



Update on the Connectivity of the Sidewalk
Network

August 2015




Why are We Here?

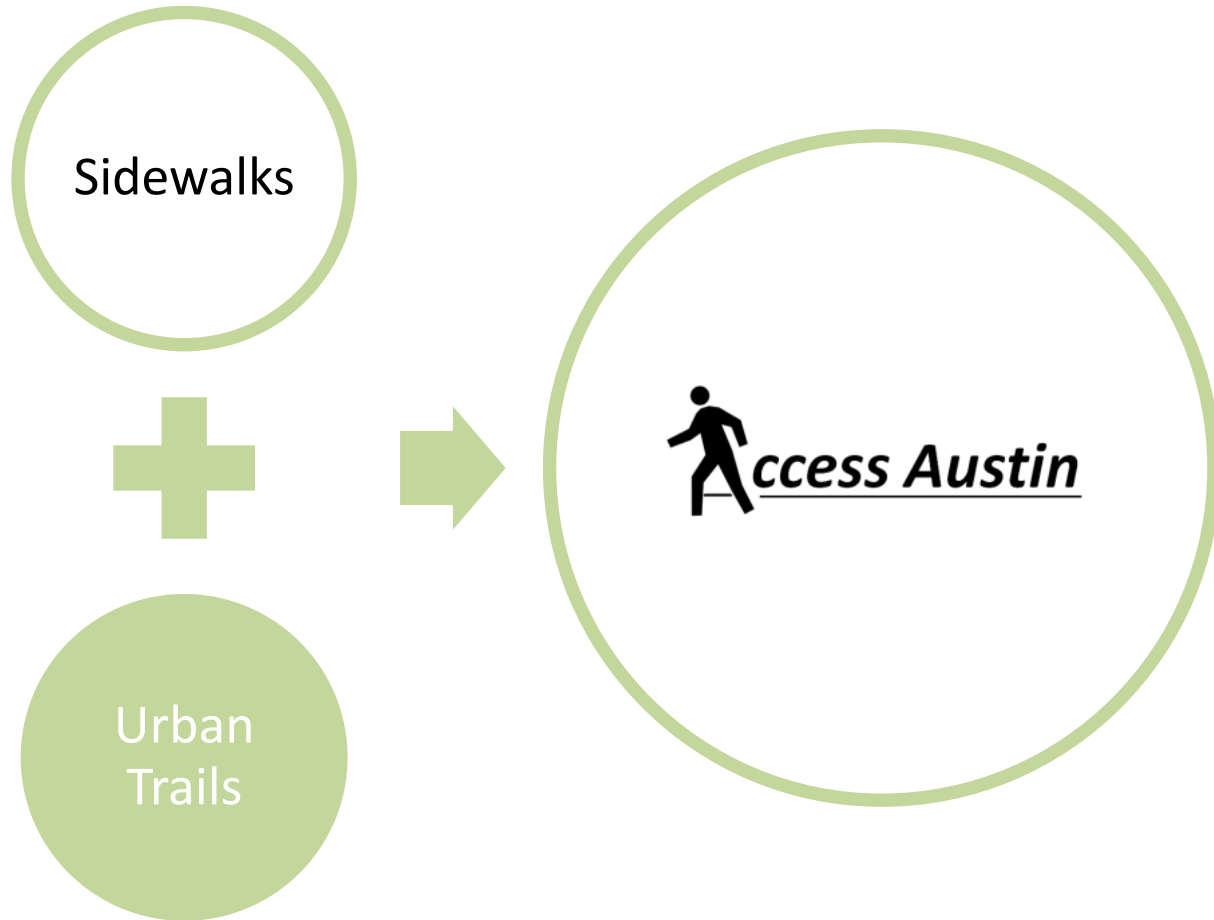
The purpose of this presentation is to provide an update on the sidewalk program and to identify the funding necessary to implement the ADA Transition Plan and provide increased connectivity of the pedestrian network over the next five years.



Agenda

- Sidewalk Program Current Status
- Asset Overview
-  ccess Austin
- Sidewalk Maintenance Program
- Funding
- Next Steps/Concurrent Actions

Pedestrian Mobility Assets



Current Status

- The 2009 Sidewalk Master Plan estimated the cost to complete the City's sidewalk network at \$824M. Given current funding levels, it will take >90 years to complete the network.
- The existing sidewalk network has significant gaps that negatively impact the provision of safe routes to school and transit connections.
- The existing sidewalk network has ~\$100M in non-ADA compliant segments, not including recent changes in ADA requirements from DOJ and FHWA.
- Current capital funds will be used for identified projects by the end of FY2015-2016.

Current Status

2009 Master Plan provided:

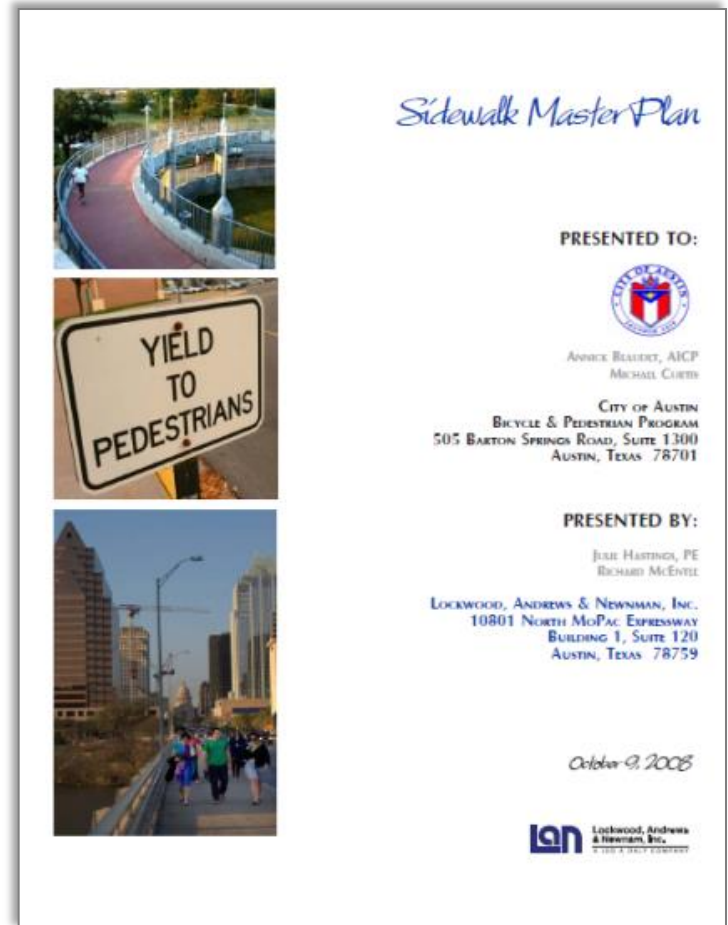
- estimate of missing segments
- asset mapping tool
- prioritization methodology
- required ADA Transition Plan and funding schedule

2009 Master Plan did not provide:

- benchmarking against peer cities
- asset condition assessment tool
- physical inventory

Revision to 2009 Master Plan

- work in progress
- plan is to bring revision to Council by end of year



Asset Overview: Rating System

- Missing sidewalks are rated on a priority system from “Very Low” to “Very High.” Estimate of missing sidewalks in 2009 Plan was \$824M
- Criteria characterized by Pedestrian Attractor Score (50%), and Pedestrian Safety Score (40%), and Fiscal Availability Score (10%).
- Additional points may be added for Neighborhood Plan Score (10 points) and Special Consideration Score (10 points).

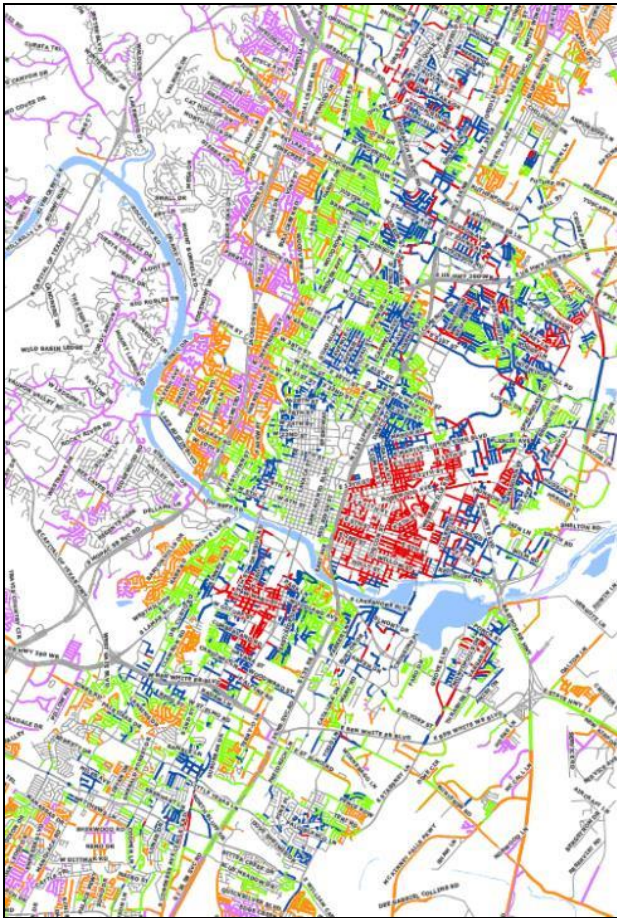
TABLE 4 ABSENT SIDEWALK COSTS			
Sidewalk Description	Linear Miles	Width (feet)	Cost
Core Transit Corridors	33	15	\$15,000,000
Urban Roadways	10.5	12	\$4,000,000
Suburban and Residential	3456.5	5	\$502,000,000
Ramps	5500		\$6,000,000
Subtotal			\$527,000,000
Contingency (25%)			\$132,000,000
Soft Costs (25%)			\$165,000,000
Total			\$824,000,000

Detailed criteria available at:






<http://www.austintexas.gov/departments/pedestrian-program>



Asset Overview: Sidewalk Inventory



TOTALS	
Existing Sidewalk (Miles)	2,360
Missing Sidewalk (Miles)	2,270
Driveways	97,000+

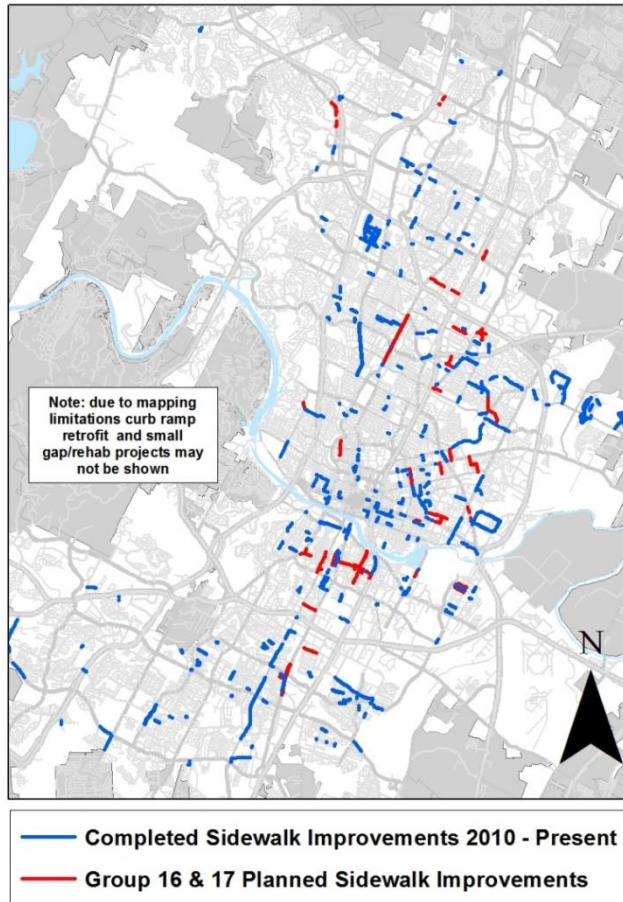
Priority Rating	% of Inventory
Very Low 	46%
Low 	18%
Medium 	17%
High 	12%
Very High 	7%

Asset Overview: Work Prioritization

- Safety and Regulatory Requirements
- Prioritization Rating/Condition Assessment
- Safe Routes to School/Transit Accessibility
- Coordination with Other Work



Asset Overview: 6-Year Work History



District	FY10 to Current (\$M)	Group 16 (\$M)	Group 17 (\$M)	District Total (\$M)	District by %
1	8.0	1.1	0.4	9.4	20%
2	3.2	0.4	0.0	3.6	8%
3	8.0	0.4	0.5	8.9	19%
4	8.0	0.9	1.1	9.9	21%
5	2.0	0.2	0.0	2.2	5%
6	1.2	0.0	0.0	1.2	3%
7	3.2	0.2	0.0	3.4	7%
8	2.0	0.0	0.0	2.0	4%
9	2.8	0.4	1.2	4.4	9%
10	1.6	0.2	0.4	2.1	5%
	40.0	3.5	3.5	47.0	100%

Totals do not include sidewalks installed as part of Street Reconstruction Projects under CIP.

- High Priority
- Very High Priority

Existing Sidewalks: Condition Rating System

Goal with 2015 Update is to transition to a condition based rating system similar to what is being used for other PWD-managed assets:

A

- **EXCELLENT** condition / Fully ADA compliant

B

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

C

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

D

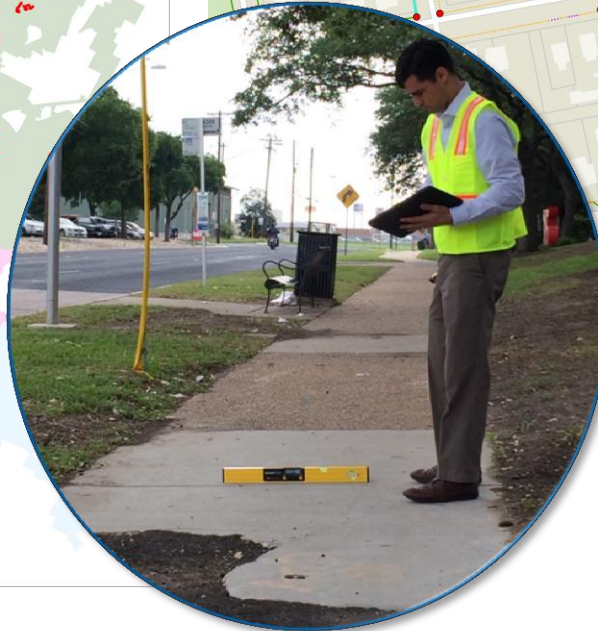
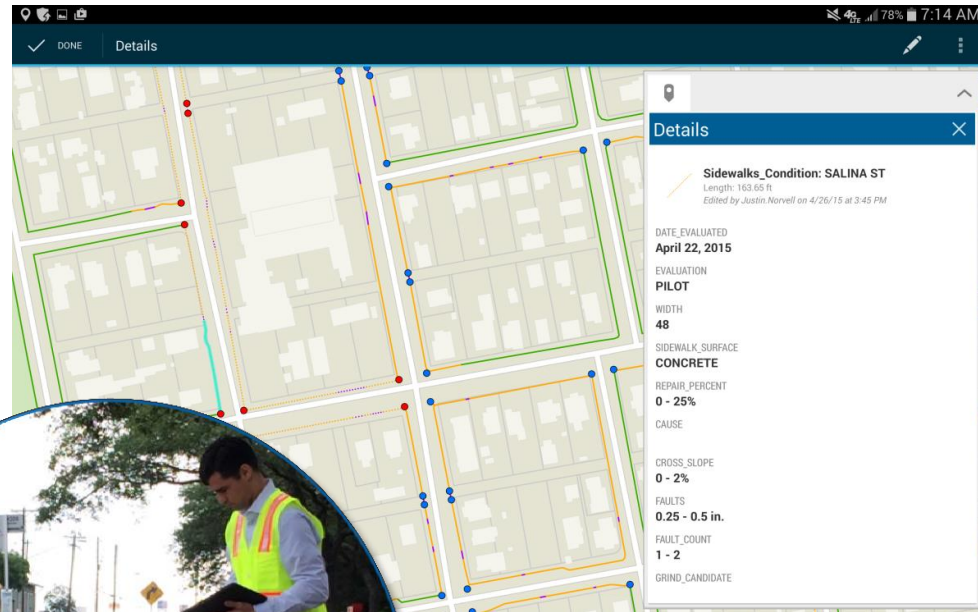
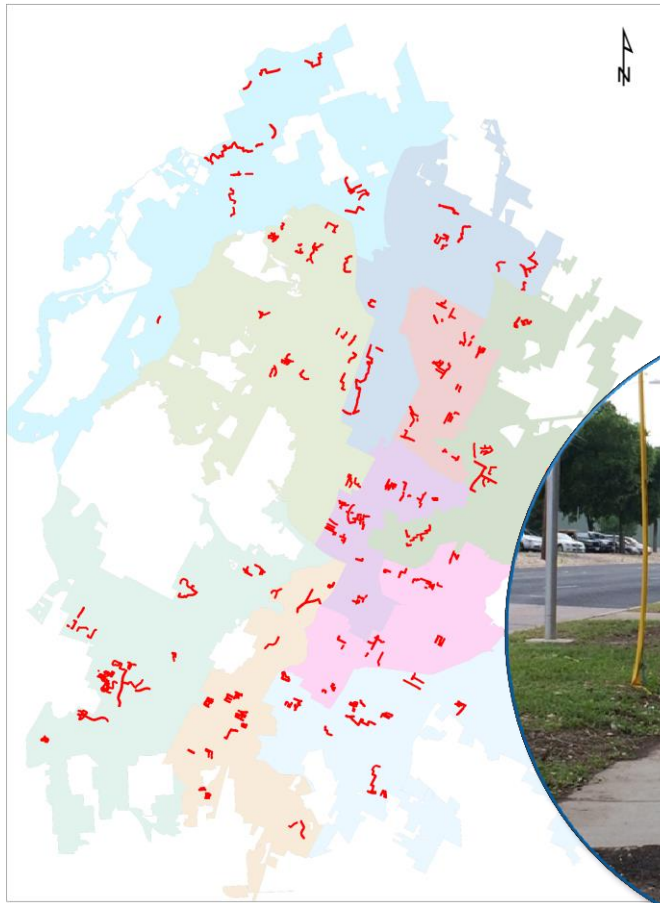
- **POOR** condition / Severe level of ADA noncompliance
- Not functional for many / May present hazards for all users

F

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

Asset Overview: Data Collection (Pilot in Summer 2015)

Condition Assessment Pilot Locations



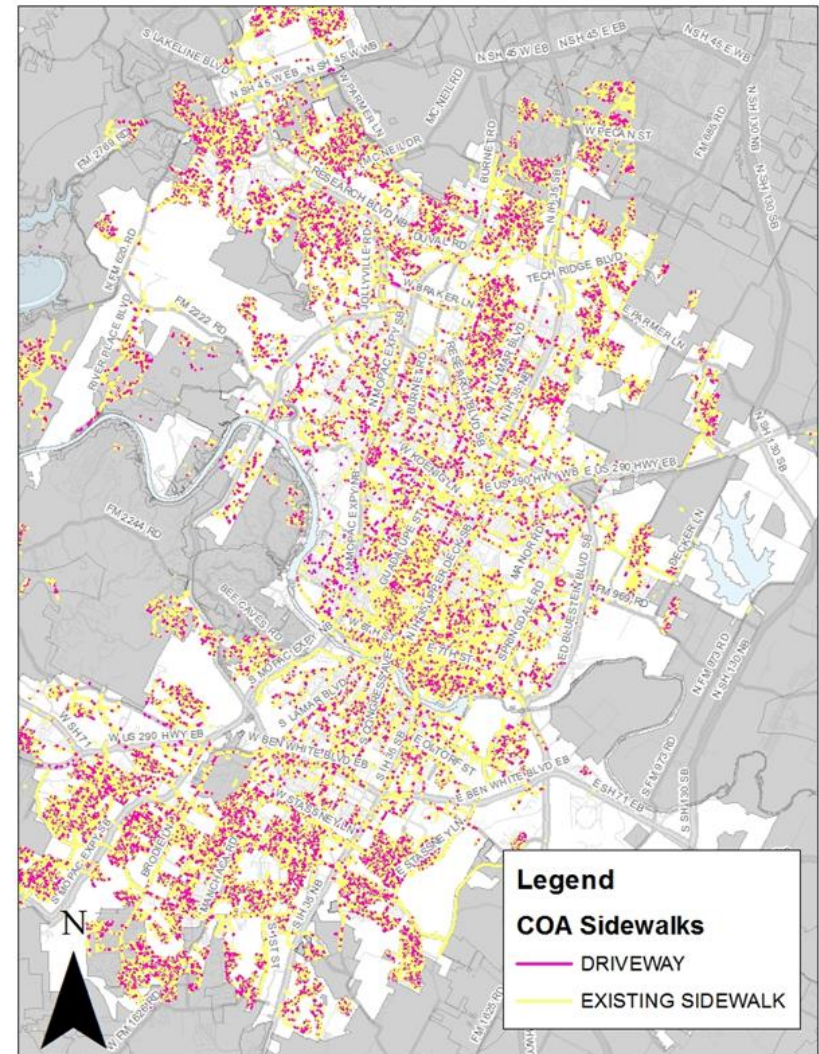
Rating System Technical Details

Sidewalk Condition	A	B	C	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 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.

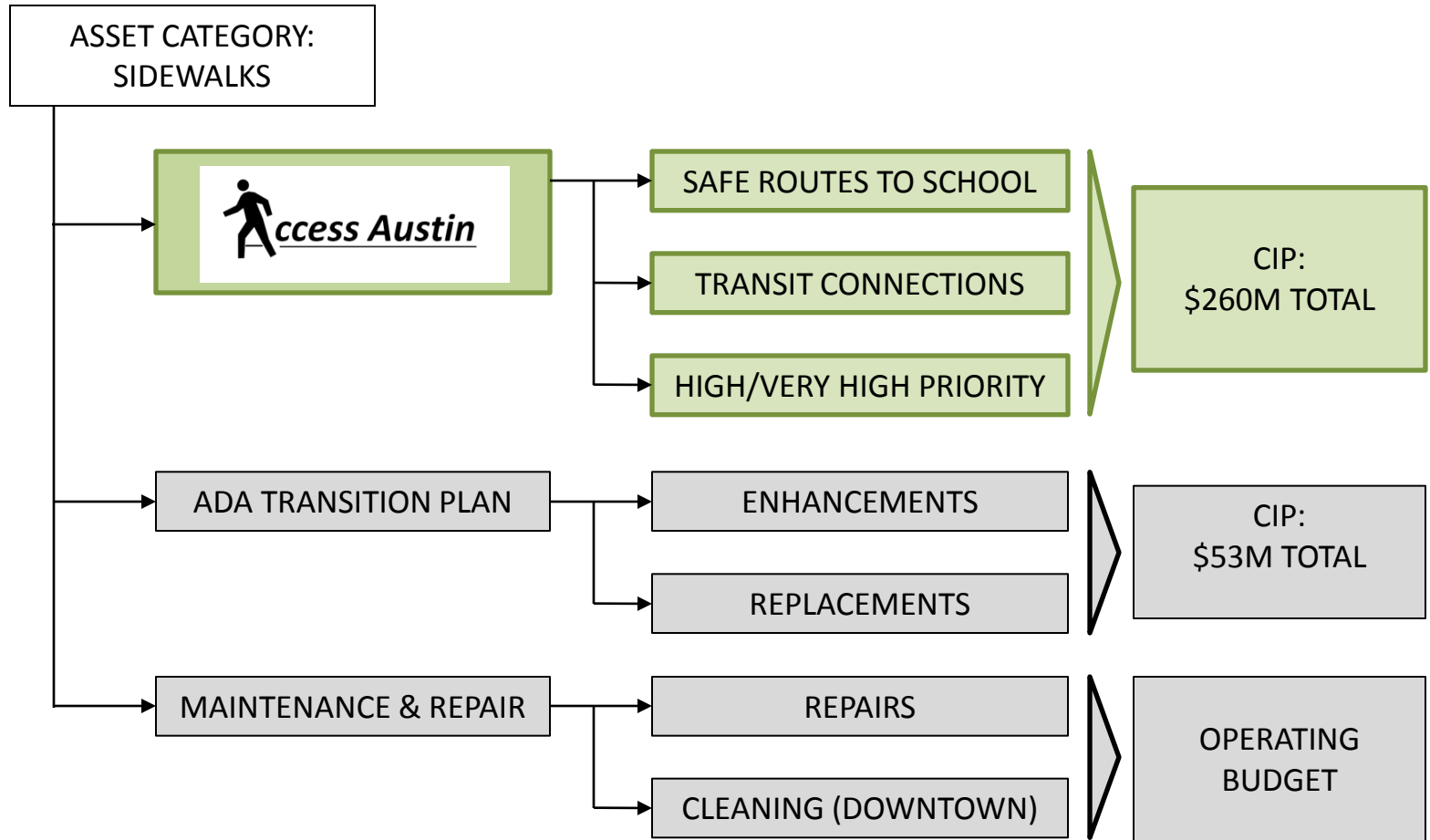
A

Sidewalk Maintenance Program

- Included in PWD Annual Budget for Street & Bridge Operations.
- Focus is on repairs of sidewalks, ramps, curbs, and gutters.
- New DOJ/FHWA determinations require ADA accessibility with “enhancements” (overlays).

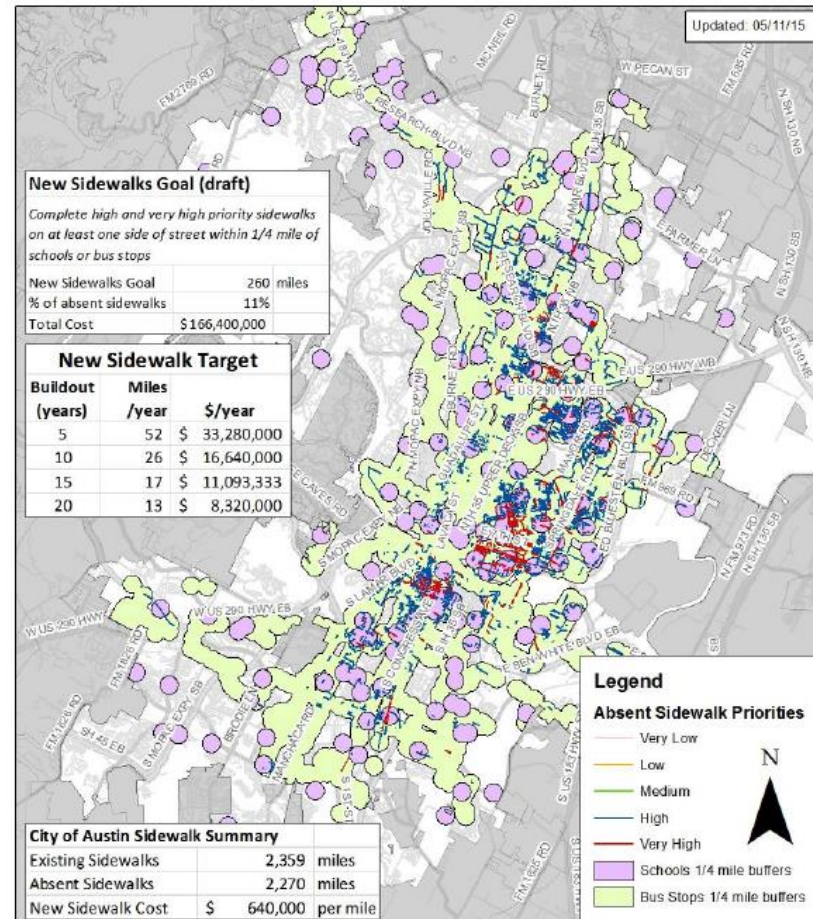


Program Funding Requirements





Basis of Estimate:
Enhance pedestrian connectivity by completing high and very high priority sidewalks on both sides of the street (where feasible) within ¼ mile of all identified schools and bus stops. Connect segments to provide “safe routes.”



Measures of Success

- Outputs
 - Linear Feet of Sidewalk Constructed
 - Cost per Linear Foot
 - Delivery Time
 - Reduce Missing Sidewalk Segments by 20%
- Outcomes
 - Increase in Bus Ridership
 - Increase in Children Walking to School
 - Reduced Pedestrian-Vehicle Incidents
 - 80% of Sidewalk Network Rated “B” or better



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.

