CITY OF AUSTIN



Sidewalk Master Plan & ADA Transition Plan Update

(Sidewalk Asset Management Plan)







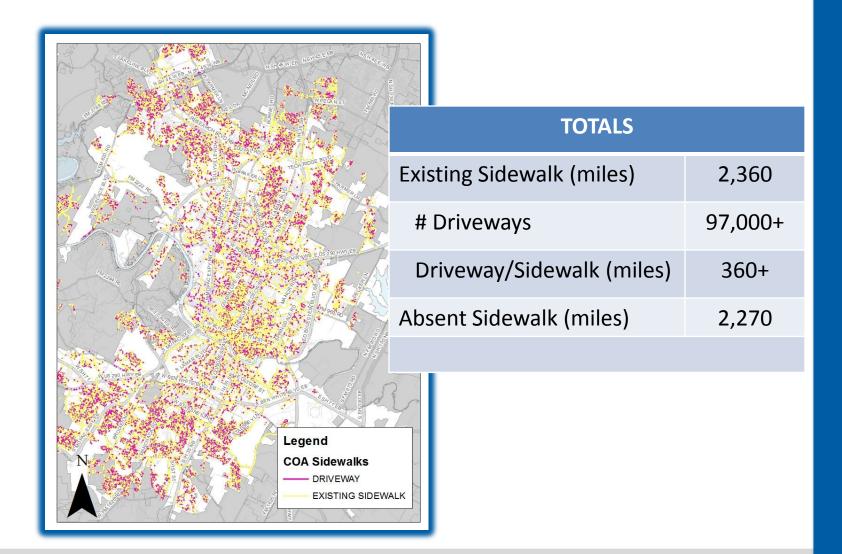
May 4th, 2015

Pedestrian Advisory Council

OVERVIEW

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

CURRENT SIDEWALK STATISTICS



sidewalk master plan

TRANSIT/ SIDEWALK SYSTEM

Method of Transportation to Bus Stop

"How did you get to the bus stop?"

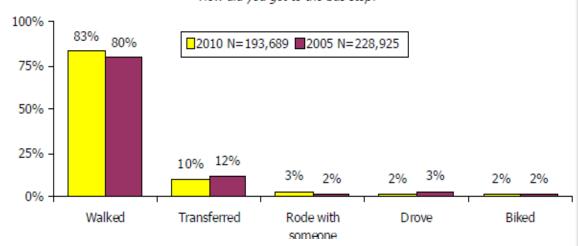
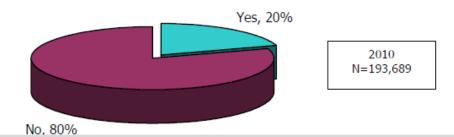


Figure 7 2010 Option to Use Household Vehicle

"Could you have used one of these vehicles to make this trip instead of riding the bus?"



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

dewalk master

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
 (driveways still landowner responsibility)

- 2008 Sidewalks Required with Building Permit including infill and remodel projects (Fee-in-lieu initiated)
- 2009 Sidewalk Master Plan Adopted (Update)
 - Absent Sidewalk Prioritization
 - Maintenance Prioritization Included but not Endorsed
- 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

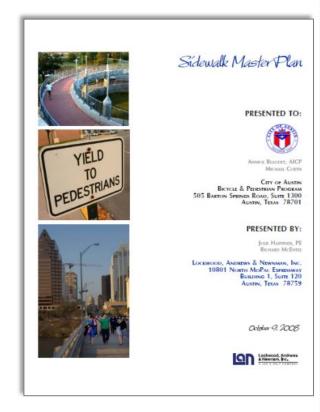
2009 SIDEWALK MASTER **PLAN Absent Sidewalk**

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



dewalk master plan

http://www.austintexas.gov/sites/default/files/files/Public Works/Sidewalk Master Plan.pdf

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 Feein-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



AFTER

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 ADDESSING SIDEWALK MAINTENANCE



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









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







SELECTION PROCESS





top 3 ranking texas cities

- San Antonio
- Fort Worth
- Dallas
- Houston

top 2 ranking non-texas cities

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

				,		- 100	-					70.00		華	ji i	31	34	=	뤰-	訓				-
		•						18.		*	- 18	106			(8.	-		*		*			216	-
	_			-	-	100	1	100		-					400			4	1		-	-		
-			_		*****		_		_		_		_							_				
	_																П				tubes, providency in compart fractions, ordinary factor			
		_	-	-	MARKET WHEN BY	_	-	- 100	-	-		_	- 04	_	-	-	$\overline{}$	_	_	_	COLUMN TO STATE OF	-	_	_
			١		-						_		١.		_	١				_	and the same of the same of			
					-					-											THE RESERVE AND ADDRESS OF THE PARTY NAMED IN			
_	-		100	-	_		-	148	-	-			-		-				4	-	AND DESCRIPTION OF THE PARTY OF			
	_		-		Market In party south	_		1000		and the			-					্			Carlo Contract			
							1		Consultation in	-										1	printed policy by com-	1		
					WIND THROUGH DUTING					-											College Spirit or Spirit Spirits			
_	_	_	_	-	NA PROPERTY.	_	_		_	_	_		-					_		_	AT ANY DESCRIPTION OF THE PARTY OF	_		_
_	-	_	-	-	Military No.		-	118	-	200	- 24	-	-			-		-	-	-	BANCHES.	-	_	-
_			-				-	-	-	***	-		-	1						-	Charles and and pass	-		
			-		THE RESIDENCE AND LAND		-	100	-	-	-	-									THE RESERVE AND ADDRESS.	-		
_			_		erentario namparintosa.		-	100	-	-	-		-							-	STATE OF THE PERSON NAMED IN	-		_
			_		L								-							_	mande chicago	_		١.
-								-	-		-													
				-	THE RESERVE AND ADDRESS AND		-		_		-							-			-			Ε.
																					Marie Company of Contract			
		-	-	**	maran.	-	ARREST.	200	-	-	- 10		-			-	-			-	AN AMELINA DAY			-
	_	_		_	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN COLUMN															_	nto again to later			
																					STORES THE RESIDENCE			
_			1000	-	State Street		Name and Address of the Owner, where	-	The same of		Company of the last		-		-				1000		STATE OF THE PARTY.			
-	_	-	-	-	THE REAL PROPERTY.	-	-	- 100	-	-	- 100	-	-			-		_	- 10	-	SWIFTSHAM P.	- 10		-
-	of san		-	-	Marketon B	-	-	MIN	-	-	24	-	-					-		-	NAME OF TAXABLE PARTY.	_		-
-	-		-	-	-		Later	100	87	Mills	2.4		-					- 1		-	-	-		-
_	_		-		-	-	-		_	-	-			\vdash	-		ш	4			Desiration of the last			_
	_	22		-					-	***			_		_					_	100 100 100 100 100 100 100 100 100 100			
					THE SHIP OF							_									DESCRIPTION OF THE PARTY OF THE		$\overline{}$	
-	-			-	and the same of th		200	100	-	100	200	-		-		-		mark.	-	-	TOTAL PROPERTY AND ADDRESS.			-
-	-		- 10	4.0	DEDUNCT.		-	108	-	MO	- 10		- 04			-		-		-	Application of the last	-		-

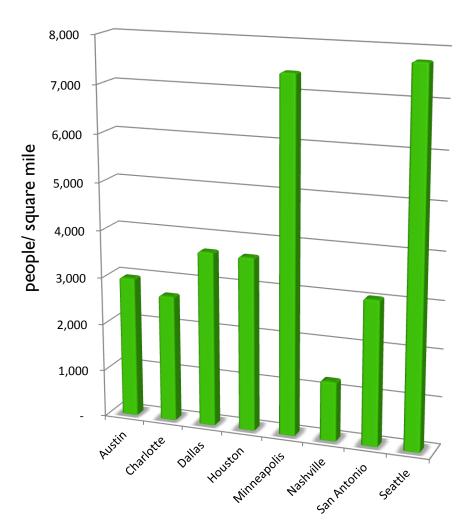
top 2 imagine austin peer cities ranked per walkscore.com

- Seattle, WA
- Minneapolis, MN

PEER CITY POPULATION DENSITY









popula	tion	land area sq. mi	density
Austin	885,400	298	2,971
Charlotte	792,862	297	2,670
Dallas	1,257,676	341	3,688
Houston	2,195,914	600	3,660
Minneapolis	400,700	54	7,420
Nashville	658,602	526	1,252
San Antonio	1,409,019	461	3,056
Seattle	652,405	84	7,767

ity report

PEDESTRIAN ADVISORY COUNCILS





peer cities	PAC
Austin	yes
Charlotte	no
Dallas	yes
Houston	yes
Minneapolis	yes
Nashville	yes
Seattle	yes
San Antonio	yes



QUESTIONNAIRE RESPONSES





City of Austin Citywide Sidewalk Master Plan Update

Peer City Interview Questionnaire

City of	Charlotte, NC	•

- Sidewalk Inventory and Planning
 1.1. Miles of existing sidewalk: 2,094 mi
 1.1.1.Inventory method: GIS / Aerial review (field verification where needed)
- Miles of absent sidewalk: 2,114 mi
 1.2.1.Inventory method: GIS (not an 'Inventory' of missing sidewalk, but needs and requests are tracked via
- 1.3. Does your city have a Sidewalk Master Plan, Asset Management Plan or similar document? YES NO V
 - 1.3.1.Date of plan: 2011
 - 1.3.2. Update/revision frequency: 5 years (TAP see below)
 - 1.3.3.Performance measures for addressing walkability? YES V NO
 - 1.3.3.1. Describe:

The City's Transportation Action Plan (TAP) sets a target of 10 miles of new sidewalk const year. This is not a sidewalk-specific plan, though there is a pedestrian element within it. An initiative called Charlotte WALKS will address pedestrian issues (see 7.3).

While we don't have a sidewalk master plan, we have a process through which we are able to program and construct sidewalk projects each year. This process is guided by the Sidewalk from

1.3.4. Website link to copy of the most recent plan:

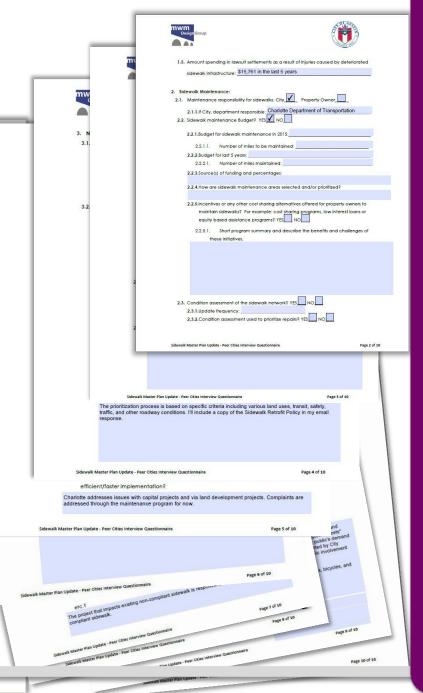
http://charmeck.org/city/charlotte/Transportation/PlansProjects/Pages/Transportation%20Action%20P

- 1.3.4.1. Parts of the plan that have been particularly effective or noteworthy:

 The TAP is Charlotte's first comprehensive transportation plan. It sets transportation goals and helped to define the City's complete streets approach to the transportation system.
- 1.4. Value assigned to the sidewalk network? YES NO
 - 1.4.1.Basis of value (examples: intensity of pedestrian activity, connectivity, property

values or family incomes, etc):

Page 1 of 10



QUESTIONNAIRE DATA TABLE





		11 Miles of Existing Sidewalk	111 Inventory Method	12 Miles of Absent Sidewalk	121 Inventory Method	131 Date of Plan	132 Update Revision Frequency	1331 Performance Measures of Walkability		1341 Parts of Plan Noteworthy	141 Far
2	Charlotte, NC	2,094 mi	GIS / Aerial review (field verification where needed)	2,114 mi	GIS (not an "inventory" of missing sidewalk, but needs and requests are tracked via GIS)	2011	5 years (TAP - see below)	The City's Transportation Action Plan (TAP) sets a target of 10 miles of new sidewalk construction per year. This is not a sidewalk-specific plan, though there is a pedestrian element within it. An upcoming initiative called Charlotte VALKS will address pedestrian issues [see 7.3]. While we don't have a sidewalk master plan, we have a process through which we are able to program and construct sidewalk projects each year. This process is guided by the Sidewalk Retroft Policy.	/Transportation/PlansProjects/P	The TAP is Charlotte's first comprehensive transportation plan. It sets transportation goals and and helped to define the City's complete streets approach to the transportation system.	
	Houston, TX	approx. 4,400	Asset Management	арргох. 3,200	Asset Management	N/A	N/A	Specific requests are made through Safe Sidewalk Program (SSP), with timeliness and backlog routinely measured. Requests are evaluated based on City criteria.	Website link exists for sidewalk requests, http://www.publicworks.houstontx .gov/notices/safe_sidewalk_prog ram.html		Pede value
3	Minneapolis, MN	1845	city ordinance	108	Access Minneapolis	10/16/2009			http://www.minneapolismn.gov/pu blioworks/transplan/		
4	San Antonio, TX	4761 miles	Sidewalk GIS dataset	2484 miles	Sidewalk GIS dataset	N/A	NA	MA	N/A	N/A	N/A
5	Seattle, WA	2000	Manual: physical observation	500	Manual; physical observation	2009	2015	Safety Performance Measures: Rate of crashes involving pedestrians: Vehicle speeds along identified corridors: School participation in pedestrian safety, education, and encouragement programs: Driver and pedestrian behaviors and awareness of pedestrian inset Equity Performance Measures: City investments toward Top Tier projects in high Priority Areas: Public communication about pedestrian issues: Transit ridership: Mode share (more people walking) Vibranog Performance Measures: Streetscape vibranog: Pedestrian solving Health Performance Measures: Self-reported physical activity: Children walking or biking to or from school		Prioritization for construction of new sidewalks and crossing improvement locations	replac

peer city report

QUESTIONNAIRE DATA CONFIRMATION + INTERVIEW



















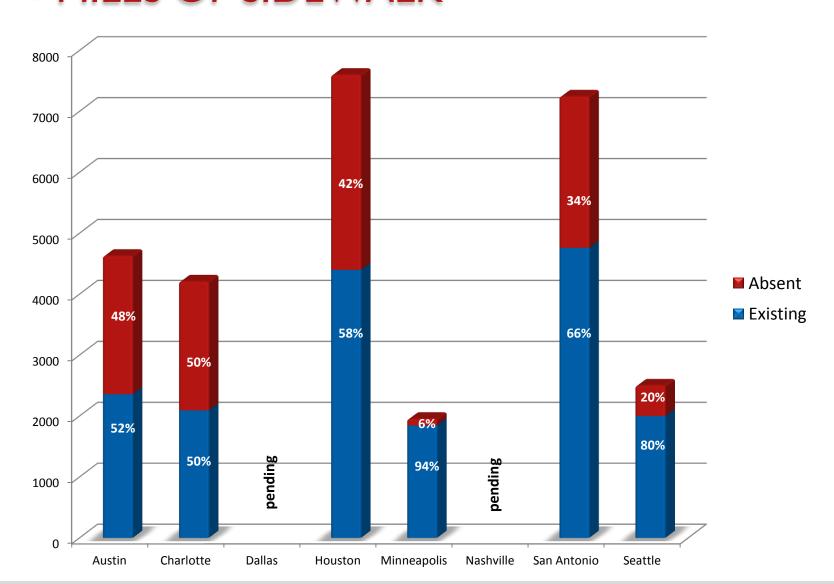




CURRENT INVENTORY - MILES OF SIDEWALK



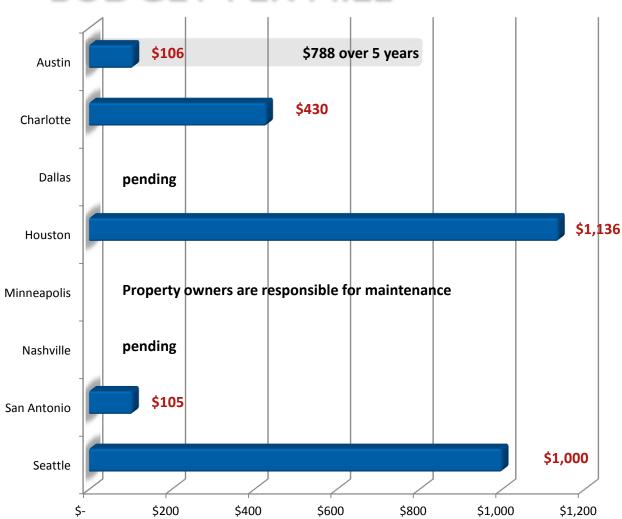




EXISTING SIDEWALK MAINTENANCE

mw₀

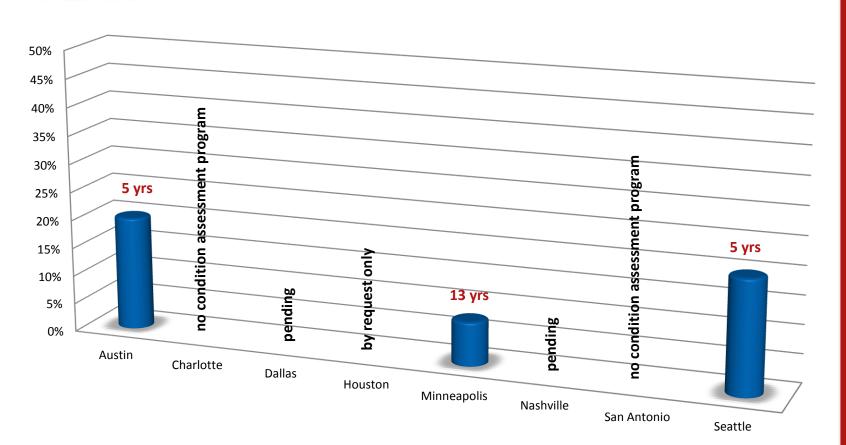
- BUDGET PER MILE



annual budget	miles existing			
\$250,000	2,359			
\$900,000	2,094			
Pen	ding			
\$5,000,000	4,400			
NA	1,845			
pen	ding			
\$500,000	4,761			
\$2,000,000	2,000			

EXISTING SIDEWALK ASSESSMENT

- PERCENT ASSESSED PER YEAR





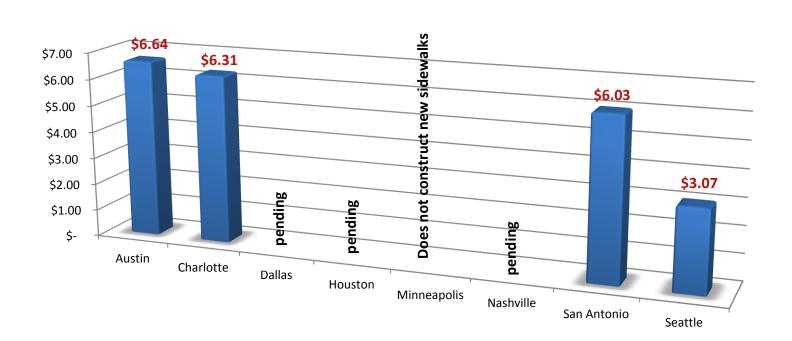


NEW SIDEWALK BUDGET PER CAPITA





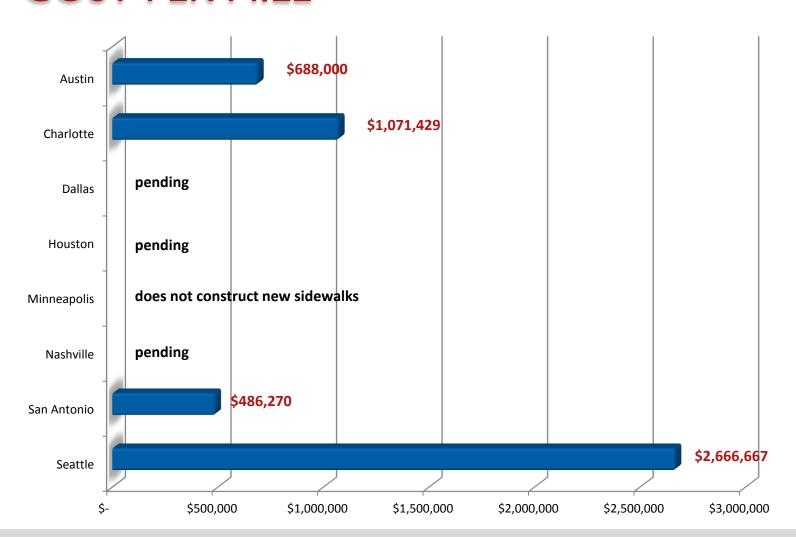
average budget 2010-2015



ABSENT SIDEWALK - CONSTRUCTION COST PER MILE







STAFF POSITIONS PER CAPITA





	Austin	Charlotte	Dallas	Houston	Minneapolis	Nashville	San Antonio	Seattle
Population	885,400	792,862	1,257,676	2,195,914	400,700	658,602	1,409,019	652,405
Residents /Staff	88,540	264,287	pending	731,971	80,140	pending	216,772	26,096

10 staff

3 staff

3 staff

5 staff

6.5 staff

25 staff

CONDITION RATING SYSTEM







- EXCELLENT condition / Fully ADA compliant



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



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



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



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

SAMPLE CRITERIA





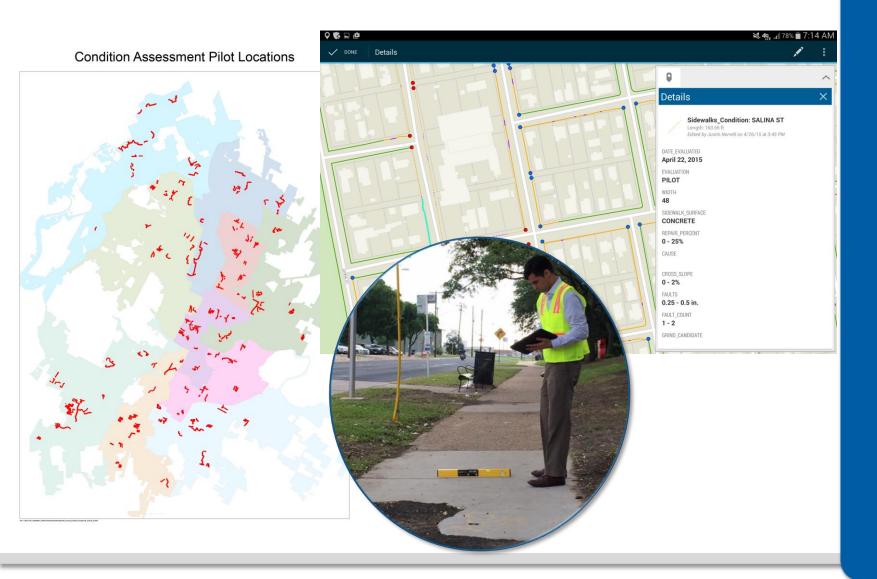
Sidewalk Condition	Α	В	С	D	F
Width	> 48 in.	36 in 48 in.	32 in 36 in.		< 32 in.
Passing Space Interval	< 200 ft		> 200 ft		
Grade	0 - 5%	6 - 8%	9 - 12%	> 12%	
Cross-Slope	0 - 2%	3 - 5%	6 - 8%	9 - 12%	> 12%
Faults	< 0.25 in.	0.25 - 0.5 in.	0.5 - 2 in.	2 - 4 in.	> 4 in.
Faults (Count)	None	1 - 20 / 100 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	∠ O E in		> O F in		
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

DATA COLLECTION PROCESS



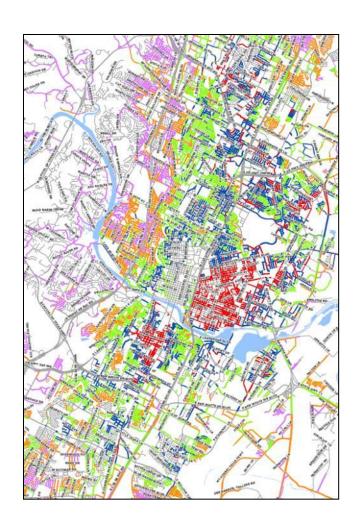




SIDEWALK PRIORITIZATION







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

PIMS ABSENT	ABSENT SIDEWALK
SIDEWALK SCORE	SEGMENT COUNT
< 30.00 (Very Low)	15,072
30.01 - 40.00 (Low)	5,869
40.01 - 50.00 (Medium)	5,669
50.01 - 59.00 (High)	4,091
> 59.01 (Very High)	2,039
WATERBODIES	SCORING DISTRIBUTION
- √ RIVERS	Minimum: 0.00 Maximum: 81.43
Roads	Mean: 40.01 Median: 39.26
	median. 38.20

GIS PRIORITIZATION TOOL







Prioritization Tool Analysis Elements (cont.)

Prioritization Tool Analysis Elements

- Proximity to Atractors
 - State or Local Government Offices
 - Commuter Rail Stations
 - Transit Stop
 - Major Grocery Stores
 - Places of Public Accommodations
 - Convention Center
 - Health Clinic
 - Hospitals
 - Library
 - Museum
 - Nursing Home
 - Post Office
 - Recreation-Outdoors
 - · Recreation Centers
 - Police Stations
 - Fire Stations
 - Parks
 - Public or Private Schools
 - Employers with > 500
 Employees
 - Public Housing
 - Public Parking Facilities
 - Religious Institutions

ehold Income

ties on Street

sk Force

orhood Corridor

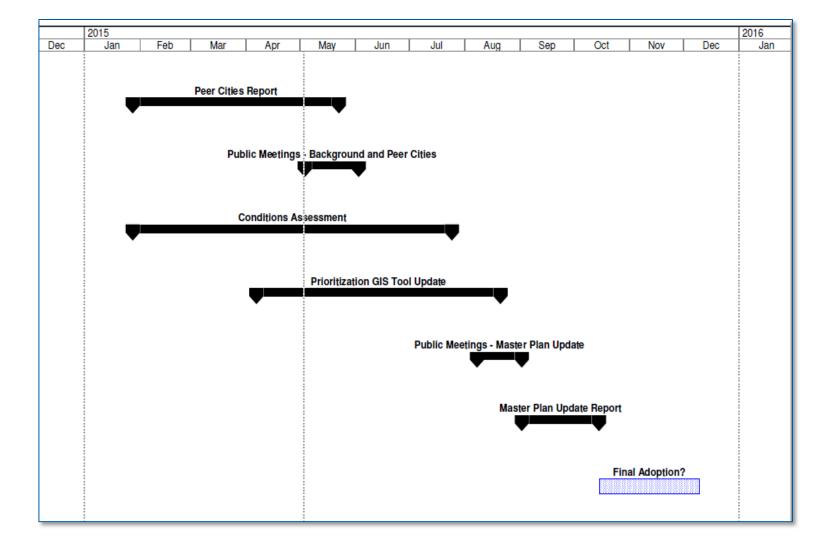
cation
Palth Status
Sta

sidewalk master plan

MASTER PLAN UPDATE SCHEDULE







COMMENTS + FEEDBACK



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





https://austintexas.gov/department/pedestrian-program

QUESTIONS





Brian Wells (MWM DesignGroup)

brianw@mwmdesigngroup.com

John Eastman (City of Austin)

john.eastman@austintexas.gov







https://austintexas.gov/department/pedestrian-program

http://www.austintexas.gov/sites/default/files/files/Public Works/Sidewalk Master Plan.pdf