

Regional Affordability Council

11/20/2017

City of Austin



Transit/sidewalk system

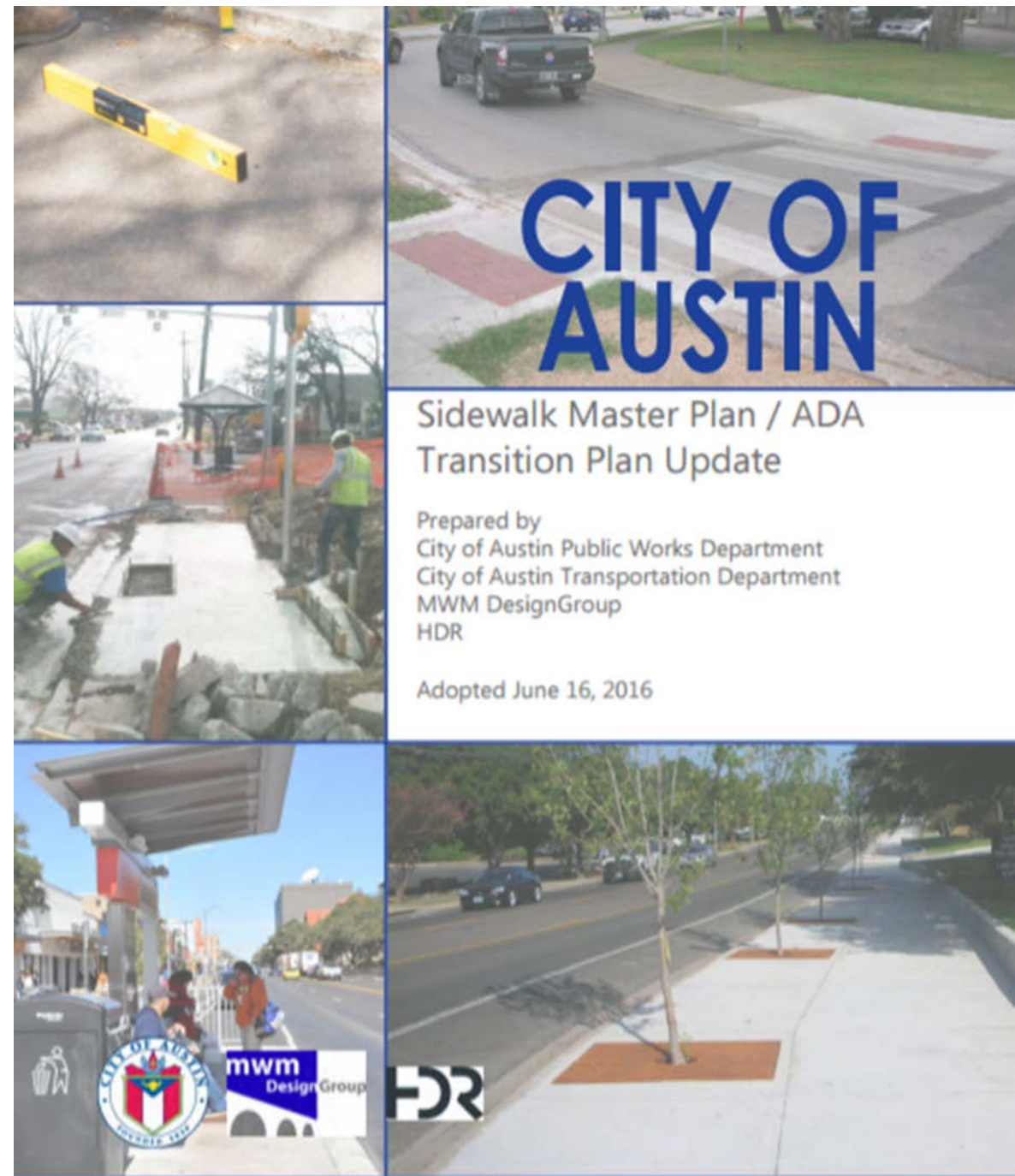


CapMetro

- 34+ million boardings/yr
- **22+ million boardings/yr**
walked to transit / had no option to use car*
- 3+ million boardings/yr
by mobility impaired



“Help control air pollution and traffic congestion, and improve the quality of life in Austin, by including sidewalks and other pedestrian facilities as necessary and integral components of the transportation system”



**Existing
Sidewalk**

**2,360
miles**

**Absent
Sidewalk**

**2,270
miles**

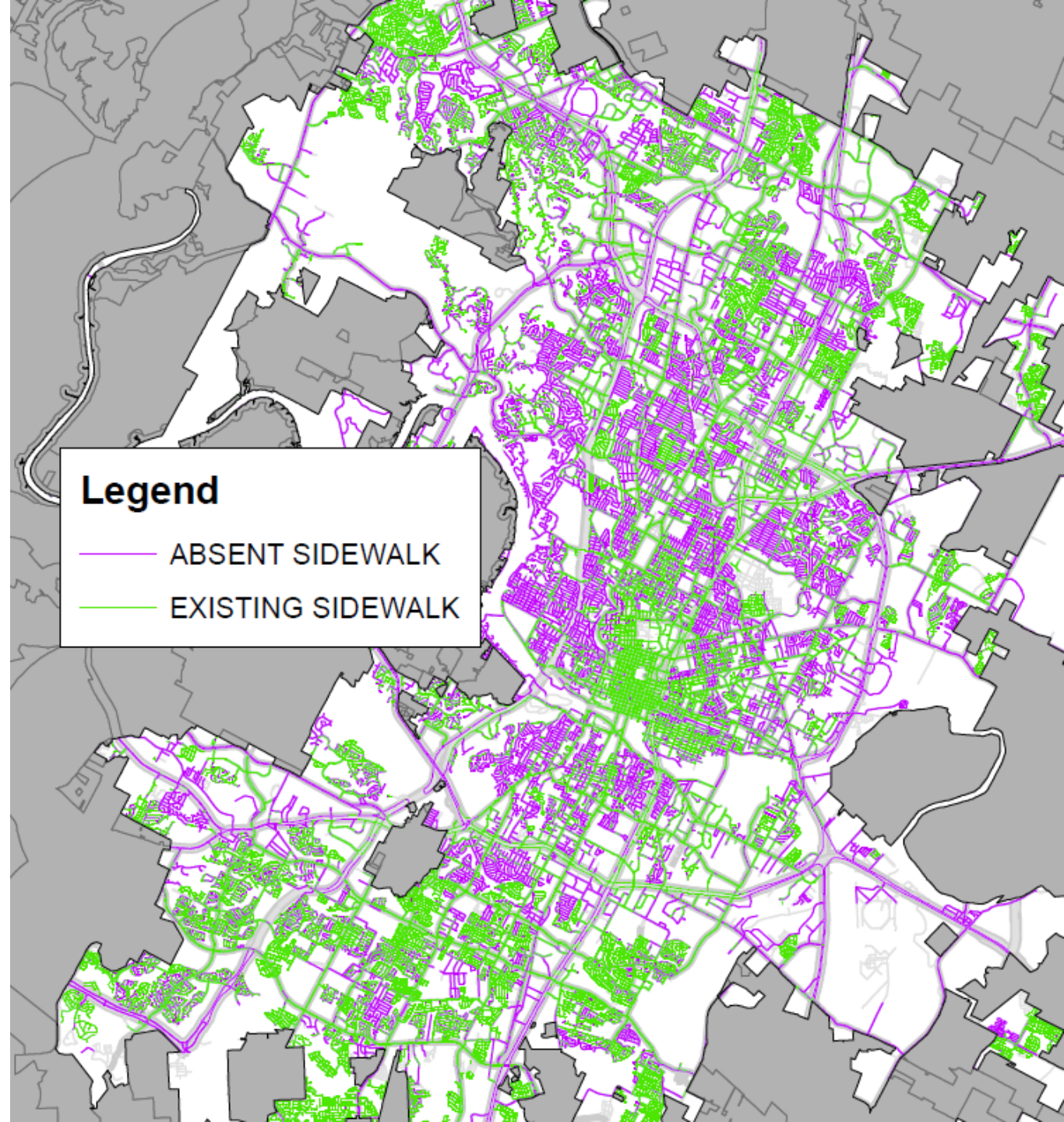


Table 3-2: Absent Sidewalk Prioritization Matrix
Pedestrian Attractors Score (PAS) 0 - 100
Base Score Weight 56%

Element	Criteria	Points	
Proximity to Attractors Weight 45% (max 100 pts)	Multiply Possible Points by number of attractors within specific radius of:	1/8 Mile	1/4 Mile
	State or Local Government Offices	10x	5x
	Commuter Rail Stations	10x	5x
	Public or Private Schools	10x	5x
	Transit Stop (Max of 50 pts)	9x	4.5x
	Major Grocery Stores	9x	4.5x
	Places of Public Accommodation (Includes parks, fire stations, police stations, hospitals, convention centers, health centers, libraries, museums, post offices, and recreation centers.)	8x	4x
	Places that Older Adults Frequent (health care facilities, clinics, nursing homes, senior living centers, congregate meal sites).	8x	4x
	Employers with > 500 Employees	8x	4x
	Income Restricted Affordable House Secured though City and Federal Programs for every 25 units	7x	3.5x
	Public Parking Facilities	5x	2.5x
	Religious Institutions	5x	2.5x
Residential Population Weight 25%	Total population residing within 1/2-mile radius of proposed project?		
	a) Population >= 8,000	100	
	b) Population >= 4,000 and < 8,000	75	
	c) Population >= 1,000 and < 4,000	50	
	d) Population >= 500 and <1,000	25	
	e) Population < 500	0	
Element	Criteria	Yes	No
Median Household Income Weight 5%	Within a census tract at or below Median Household Income	100	0
Existing Facilities on Street Weight 10%	For arterials and collector streets, are there complete sidewalks on <u>both</u> sides of the street?	0	100
	For local / residential streets, is there an existing complete sidewalk on either side of the street?	0	100
Requests Weight 10%	Was the project requested by ADA Task Force?	75	0
	Was the project requested by a citizen through 311?	25	0
Core Transit Corridors Weight 2.5%	Is the sidewalk within a 1/4 mile of a Core Transit Corridor?	100	0
Bicycle Lanes Weight 2.5%	Are there bike lanes on both sides of the street?	100	0

Table 3-3: Absent Sidewalk Prioritization Matrix
Pedestrian Safety Score (PSS) 0 - 100
Base Score Weight 44%

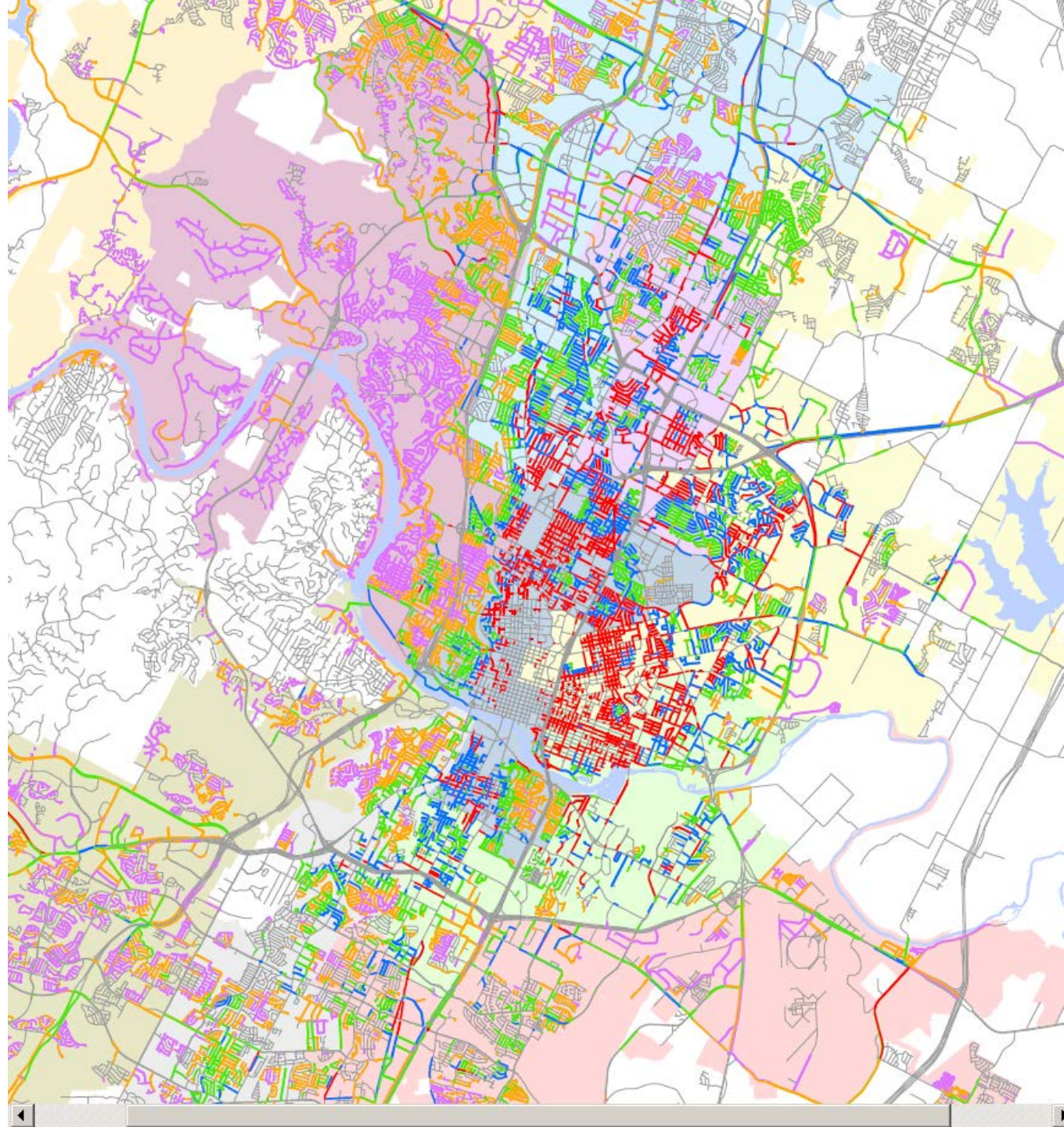
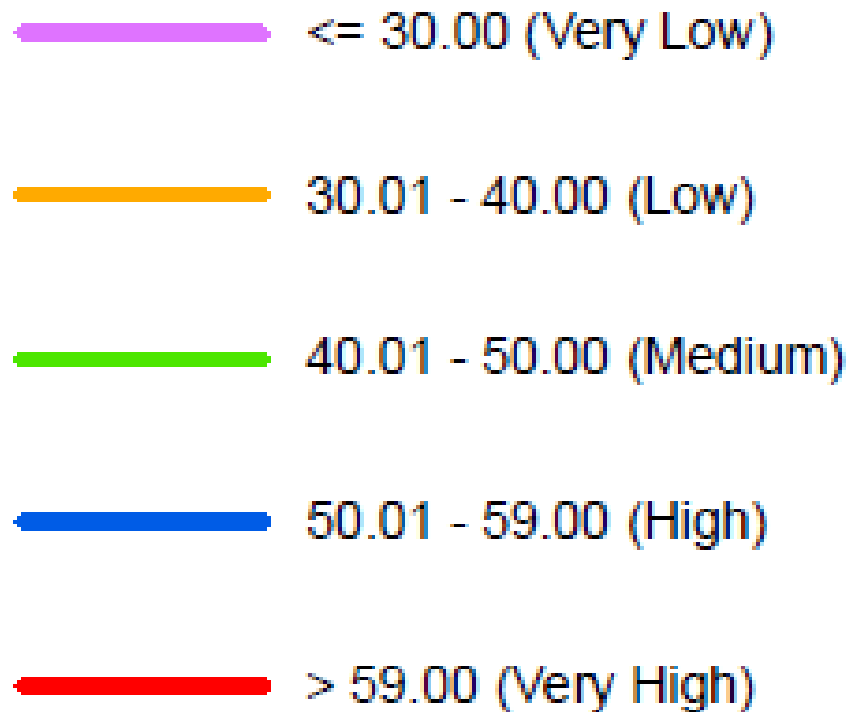
Element	Criteria	Points
Street Classification Weight 45%	a) Arterial	100
	b) Collector	75
	c) Residential	50
Pedestrian Health and Safety Status Weight 35% (health needs per zip code, based on factors such as crime statistics, obesity, diabetes, heart disease, and respiratory disease)	a) Very High Needs	100
	b) High Needs	75
	c) Moderate Needs	50
	d) Low Needs	25
	e) Very Low Needs	0
Pedestrian/Automobile Incidents Weight 20%	Number of incidents reported to APD involving pedestrians and motorized vehicles in previous 36 months multiplied by 10 (only applied to sidewalk on the street where the incident took place)	10x (max 100 pts)

In addition to the PAS and PSS, the Neighborhood Plan Score can be added to the base score for sidewalk segments requested in an adopted neighborhood plan. This is an additional score used only for prioritization of sidewalks within neighborhoods with an adopted plan, since not all neighborhoods have adopted a plan.

Table 3-4: Absent Sidewalk Prioritization Matrix
Neighborhood Plan Score (NPS) 0 - 100
Addition to Base Score (max 10 points)

Element	Criteria	Points
Neighborhood Request Weight 100%	Projects requested in an adopted Neighborhood Plan are assigned one point per year from the date of the plan adoption, up to a maximum of 10 points (prioritizing older adopted plans).	1 per year from plan adoption date (max 10 points)

Absent Sidewalk Prioritization Map



Sidewalk Condition Assessment

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		

Nonfunctional Vs. Noncompliant

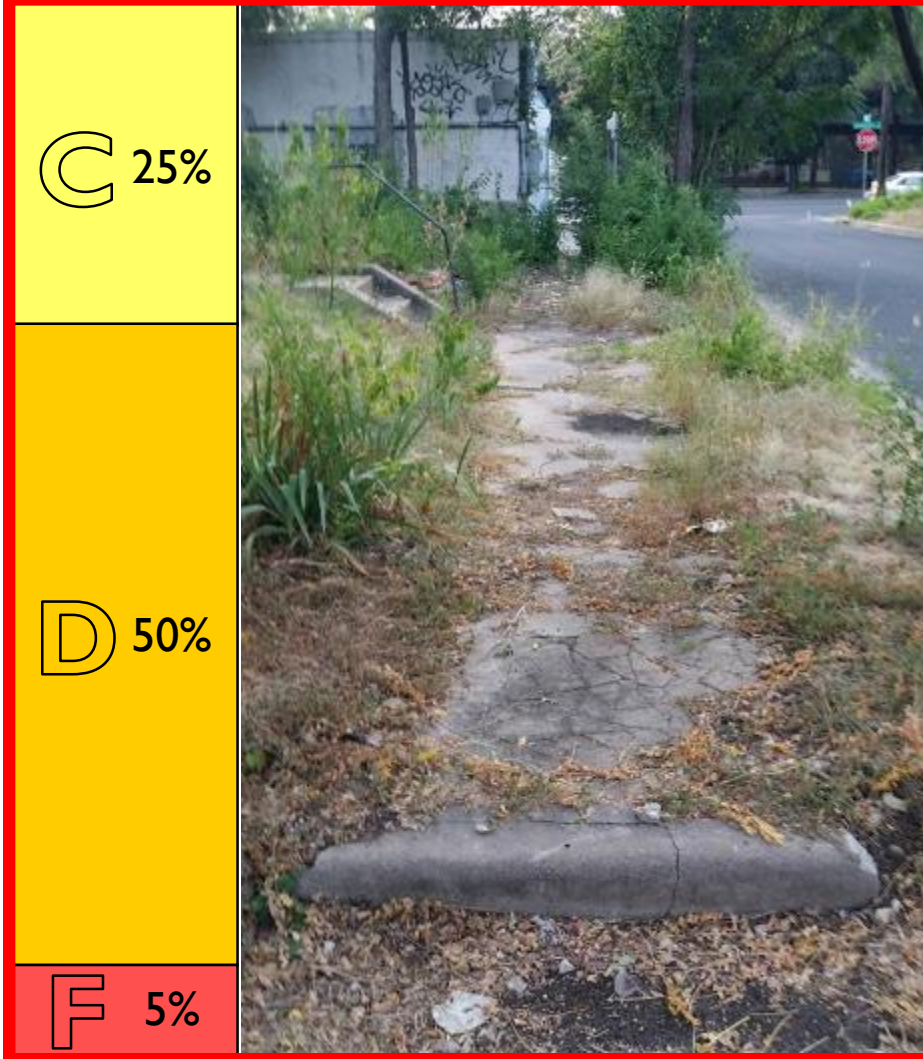




20% Functionally
Acceptable



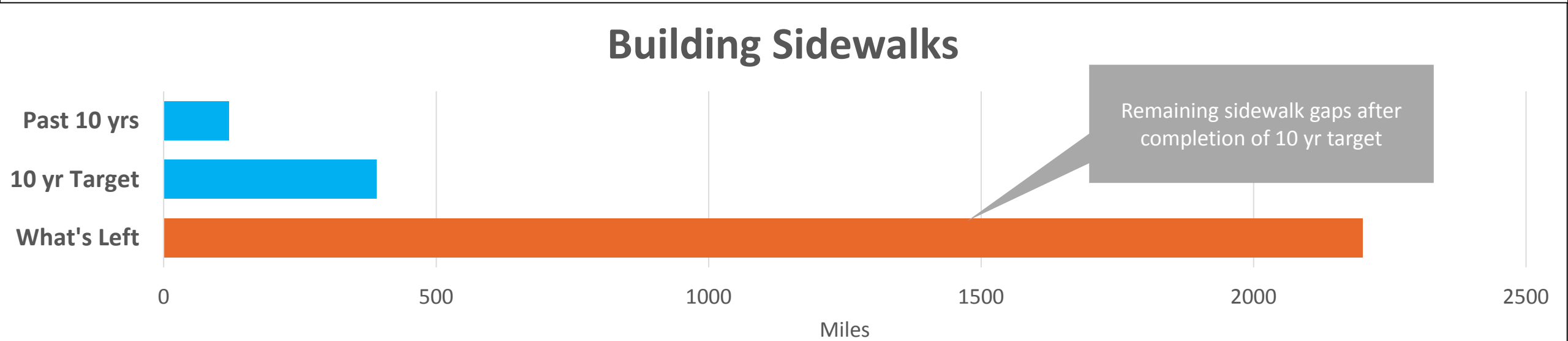
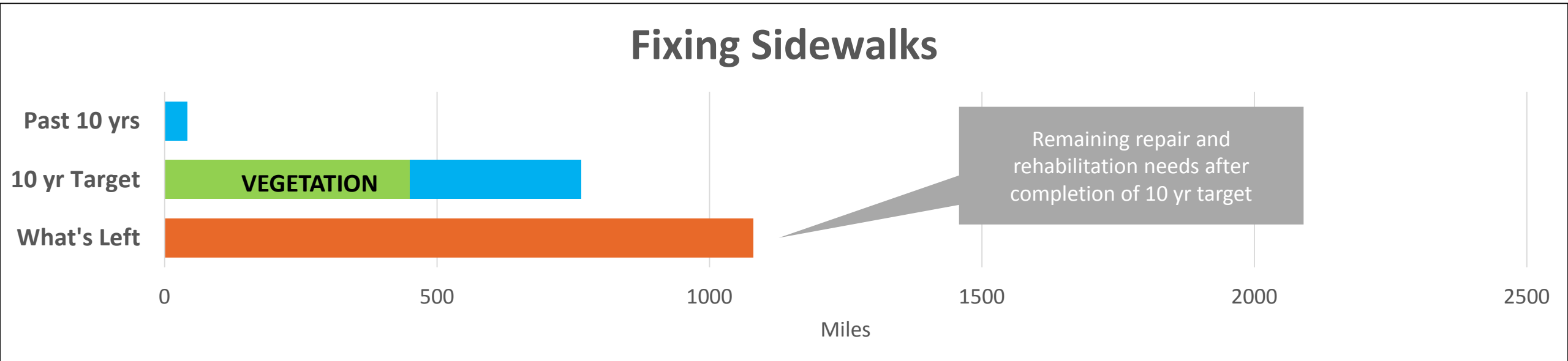
20% Functionally Acceptable



80% Functionally Deficient



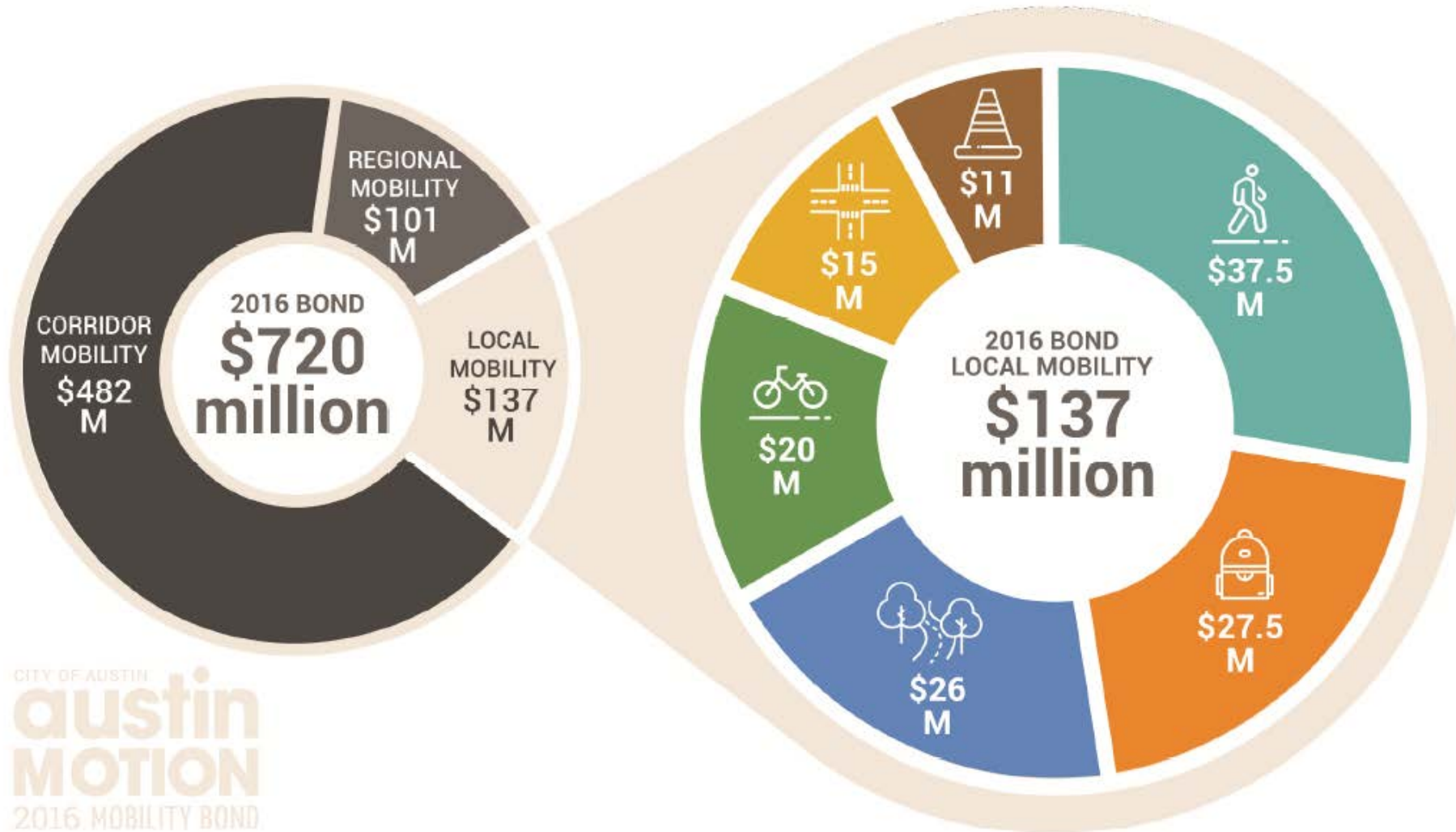
Past Performance / Future Targets



Estimated Budget Summary

Existing Sidewalks (75+ miles/year of ADA Transition improvements)	\$15 million/year (approximately 30% increase if funded entirely by Transportation User Fee)
New Sidewalks (39 miles/year)	\$25 million/year (\$252M total if funded by 10-year bond program)
Total	\$40 million/year

2016 MOBILITY BOND [LOCAL MOBILITY BREAKDOWN]



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