



RECOMMENDATION

Pedestrian Advisory Council

Recommendation Number 20180205-05A: 2018 Bond Development

WHEREAS, in June 2016, the Austin City Council adopted an updated [Sidewalk Master Plan](#) / ADA Transition Plan with the 10-year goal of addressing all very high and high priority absent sidewalks within a quarter-mile of all identified schools, bus stops and parks, including both sides of arterial and collector streets and one side of residential streets, which would address 390 miles of new sidewalks out of the 2,500+ miles of missing sidewalks in Austin at an estimated funding required for all 390 miles of new sidewalks of about \$250 million (\$25 million/year);

WHEREAS, the goal for existing sidewalks is 320 miles of repair and rehabilitation over 10 years at an estimated cost of \$150 million (\$15 million/year), with the goal of bringing these functionally deficient sidewalks (80% of the existing network) into compliance with the American with Disabilities Act (ADA) and meeting the goals established in the adopted ADA Transition Plan;

WHEREAS, the 2016 Mobility Bond included \$37.5 million for sidewalks intended to be spent over an eight years period, an important investment but a small fraction of the \$40 million / year funding goal established by the adopted Sidewalk Master Plan / ADA Transition Plan;

WHEREAS, on November 9, 2017, City Council approved [Resolution No. 20171109-047](#) which specifically makes 2016 Mobility Bond funds available “for the rehabilitation of existing high-priority sidewalks in severe or extreme-level noncompliance with the ADA,” which will meet an important need, while increasing the annual deficit in meeting the planned spending on new sidewalks;

WHEREAS, the [staff proposal](#) for consideration in the 2018 Bond proposal includes \$20 million for sidewalk rehabilitation that can meet some of the \$15 million/year needed “for the rehabilitation of existing high-priority sidewalks in severe or extreme-level noncompliance with the ADA,” while preserving existing 2016 bond funds for the purposes presented to the voters;

WHEREAS, the City of Austin has made great progress in the last decade, but - like most Texas jurisdictions and the state itself - has historically neglected sidewalks and underfunded this crucial all access and all abilities transportation network to an astounding degree, leaving the people of the city without reasonable, basic access to the city for pedestrians of all ages, abilities, and incomes;

WHEREAS, every single day, four people suffer incapacitating injuries or die using the 6-County Austin region’s transportation system - on average, and a pedestrian is killed or suffers an incapacitating injury every 4.45 days in the City of Austin, according to TXDOT’s Crash Records Information System.

WHEREAS, the City of Austin adopted a [Vision Zero Action Plan](#) in May 2016, with actions for moving closer to zero serious injuries and fatalities on Austin’s streets;

WHEREAS, on December 15, 2016 City Council approved [Resolution No. 20161215-071](#) to comprehensively address speed management, including incorporating target design speeds into plans and manuals, systematically evaluating arterial speed limits citywide for appropriateness; and establishing a neighborhood slow zone pilot;

WHEREAS, the people of Austin expressed an overwhelming preference for using public transit and for prioritizing public transit spending in the [Mobility Talks](#) process of 2016, but no single 2016 bond element was focused particularly on transit;

WHEREAS, the [Top Crash Location Intersection Priorities Improvements List](#) of 28 intersections was formulated based on safety performance parameters such as crash frequency, crash rates and severity levels of crashes for all modes of transit;

WHEREAS, the 2016 bond funding for intersection repairs is expected to run out after completing 15 to 18 of these 28 most dangerous intersections in Austin;

WHEREAS, the five intersections fixed in this manner last year have already shown up to a 61% reduction in crashes, as noted in a recent City of Austin [press release](#).

WHEREAS, funding from the 2016 Mobility Bond, as well as other funding sources identified by the City of Austin Sidewalk Program, resulted in fiscal year 2017 in the construction of 84,407 linear feet of new ADA sidewalk constructed or sidewalk rehabilitated to meet ADA requirements; which provide improved access to over 600 bus stops, 38 schools, and 73 parks;

WHEREAS, the staff recommendation includes \$20 million for Sidewalks and \$20 million for Vision Zero, with a total proposed set of projects of \$26 million for Vision Zero according to the [October 9th, 2017 staff presentation to the Transportation Working Group](#);

NOW, THEREFORE, BE IT RESOLVED, that the Pedestrian Advisory Council asks that the Bond Election Advisory Task Force (BEATF) prioritize inclusion of the following proposed bond programs in this order: Sidewalk Rehabilitation / Replacement; Vision Zero Pedestrian Safety Improvements, Vision Zero Speed Management, Vision Zero Transit Speed & Reliability, and Vision Zero Intersection Safety;

And be it further resolved that the Pedestrian Advisory Council asks that the BEATF send a 2018 bond proposal to the Austin City Council that includes at least \$20 million for Sidewalks and at least \$20 million for Vision Zero;

And be it further resolved that the Pedestrian Advisory Council asks that the Austin City Council include at least these amounts for Sidewalks and Vision Zero in the 2018 bond proposal and that the City Council work with the City Manager, Austin Transportation Department, Public Works Department, and Federal, State, and regional partners to develop a plan for fully funding the Sidewalk Master Plan / ADA Transition Plan within its ten year horizon in a way that ensures a consistent source of funding.

And be it further resolved that the Pedestrian Advisory Council asks that the Austin City Council ensure that this year's city budget - including any bond funds available or planned - will meet the funding targets of the Sidewalk Master Plan / ADA Transition Plan.

Date of Approval:

Vote:

Attest: