



# Sidewalk Master Plan & ADA Transition Plan Update

Sidewalk Asset Management Plan



# Overview



- **Update Priorities**
- **Sidewalk Maintenance**
- **New Sidewalks**
- **Shared Streets**
- **Access Austin**
- **Feedback & Next Steps**

# 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

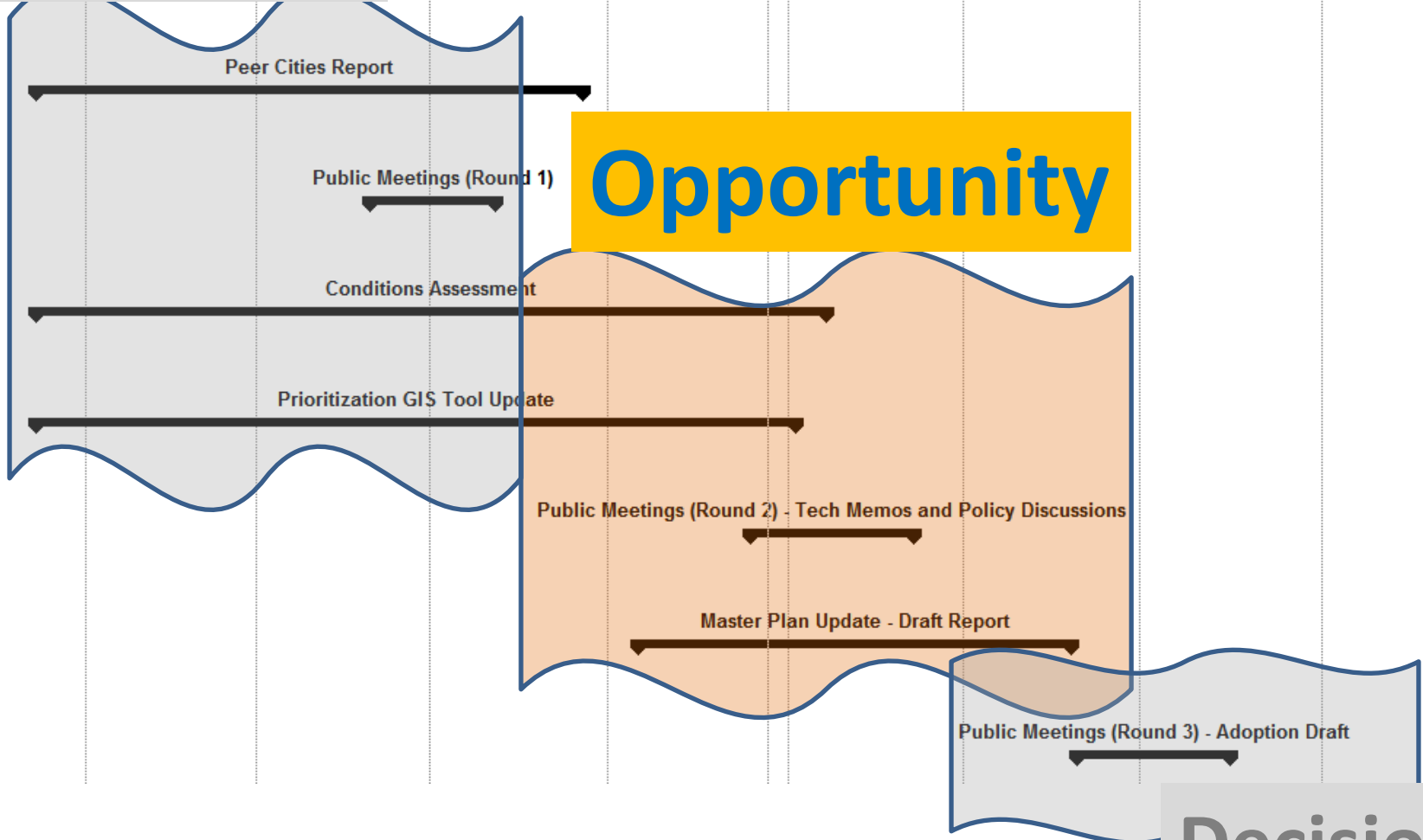
## **Improvements based on lessons learned**

- Develop condition assessment rating and prioritization system
- Funding alternatives and goals

# Update Schedule

## Development

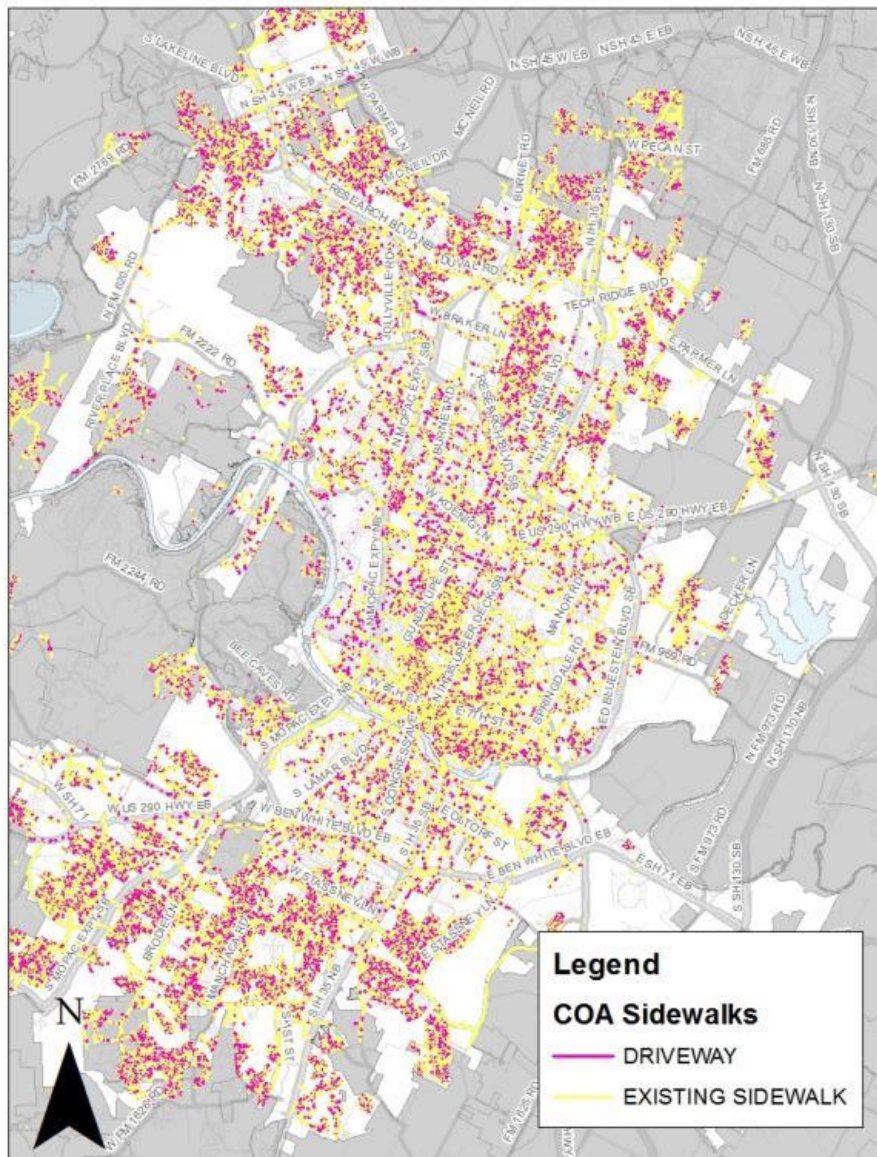
May 21			July 11			September 1		October 21		December 11		Februar	
5/3	5/24	6/14	7/5	7/26	8/16	9/6	9/27	10/18	11/8	11/29	12/20	1/10	1/31





# Sidewalk Maintenance

# Sidewalks in Austin



## Current Statistics

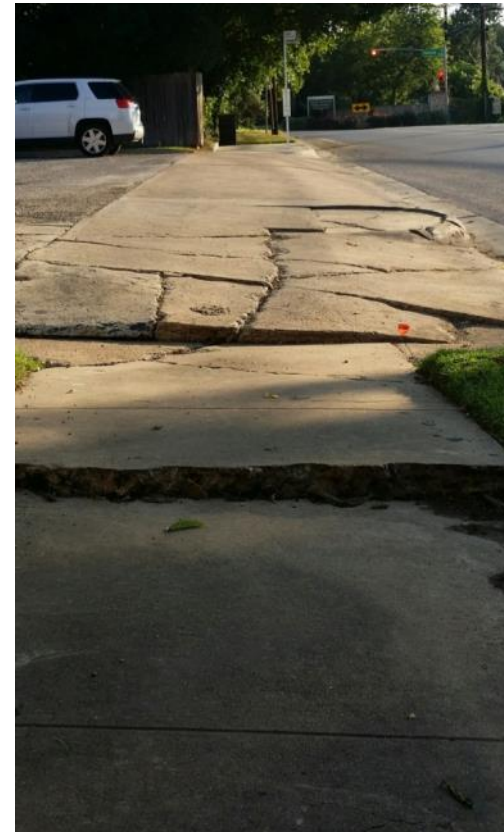
Existing Sidewalk (miles)	2,360
# Driveways	97,000+
Driveway/Sidewalk (miles)	360+
Absent Sidewalk (miles)	2,270

# Asset Management



<b>Existing Sidewalks</b>	2,360 miles
	62 million sf
<b>Replacement Cost</b>	\$18/sf
<b>Service Life</b>	75 years
<b>Annual Maintenance Needs*</b>	32 miles
	\$15 million

\* Simplified replacement cost analysis that does not account for deferred maintenance



# Austin - Proactive About Sidewalks

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

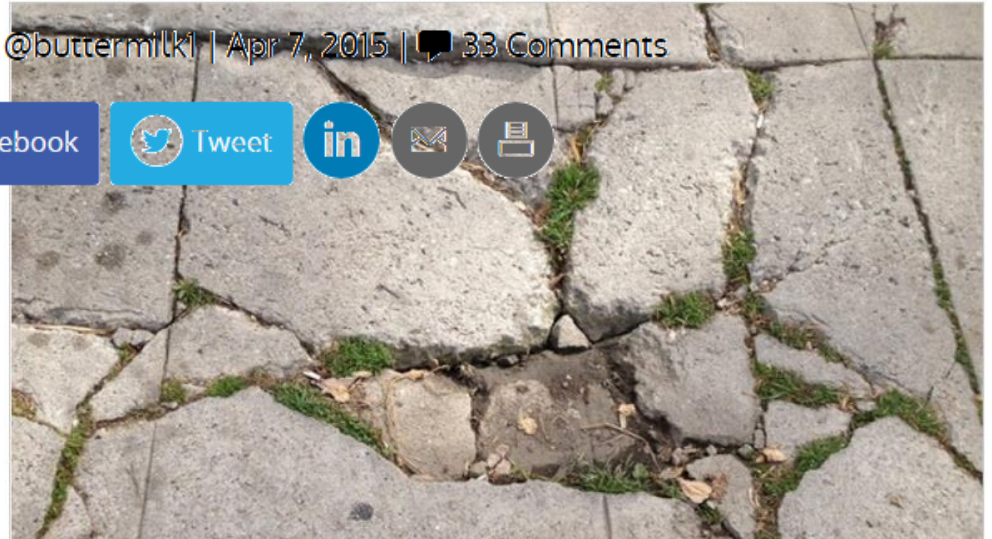
939  
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# Condition Rating System



- A** **EXCELLENT** condition / Fully ADA compliant
- B** **GOOD** condition / Minor level of ADA Noncompliance
  - Functional for almost 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

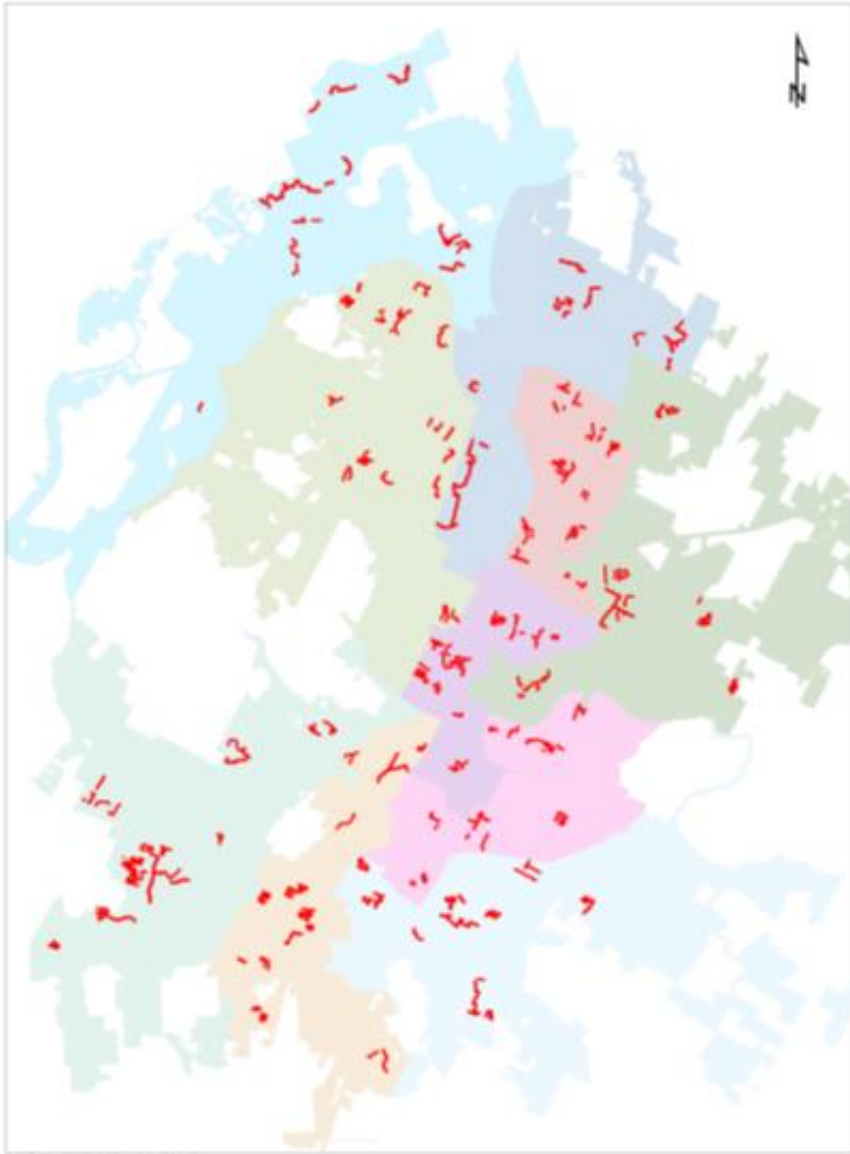
# Condition Rating System

## FUNCTIONALLY ACCEPTABLE

## FUNCTIONALLY DEFICIENT

Sidewalk Condition	FUNCTIONALLY ACCEPTABLE		FUNCTIONALLY DEFICIENT		
	A	B	C	D	F
Width	> 48 in.	36 in. - 48 in.			< 36 in.
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		
Vertical Clearance	> 80 in.			< 80 in.	
Obstruction	None				Obstruction
Vegetation (Vertical Obstruction)	> 80 in.			< 80 in.	
Vegetation (Ground Obstruction)	None		Obstruction		

# Pilot Data Collection



## **150 mile Sample**

- Proportional Distribution by:
  - Council District
  - Street Type

**70 miles complete to date**

# Pilot Data Collection



**Forefront of  
Sidewalk  
Evaluation?**

# Pilot Results 87% Noncompliant 70% Functionally Deficient



# Pilot Results



**Remove Vegetation**



**100%**  
increase in  
functional sidewalk

# Pilot Results 80% Noncompliant 43% Functionally Deficient



# Vegetation Removal



Promote  
Landowner  
Maintenance

1. **Public Awareness Campaign**
2. **Notification**
3. **Enforcement?**



# Estimated Repair Budget



**ADA Compliance**

**(A) = \$580M**

**Functionally Acceptable**

**(A/B) = \$330M**



# Maintenance – Peer Cities

[http://austintexas.gov/sites/default/files/files/Public\\_Works/Street\\_%26\\_Bridge/Sidewalk\\_Peer\\_Cities\\_Report\\_and\\_Appendix.pdf](http://austintexas.gov/sites/default/files/files/Public_Works/Street_%26_Bridge/Sidewalk_Peer_Cities_Report_and_Appendix.pdf)



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

# Maintenance Goals?

<b>Annual Budget % functional in 10 yrs</b>	
<b>Network</b>	
\$15M	85%
\$10M	80%
\$5M	75%
<b>High Priority Areas</b>	
\$15M	98%
\$10M	90%
\$5M	80%



# Maintenance Funding Options

Funding Source	Current	Future
Bonds (rehabilitation)	\$1.1M/year (2010 – 2014)	?
Transportation User Fee (TUF)	\$ 250 K in 2015	?

## Potential Funding Sources ?

- Commercial/multi-family driveway assessment
- Residential driveway assessment
- Enforcement Fees
- Parking Meter Revenue
- Sales Tax
- Other Ideas





# New Sidewalks

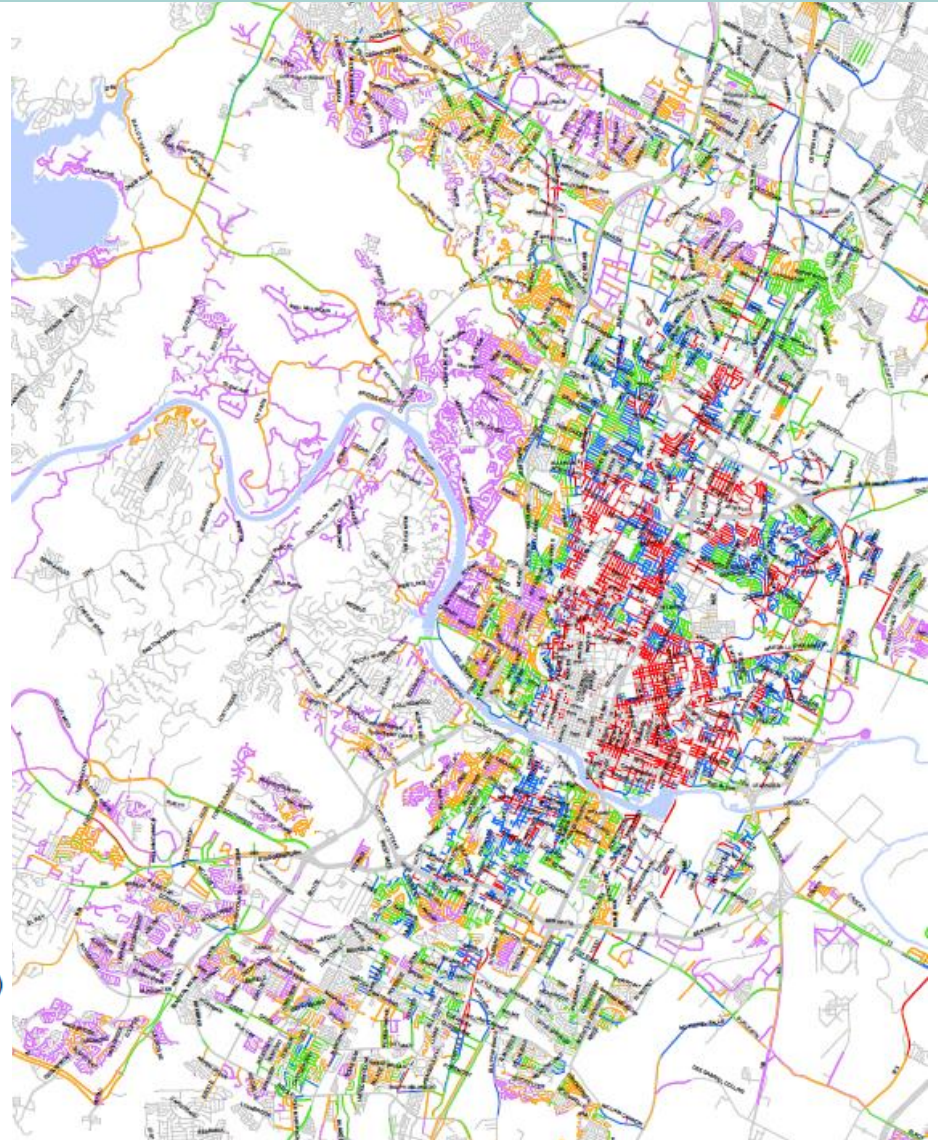
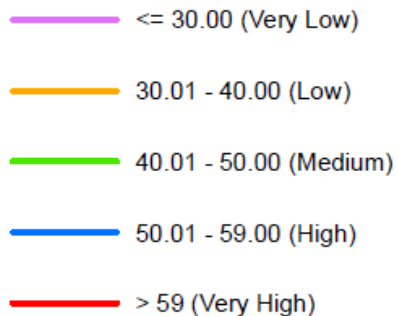
# Absent Sidewalk Priorities (draft)

## Key Findings

- 246 miles of “very high” priority (148% increase since 2009)



### SIDEWALK SCORE

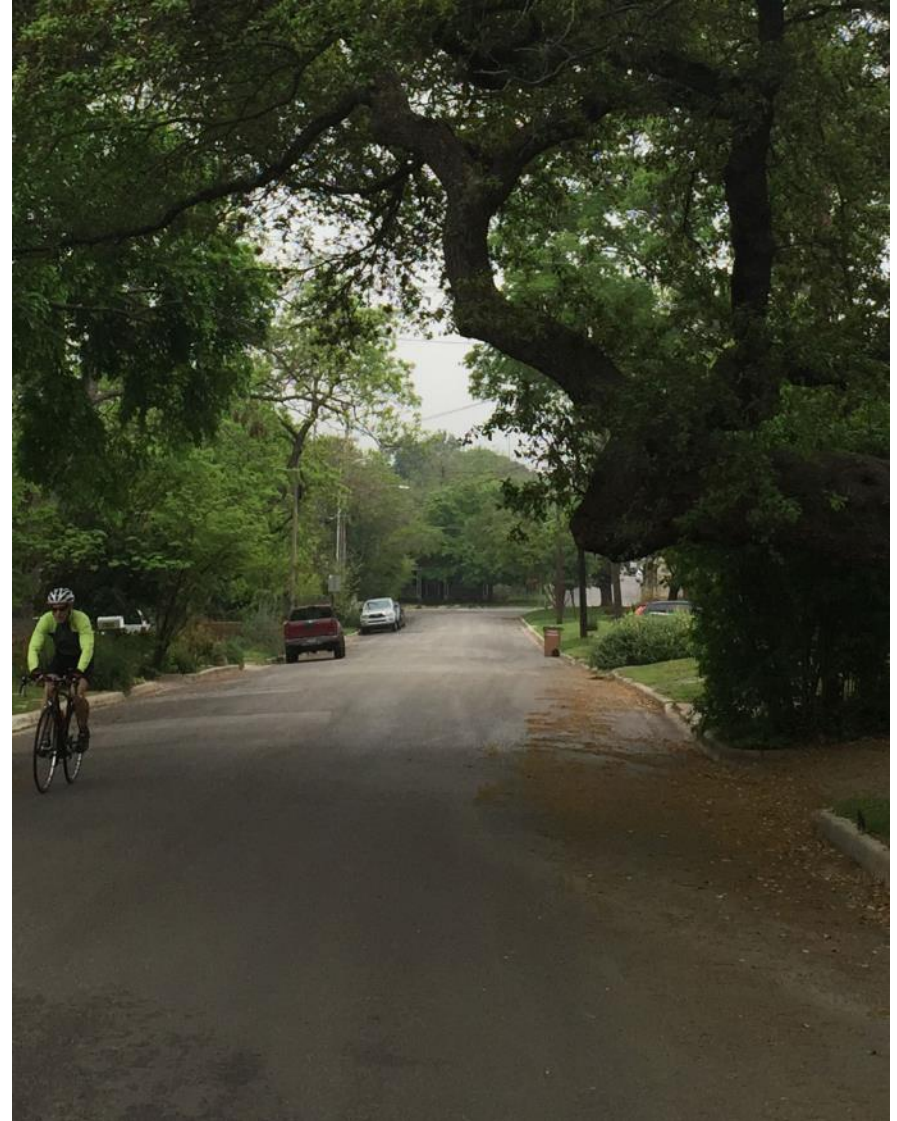


# Shared Space Pilot Project

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



# Shared Space Principles



**1**

Establish Gateways

**2**

Design for Slow Speeds

**3**

Consider the Context

**4**

Involve Stakeholders

**5**

Work with Existing Guidance

**6**

Evaluate Effectiveness



# New Sidewalk Funding Options

Funding Source	Current	Future
Bonds	\$9M/year	?
Sidewalk Fee in Lieu	\$500 K in 2015	?
Grants	limited	?
Neighborhood Partnering (NPP)	limited	?
Parking Benefit District (PBD)	limited	?
Capital Improvements Program	varies	?

Limited – average less than \$500k annually

# New Sidewalk Funding Options

## Potential Funding Sources ?

- New Development Sidewalk Fee (Rough Proportionality)
- Incentive/cost matching program
- Sales Tax (Transportation District?)
- Local Improvement District (LID, PID, TIF etc)
- Commercial/multi-family driveway assessment
- Residential driveway assessment
- Enforcement Fees
- Parking Meter Revenue
- Other Ideas



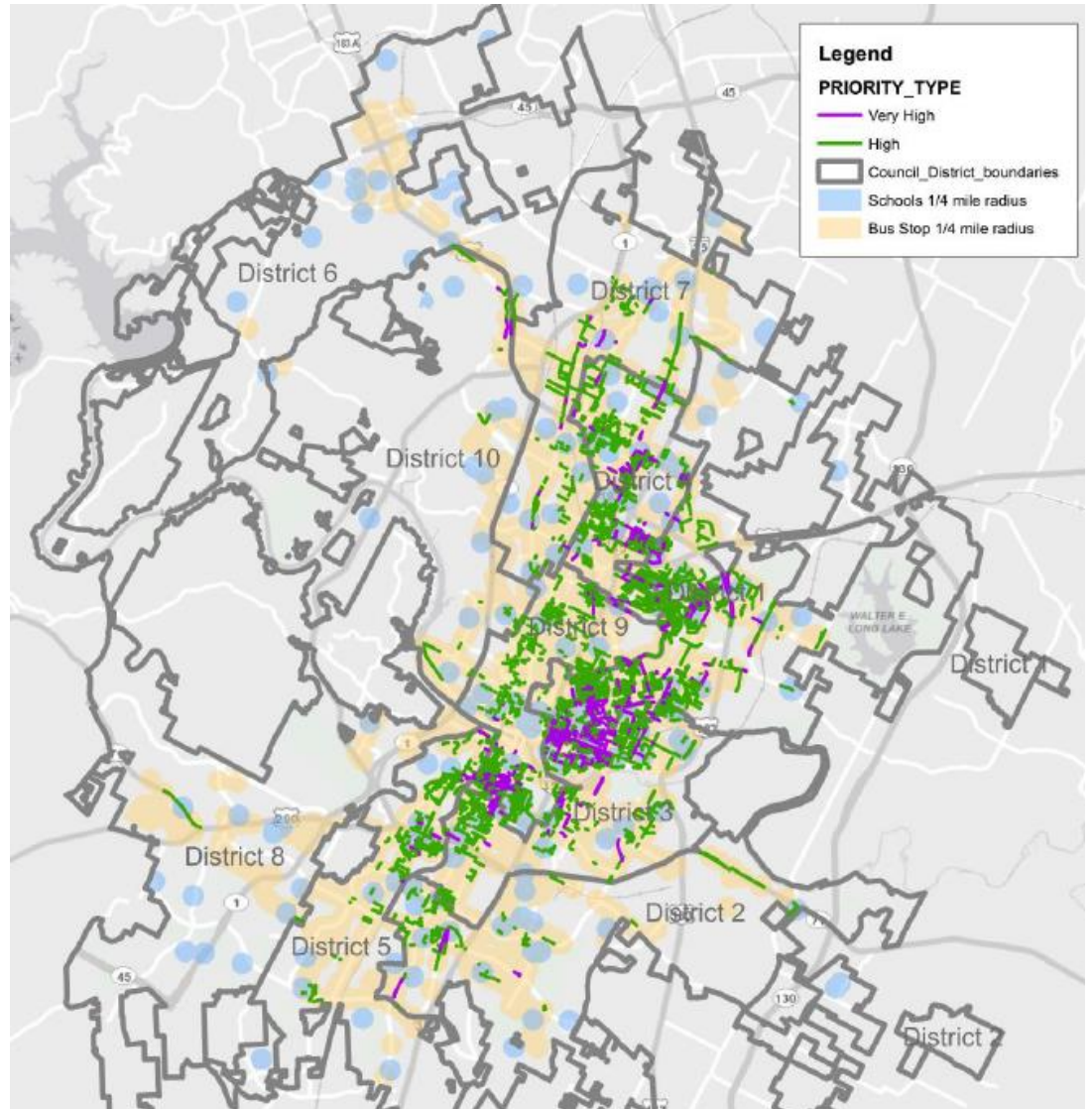


## Program Goal

Enhance pedestrian connectivity by completing priority sidewalks within  $\frac{1}{4}$  mile of all identified schools and bus stops within ? years of initial funding availability.



# Access Austin





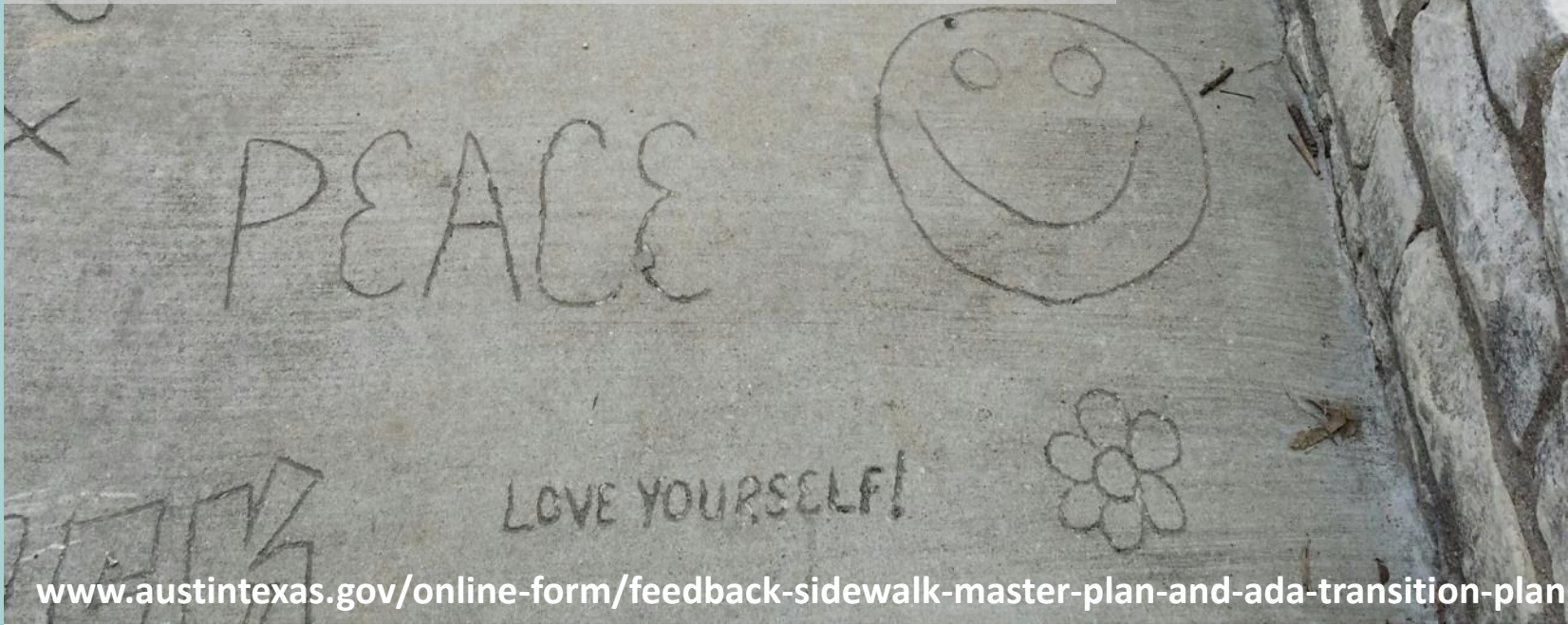
## Next Steps/Concurrent Actions

- Complete update to Sidewalk Master Plan.
- Continue work with AISD on Safe Routes to School Program.
- Continue to seek alternative sources of funds.
- Refine cost estimates and work scope in preparation for capital funding programs and other potential sources.

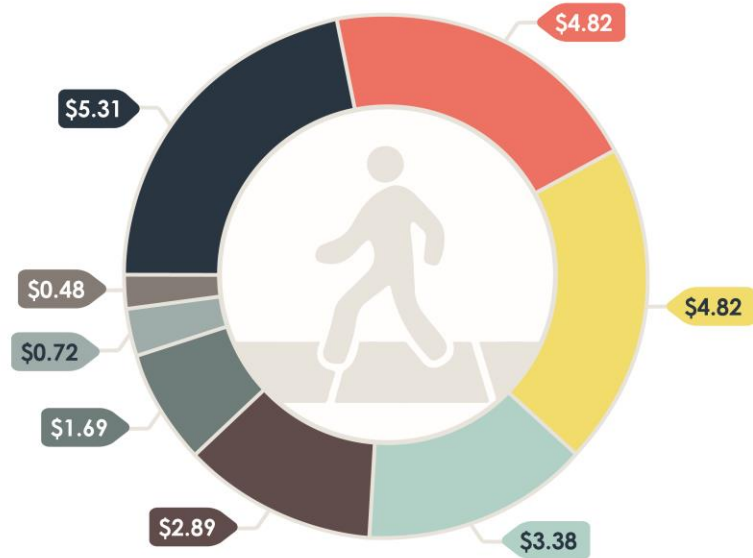


# Feedback Requested

- Condition Assessment
- Sidewalk Maintenance Goals & Funding Options
- New Sidewalk Goals & Funding Options



# SIDEWALK COST BREAKDOWN



<b>Sidewalk   Curb Ramps</b>	<b>22%</b>
<b>Engineering   Project Management   Inspection</b>	<b>20%</b>
<b>Traffic Control   Signage</b>	<b>20%</b>
<b>Excavation   Retaining Walls   Railings</b>	<b>14%</b>

<b>Driveways (aprons)</b>	<b>12%</b>
<b>Utilities   Curb   Gutter</b>	<b>07%</b>
<b>Miscellaneous</b>	<b>03%</b>
<b>Revegetation   Tree Protection   Erosion Control</b>	<b>02%</b>

**TOTAL SPENDING**

**\$24.14** per square foot of sidewalk

