates recommended in Appendix I.
- **Implement a sidewalk mitigation fee for new development** to address absent pedestrian infrastructure. In order to equitably address needs, the fee could be based on a combination of increased intensity of use and outstanding pedestrian infrastructure need in the area. Fees collected would be dedicated to improvements in the area consistent with current fee-in-lieu practice.

New Sidewalks

Key Recommendations (cont)

Incorporate green infrastructure and pedestrian safety priorities into sidewalk projects by removing unnecessary pavement and introducing rain gardens and shade trees wherever feasible and cost effective.

Identify partnering opportunities to implement projects that support shared goals or overlapping priorities through collaboration and shared resources.

Develop a transparent system for working with Council District Representatives to utilize their local knowledge and resources as one of the refining filters in selecting potential construction projects from the list of high priority sidewalk needs identified by the GIS prioritization process.

Estimated Budget Summary

**Existing
Sidewalks**
(ADA Transition)

\$15 million/year

(approximately 30% increase if funded entirely
by Transportation User Fee)

New Sidewalks
(39 miles/year)

\$25 million/year (\$252M

total if funded by 10-year bond program)

Total

\$40 million/year

Outcomes

IMAGINEAUSTON

Vibrant. Livable. Connected.



Improved
Air Quality



Reduce Traffic
Increase Mobility

Connected



Healthier



Accessibility

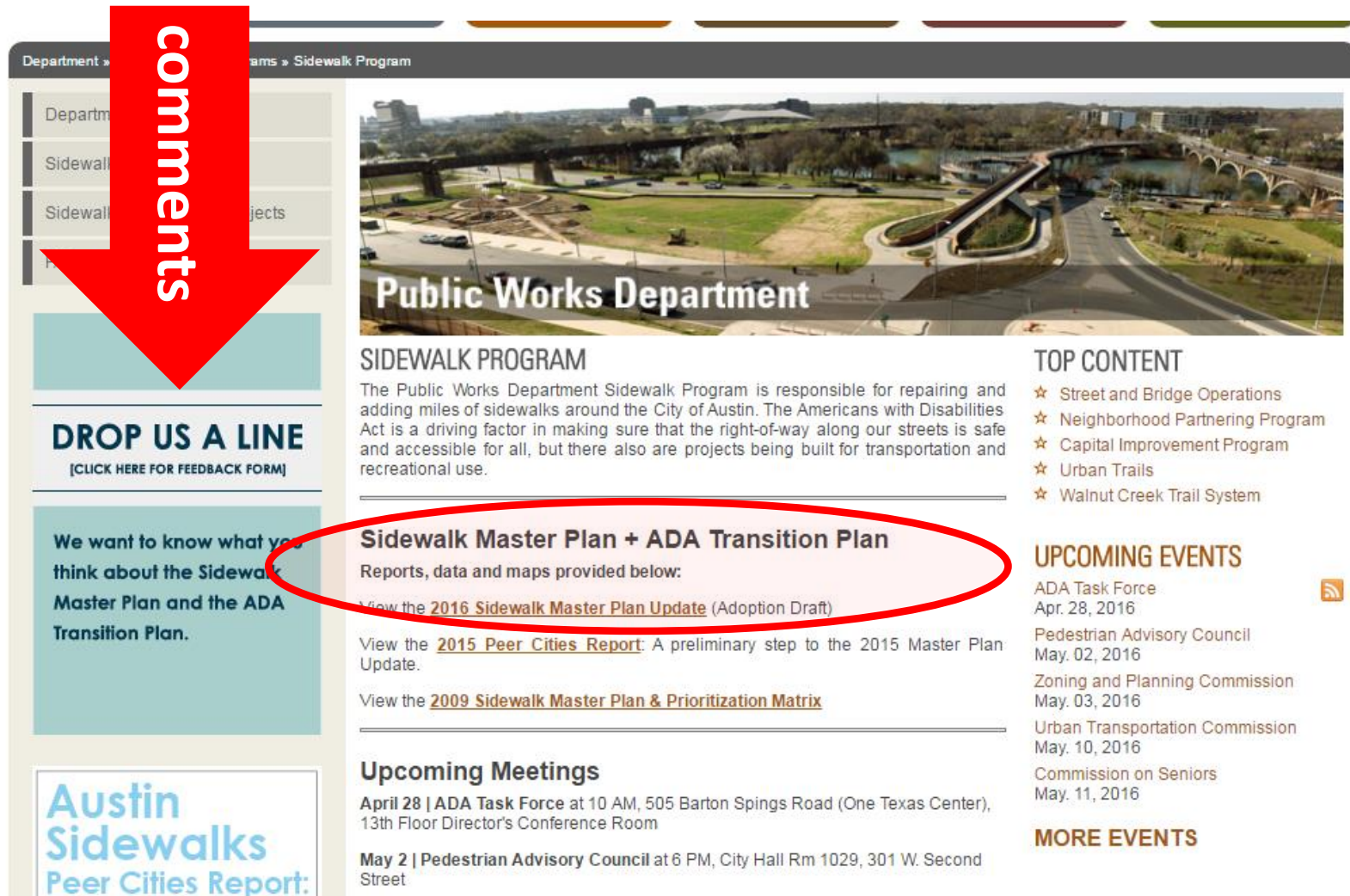
SafeRoutes

National Center for Safe Routes to School



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