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

Peer Cities Report
Public Meetings (Round 1)
Conditions Assessment
Prioritization GIS Tool Update
Public Meetings (Round 2) - Tech Memos and Policy Discussions
Master Plan Update - Draft Report
Public Meetings (Round 3) - Adoption Draft

Opportunity

Decision
Sidewalk Maintenance
Sidewalks in Austin

Current Statistics

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Sidewalk (miles)</td>
<td>2,360</td>
</tr>
<tr>
<td># Driveways</td>
<td>97,000+</td>
</tr>
<tr>
<td>Driveway/Sidewalk (miles)</td>
<td>360+</td>
</tr>
<tr>
<td>Absent Sidewalk (miles)</td>
<td>2,270</td>
</tr>
</tbody>
</table>
## Asset Management

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Existing Sidewalks</strong></td>
<td>2,360 miles</td>
<td>62 million sf</td>
</tr>
<tr>
<td><strong>Replacement Cost</strong></td>
<td></td>
<td>$18/sf</td>
</tr>
<tr>
<td><strong>Service Life</strong></td>
<td></td>
<td>75 years</td>
</tr>
<tr>
<td><strong>Annual Maintenance Needs</strong>*</td>
<td></td>
<td>32 miles</td>
</tr>
<tr>
<td><strong>Annual Maintenance Needs</strong>*</td>
<td></td>
<td>$15 million</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Sidewalk Condition</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>F</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Width</strong></td>
<td>&gt; 48 in.</td>
<td>36 in. - 48 in.</td>
<td>6 - 8%</td>
<td>9 - 12%</td>
<td>&lt; 36 in.</td>
</tr>
<tr>
<td><strong>Cross-Slope</strong></td>
<td>0 - 2%</td>
<td>3 - 5%</td>
<td>0.5 - 2 in.</td>
<td>2 - 4 in.</td>
<td>&gt; 12%</td>
</tr>
<tr>
<td><strong>Faults</strong></td>
<td>&lt; 0.25 in.</td>
<td>0.25 - 0.5 in.</td>
<td>0.5 - 2 in.</td>
<td>2 - 4 in.</td>
<td>&gt; 4 in.</td>
</tr>
<tr>
<td><strong>Faults (Count)</strong></td>
<td>None</td>
<td>1 - 20 / 100 ft</td>
<td>&gt; 20 / 100 ft</td>
<td>Severe</td>
<td></td>
</tr>
<tr>
<td><strong>Cracks</strong></td>
<td>None/Minor</td>
<td>Moderate</td>
<td>Severe</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Vertical Clearance</strong></td>
<td>&gt; 80 in.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Obstruction</strong></td>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Vegetation (Vertical Obstruction)</strong></td>
<td>&gt; 80 in.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Vegetation (Ground Obstruction)</strong></td>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td>Obstruction</td>
</tr>
</tbody>
</table>

**FUNCTIONALLY ACCEPTABLE**

**FUNCTIONALLY DEFICIENT**
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

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

Promote Landowner Maintenance
Estimated Repair Budget

ADA Compliance
(A) = $580M

Functionally Acceptable
(A/B) = $330M
Maintenance – Peer Cities


<table>
<thead>
<tr>
<th>City</th>
<th>Annual Budget</th>
<th>Miles Existing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Austin</td>
<td>$250,000</td>
<td>2,359</td>
</tr>
<tr>
<td>Charlotte</td>
<td>$900,000</td>
<td>2,094</td>
</tr>
<tr>
<td>Houston</td>
<td>$5,000,000</td>
<td>4,400</td>
</tr>
<tr>
<td>Minneapolis</td>
<td>$2,500,000</td>
<td>1,845</td>
</tr>
<tr>
<td>Nashville</td>
<td>$8,500,000</td>
<td>1,087</td>
</tr>
<tr>
<td>San Antonio</td>
<td>$500,000</td>
<td>4,761</td>
</tr>
<tr>
<td>Seattle</td>
<td>$2,000,000</td>
<td>2,000</td>
</tr>
</tbody>
</table>
Maintenance Goals?

<table>
<thead>
<tr>
<th>Annual Budget</th>
<th>% functional in 10 yrs</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Network</strong></td>
<td></td>
</tr>
<tr>
<td>$15M</td>
<td>85%</td>
</tr>
<tr>
<td>$10M</td>
<td>80%</td>
</tr>
<tr>
<td>$5M</td>
<td>75%</td>
</tr>
<tr>
<td><strong>High Priority Areas</strong></td>
<td></td>
</tr>
<tr>
<td>$15M</td>
<td>98%</td>
</tr>
<tr>
<td>$10M</td>
<td>90%</td>
</tr>
<tr>
<td>$5M</td>
<td>80%</td>
</tr>
</tbody>
</table>
## Maintenance Funding Options

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Current</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bonds (rehabilitation)</td>
<td>$1.1M/year (2010 – 2014)</td>
<td>?</td>
</tr>
<tr>
<td>Transportation User Fee (TUF)</td>
<td>$ 250 K in 2015</td>
<td>?</td>
</tr>
</tbody>
</table>

### 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)
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

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Current</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bonds</td>
<td>$9M/year</td>
<td>?</td>
</tr>
<tr>
<td>Sidewalk Fee in Lieu</td>
<td>$500 K in 2015</td>
<td>?</td>
</tr>
<tr>
<td>Grants</td>
<td>limited</td>
<td>?</td>
</tr>
<tr>
<td>Neighborhood Partnering (NPP)</td>
<td>limited</td>
<td>?</td>
</tr>
<tr>
<td>Parking Benefit District (PBD)</td>
<td>limited</td>
<td>?</td>
</tr>
<tr>
<td>Capital Improvements Program</td>
<td>varies</td>
<td>?</td>
</tr>
</tbody>
</table>

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 ¼ mile of all identified schools and bus stops within ? years of initial funding availability.

http://austintexas.gov/sites/default/files/files/Public_Works/Access_Austin_Program_Summary.pdf
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

- Sidewalk | Curb Ramps: 22%
  - Engineering | Project Management | Inspection: 20%
  - Traffic Control | Signage: 20%
  - Excavation | Retaining Walls | Railings: 14%

- Driveways (aprons): 12%
  - Utilities | Curb | Gutter: 07%
  - Miscellaneous: 03%
  - Revegetation | Tree Protection | Erosion Control: 02%

TOTAL SPENDING: $24.14 per square foot of sidewalk