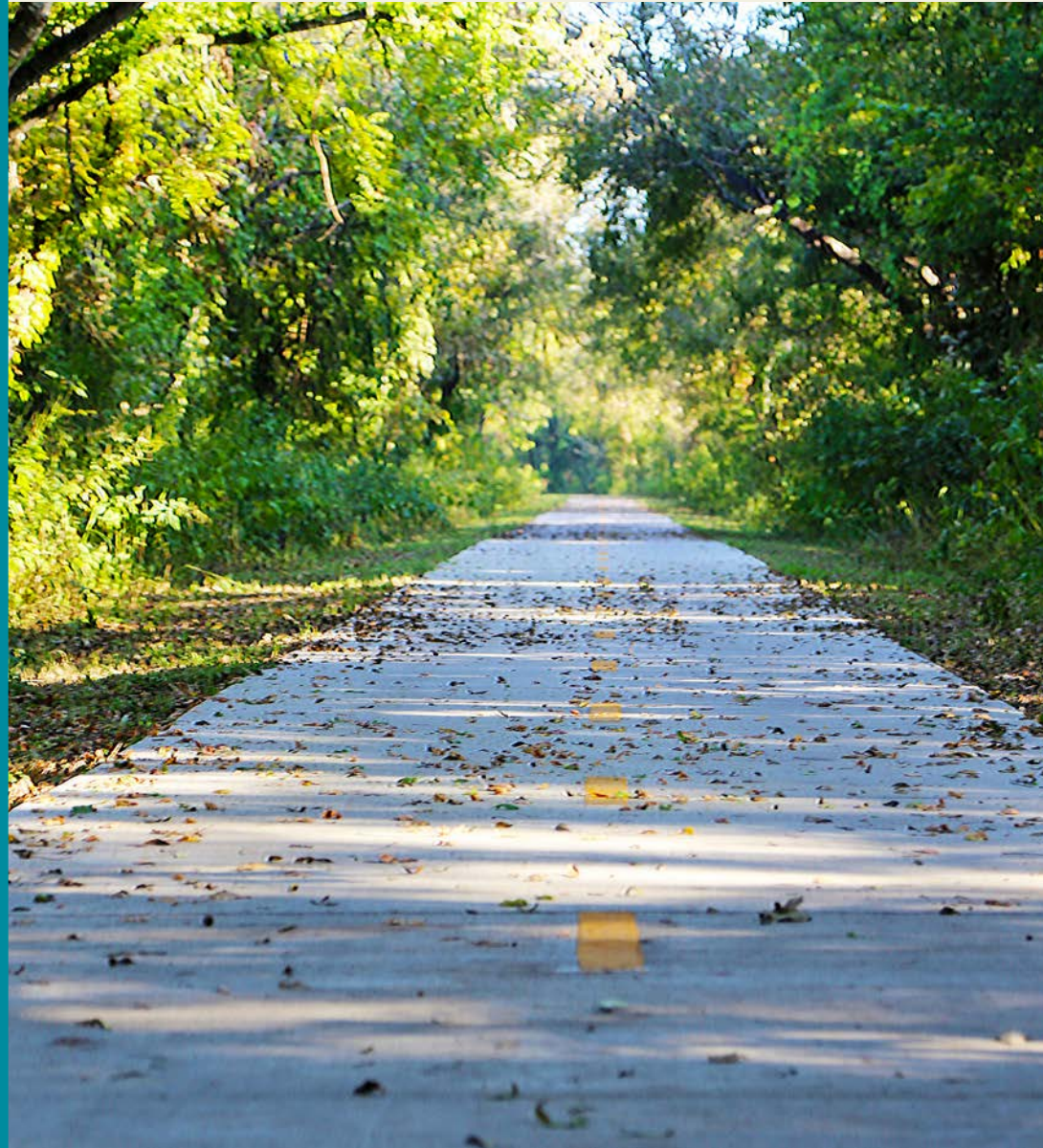


CITY OF AUSTIN
PUBLIC WORKS DEPARTMENT

Urban Trails Plan and Sidewalk/ADA Transition Plan Updates

CONNECTING YOU
ALL AROUND AUSTIN



Agenda

Project Introduction

- Austin Strategic Mobility Plan
- Schedule

Urban Trails:

- Background of the Urban Trails Program
- Goals for the Urban Trails Plan Update

Sidewalks:

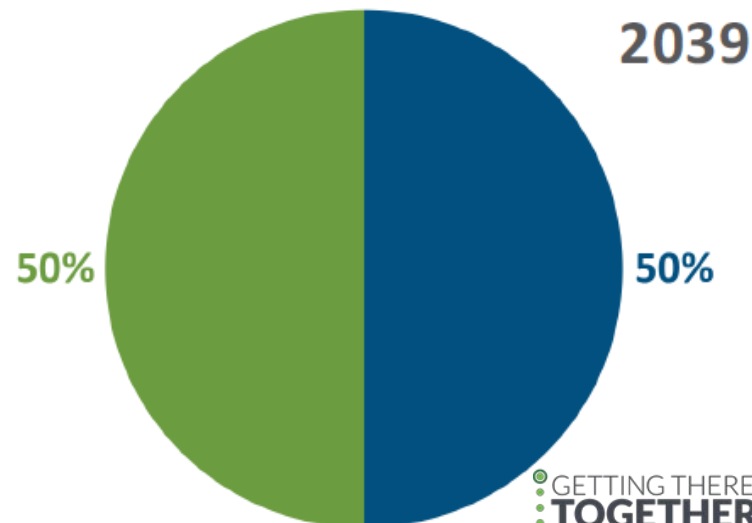
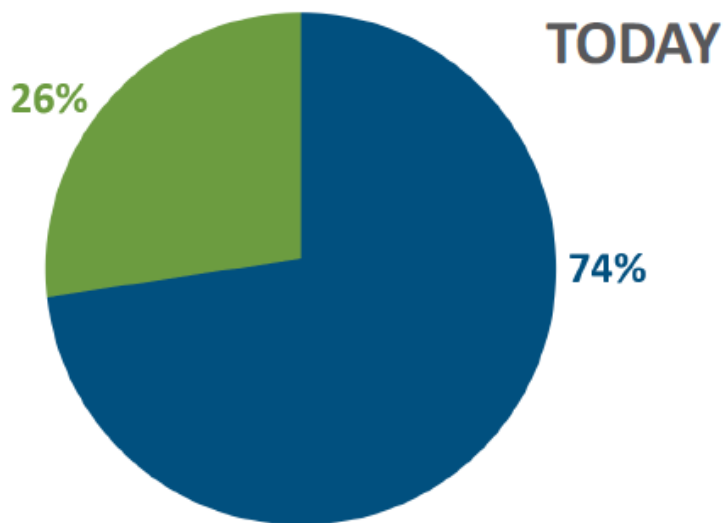
- Background of the Sidewalk Program
- Goals for the Sidewalk Plan Update

Questions and Feedback

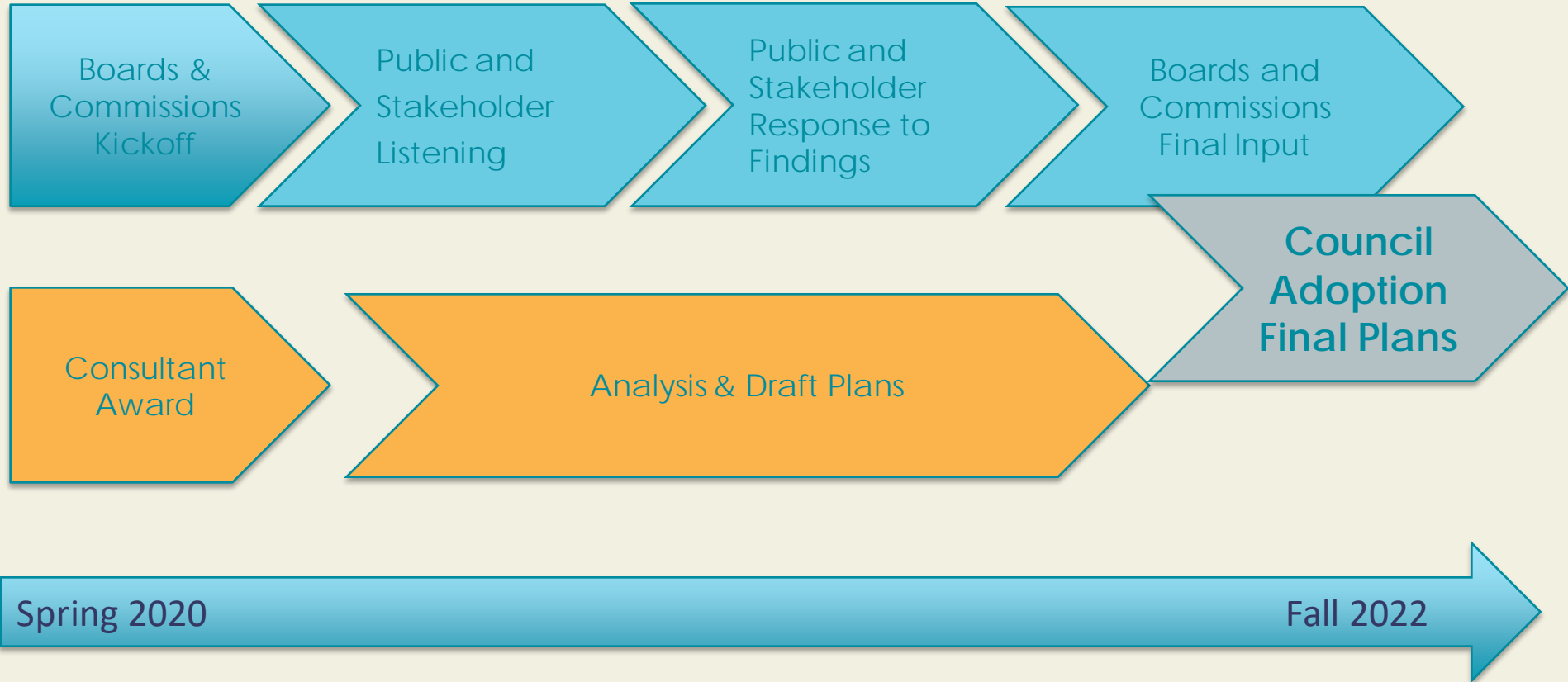




AUSTIN'S MOBILITY CHALLENGE



Project Approach and Schedule



2014 Urban Trails Plan



Definition of an Urban Trail

A citywide network of non-motorized, multi-use pathways that are used by bicyclists, walkers, and runners for both transportation and recreation purposes.

- Hard surface, ADA accessible
- Typically 12 – 15 ft in width

Urban Trails Plan identified 47 miles of Tier 1 (high priority trails) and 360 miles of Tier 2 Trails

As of Spring 2020, 50 miles of Urban Trails exist throughout Austin.

Prioritization Criteria

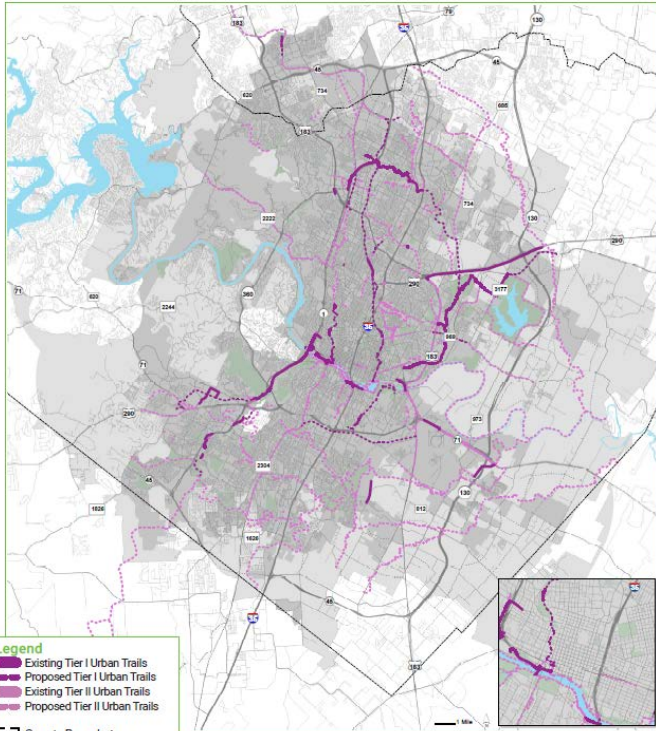
- Proximity to Attractors/Destinations
- Residential Population of Census Tract within ½ Mile
- Connectivity
- Community Support

Austin Strategic Mobility Plan

Urban Trails Policies



Urban Trail System Map



The urban trail system is a transportation asset that offers many recreational, mobility, and environmental uses and benefits for our community. The Urban Trail Plan identified 47 miles of Tier I urban trails for transportation and recreation purposes, and they connect significant and dense populations of people. Tier II trails are urban trails that have been identified during previous planning processes. Most Tier II trail alignments are still conceptual in nature, although some have been constructed through cost-share or development opportunities.

Urban Trails

City Council Policy

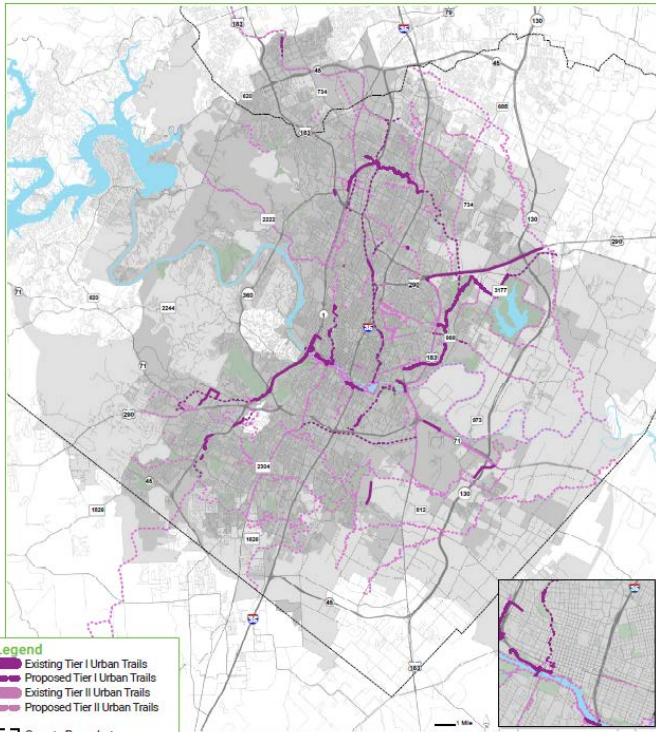
- Recognize the urban trail system as an integral part of the transportation network
- Provide high-quality urban trails that can serve all users
- Pursue opportunities to connect to and expand the urban trail system

Austin Strategic Mobility Plan

Urban Trails Targets



Urban Trail System Map



The urban trail system is a transportation asset that offers many recreational, mobility, and environmental uses and benefits for our community. The Urban Trail Plan identified 47 miles of Tier I urban trails for transportation and recreation purposes, and they connect significant and dense populations of people. Tier II trails are urban trails that have been identified during previous planning processes. Most Tier II trail alignments are still conceptual in nature, although some have been constructed through cost-share or development opportunities.

Urban Trails

Indicators and Targets

- Increase the linear miles of Tier I urban trails
 - ❖ Complete 100% of Tier I urban trails by 2029
- Increase wayfinding elements on existing urban trails
 - ❖ Install wayfinding elements on 100% of existing urban trails by 2022
- Improve lighting for existing urban trails
 - ❖ Light 100% of urban trails as defined by a citywide trail lighting plan by 2028
- Increase trail usage
- Reduce the response time to address unforeseen trail damage

Goals for Urban Trails Plan Update



Re-Examine the Proposed Trail Network

- Include equity in the prioritization matrix
 - Preliminary feasibility study of trail alignments
 - Incorporate short connections with big impacts
-

Update Policies

- Review interdepartmental policies for trail permitting
- Develop new techniques to sustainably maintain the trail network
- Establish new strategies to engage stakeholders

Austin Strategic Mobility Plan

Sidewalk System Policies



Complete the sidewalk system

Provide a high-quality, continuous sidewalk system throughout all of Austin to meet existing and expanding demand

Make the sidewalk system accessible and comfortable for all

Implement sidewalk system projects and complementary transportation investments that increase accessibility to, and comfort using, the sidewalk system

Maintain the usability of the sidewalk system

Proactively maintain and provide incentives to ensure our existing sidewalk system is functional and clear of obstructions

Ensure new development connects to the sidewalk system

Promote and incentivize the expansion of the sidewalk system through new development and site redevelopment

Austin Strategic Mobility Plan

Sidewalk System Targets

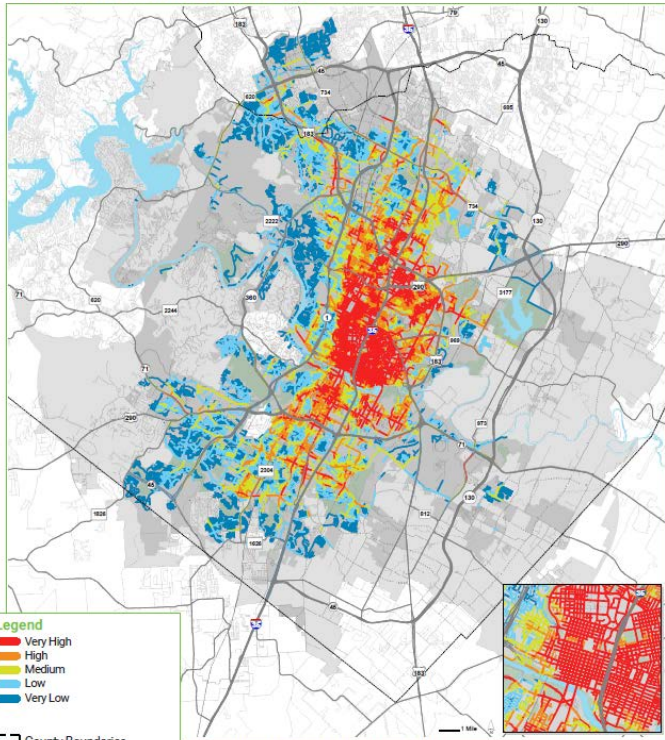


- Achieve and maintain 95% functionality for very high and high priority sidewalks by 2026
- Achieve and maintain 55% functionality for the sidewalk system by 2026
- **Complete 100% of missing very high and high priority sidewalks within 1/4 mile of all identified schools, public transit stops and stations, and parks by 2026**
- Assess 10% of the sidewalk system annually
- Achieve 4% of Austin residents who walk to work by 2039 (2.3% of residents walked to work between 2013 and 2017)

Goals for Sidewalk/ADA Transition Plan Update



Sidewalk Prioritization Map



Pedestrian Network Plan –

Equitable, safe, complete system with three primary components

- **Sidewalks** - constraints analysis and retrofit plan to improve coordination of public and private sidewalk construction
- **Safe Crossings** - prioritized citywide plan for crossing improvements that builds on Vision Zero and Safe Routes to School planning and analysis
- **Healthy/Slow/Shared streets** develop, test, and analyze low cost tactical urbanism approach to retrofit low volume residential streets into safe walkable spaces

Prioritization rankings are intended as a tool to allocate limited City of Austin sidewalk resources, just because a particular section of sidewalk is ranked as a lower priority does not mean it is not a necessary component of a complete pedestrian network. Consistent with City of Austin Complete Streets policies, all private and public development, redevelopment, and capital improvement projects should include ADA compliant sidewalks (or urban trails where appropriate) along the full length of every roadway.



CITY OF AUSTIN
PUBLIC WORKS DEPARTMENT

QUESTIONS + FEEDBACK

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