

Measuring & Building Complete Networks for Walking and Biking

10/31/2017

City of Austin



WATCH
FOR
WATER OVER
ROAD

STATE
LAW
TO
WITHIN
CROSSWALK

DEPA PARK

Transit/sidewalk system

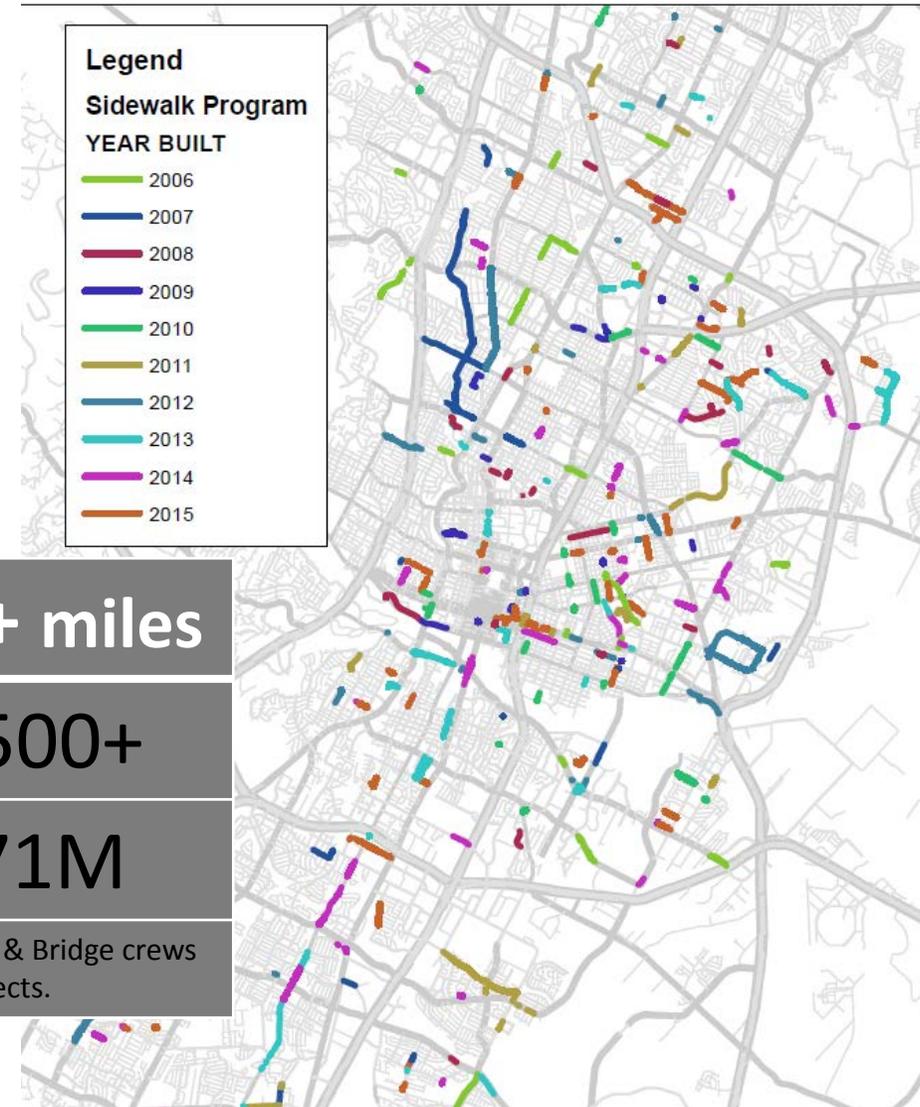


CapMetro

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



Austin - New Sidewalks 2006 - 2015



New Sidewalk	120+ miles
Ramp Repairs	3,500+
Expenditures	\$71M
<small>NOTE: Figures do not include repairs performed by Street & Bridge crews or work included in Street Reconstruction projects.</small>	



48 ■ CHECK US OUT AT AUSTINCHRONICLE.COM AND ON FACEBOOK, TWITTER, GOOGLE+, AND THE USUAL SOCIAL TIMESUCKS ■ PAVING THE WAY SINCE 1981

THE AUSTIN

CHRONICLE

JULY 11, 2014

Where the Sidewalks End



If You're in Austin, and You're Trying to Get From Point A to Point B, and You Feel Like Walking, There's One Big Question: **Are You Insane?**

BY RICHARD WHITTAKER 20



I imagine Austin...
w/ COMPLETE NEIGHBORHOODS
CONNECTED BY TRANSIT, BIKE
LANES & SIDEWALKS...
EMBRACING DIVERSITY
😊



“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”



Sidewalk Master Plan / ADA Transition Plan Update

Prepared by
City of Austin Public Works Department
City of Austin Transportation Department
MWM DesignGroup
HDR

Adopted June 16, 2016

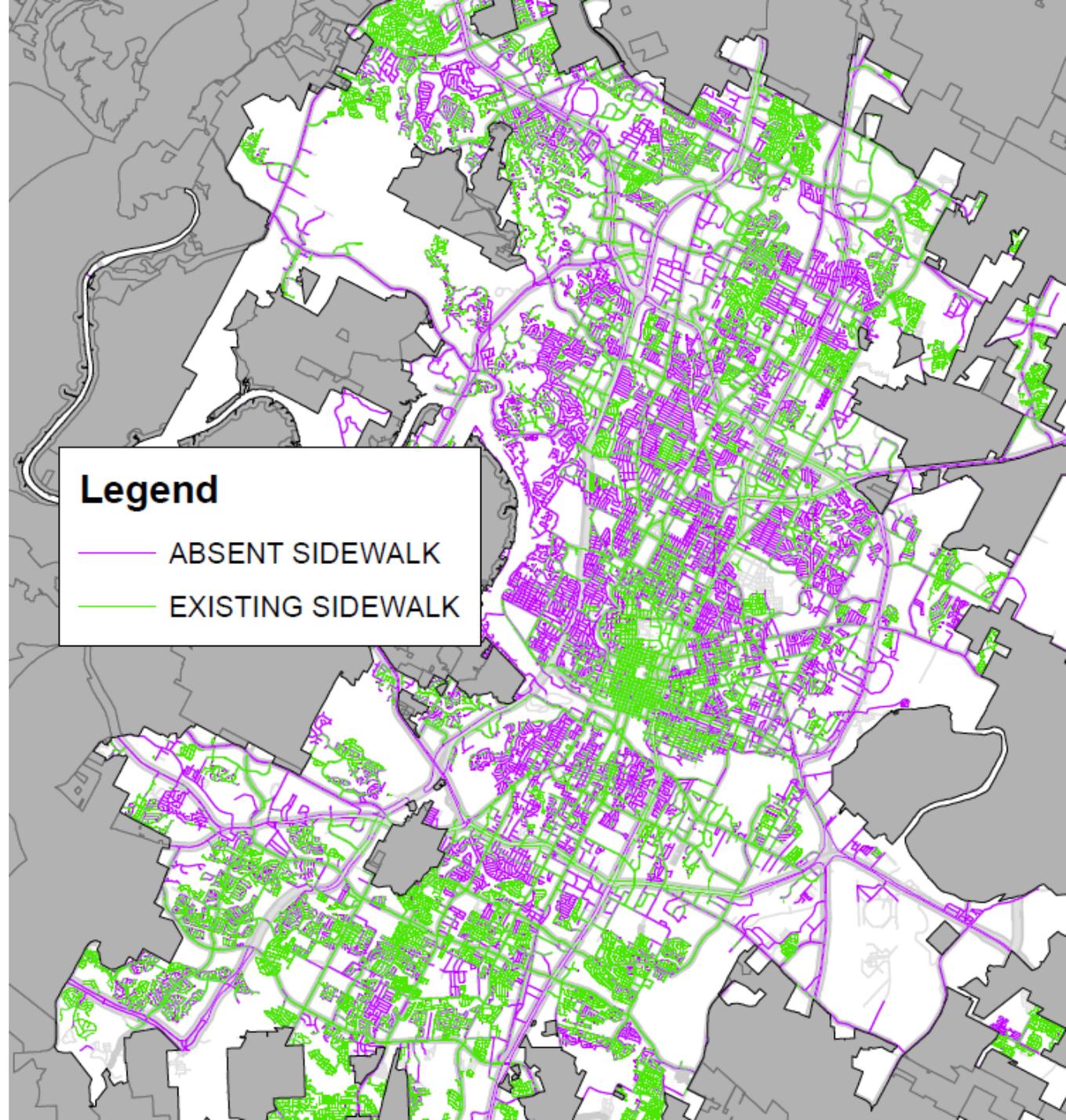


**Existing
Sidewalk**

**2,360
miles**

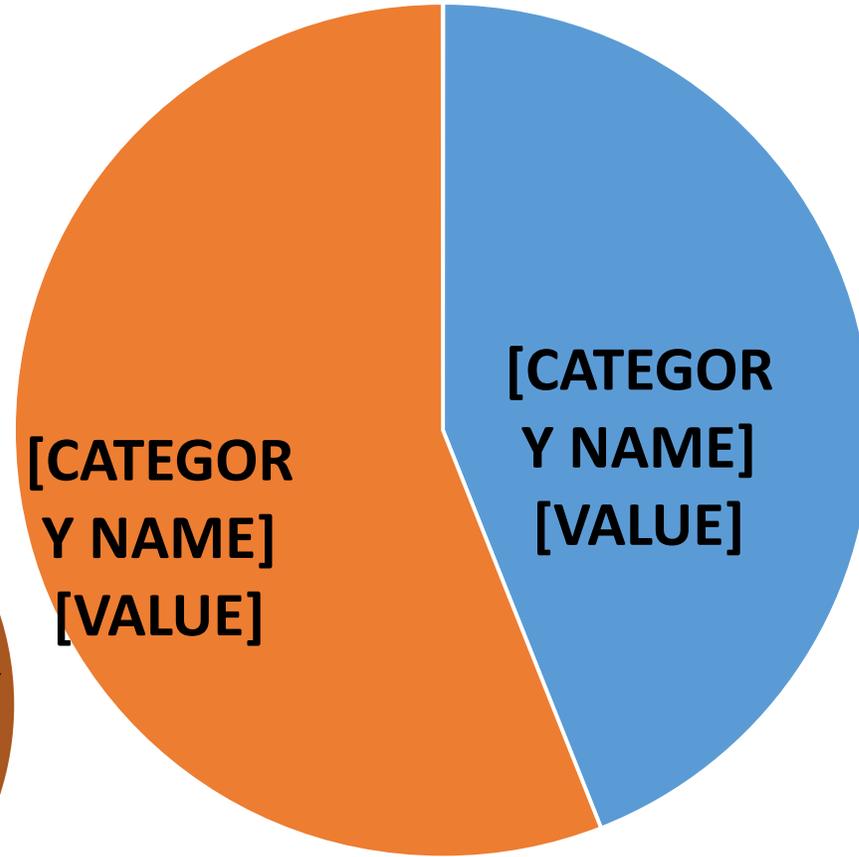
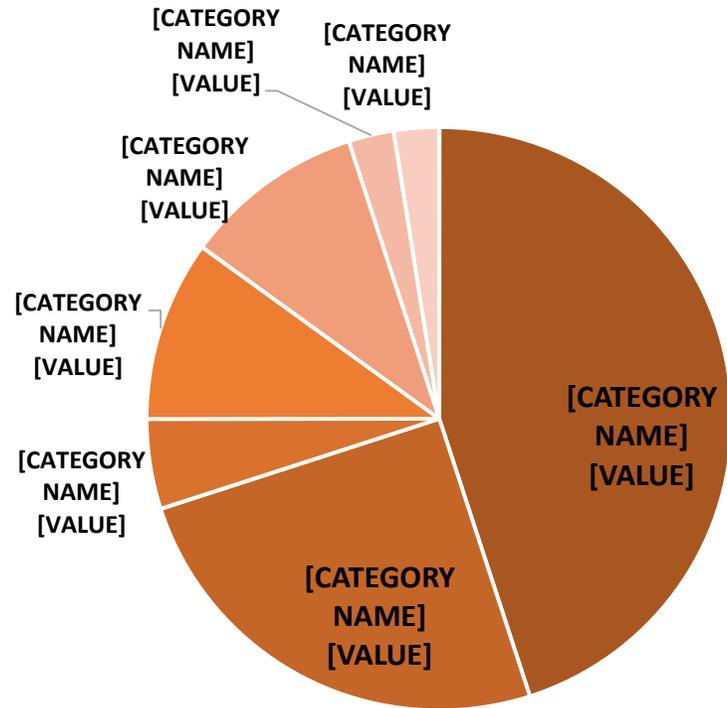
**Absent
Sidewalk**

**2,270
miles**



Sidewalk Prioritization

Pedestrian Attractors Score



Pedestrian Safety Score

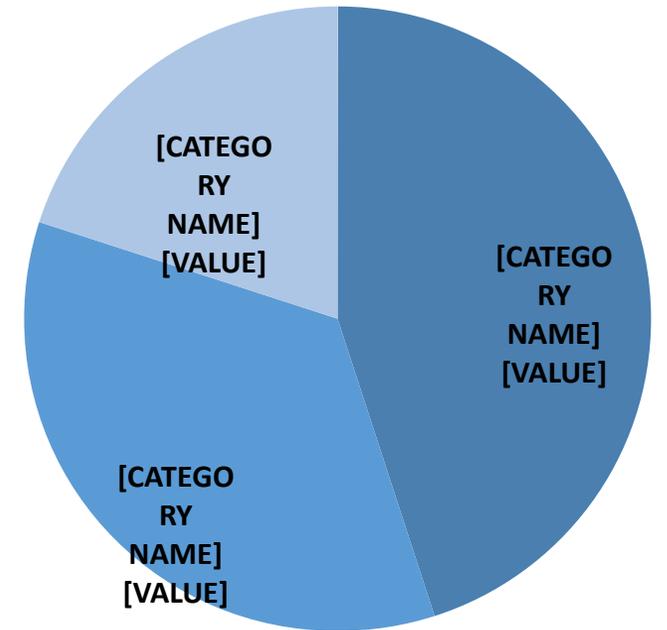


Table 3-2: Absent Sidewalk Prioritization Matrix
Pedestrian Attractors Score (PAS) 0 - 100
Base Score Weight 56%

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 through 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%

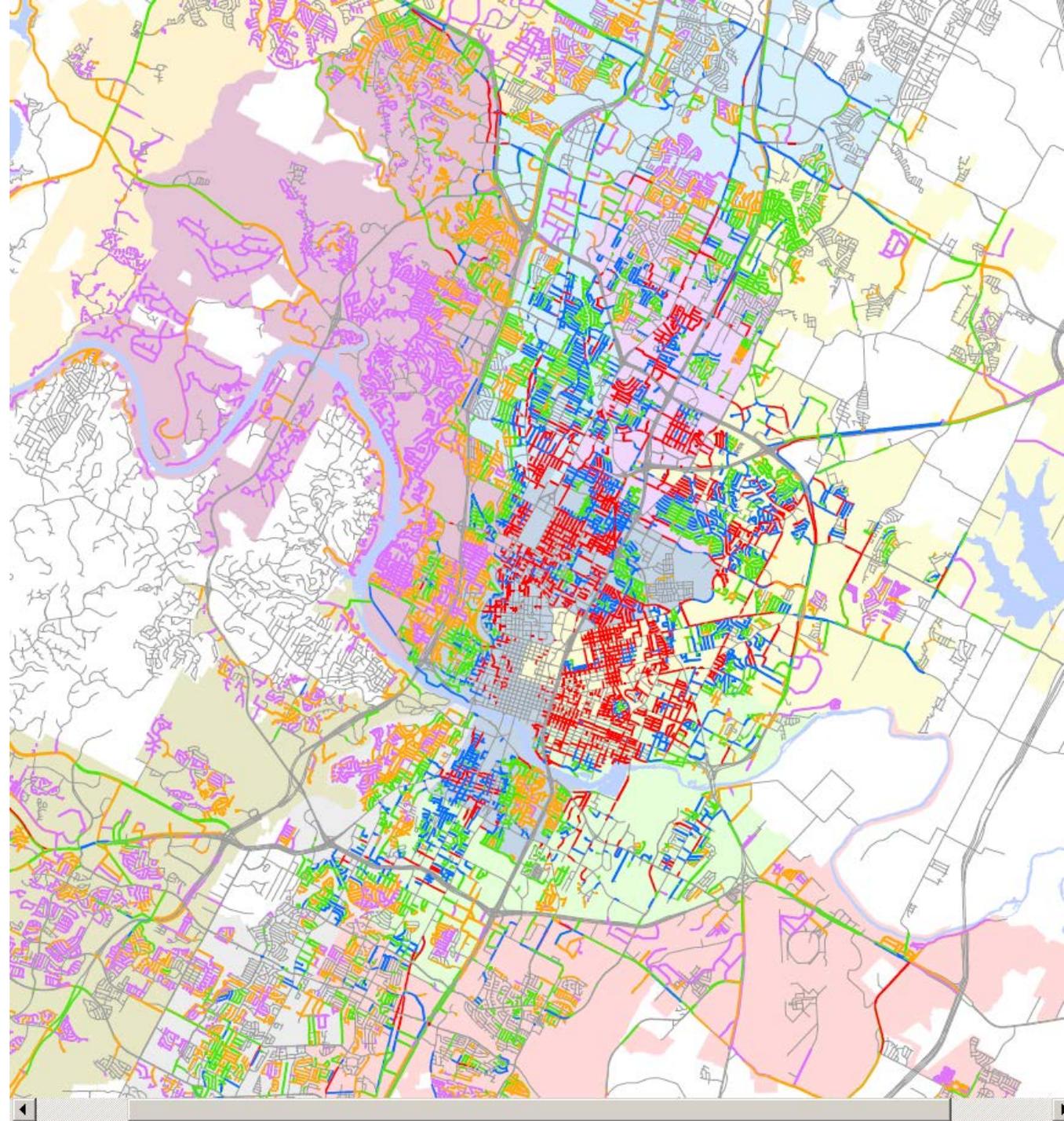
Element	Criteria	Points
Street Classification Weight 45%	a) Arterial	100
	b) Collector	75
	c) Residential	50
Pedestrian Health and Safety Status Weight 35% (health needs per zip code, based on factors such as crime statistics, obesity, diabetes, heart disease, and respiratory disease)	a) Very High Needs	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

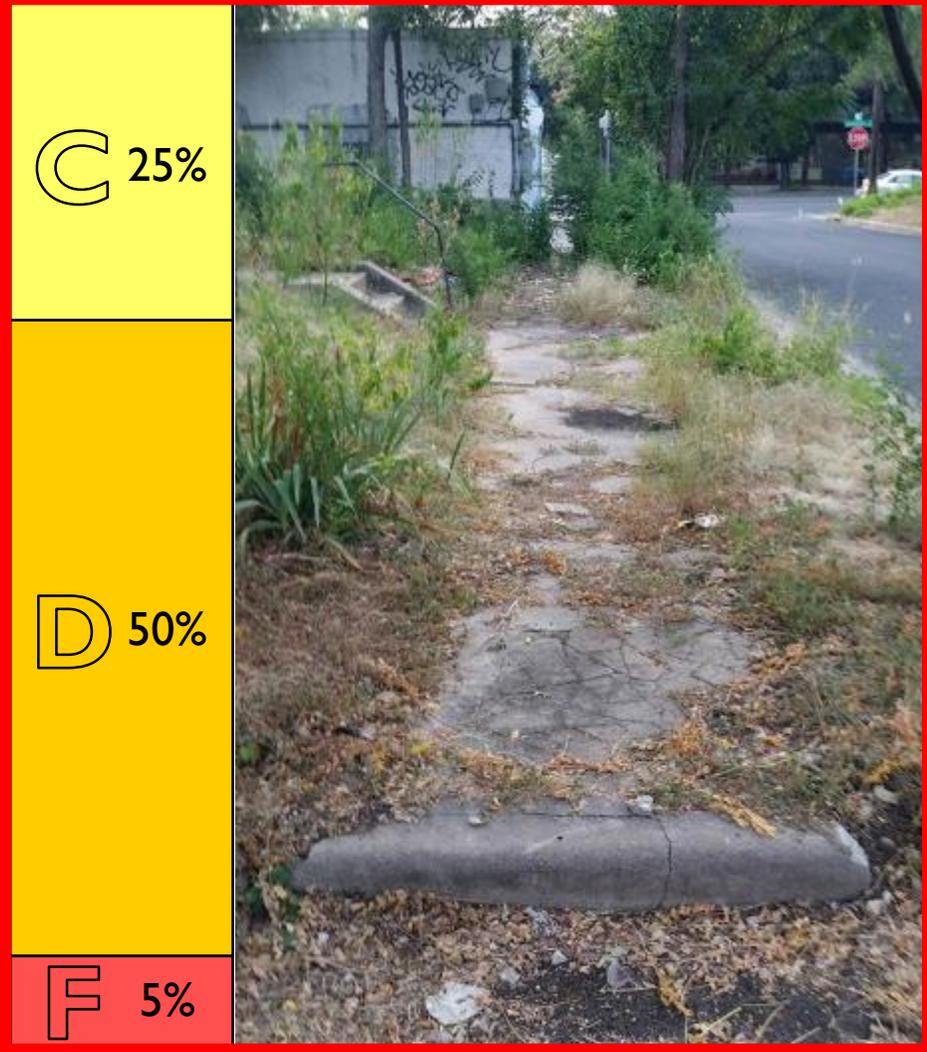




20% Functionally
Acceptable



20% Functionally Acceptable



80% Functionally Deficient



ADA Transition Plan





KNOW THE RIGHT OF WAY, CLEAR THE RIGHT OF WAY



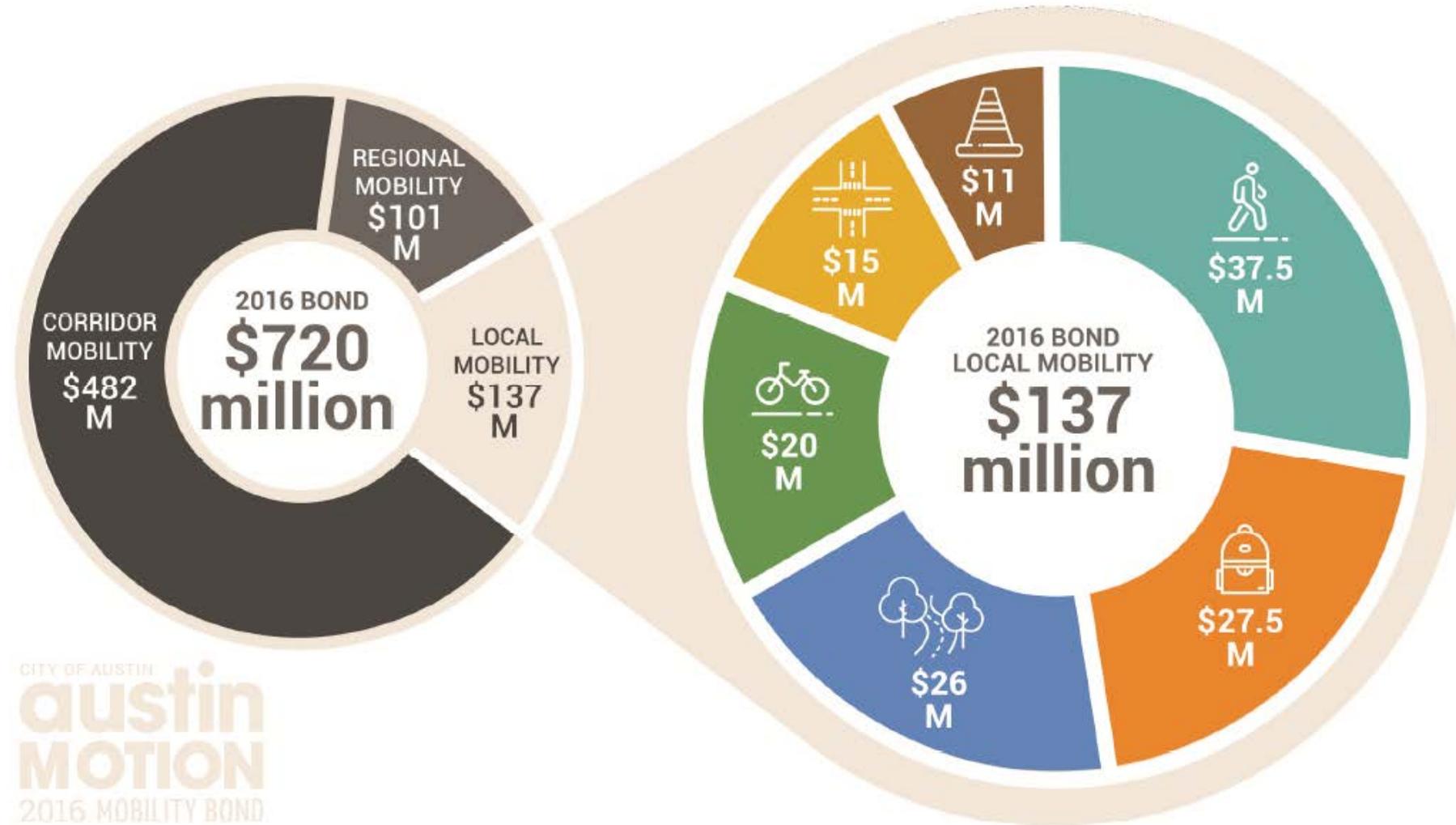
It's a jungle out there, but the public right of way shouldn't be. Did you know it is the responsibility of property owners to keep sidewalks clear and private tree limbs, plants, and other vegetation trimmed to 8 feet above the sidewalk and 14 feet above the street?

Do your part to keep Austin's sidewalks and streets safe and accessible. Know the Right of Way, Clear the Right of Way.



Call 3-1-1 or visit us online at www.austintexas.gov/cleartherow for more information.

2016 MOBILITY BOND [LOCAL MOBILITY BREAKDOWN]



\$37.5 M

sidewalks

\$27.5 M

safe routes
to school

\$26 M

urban trails

\$20 M

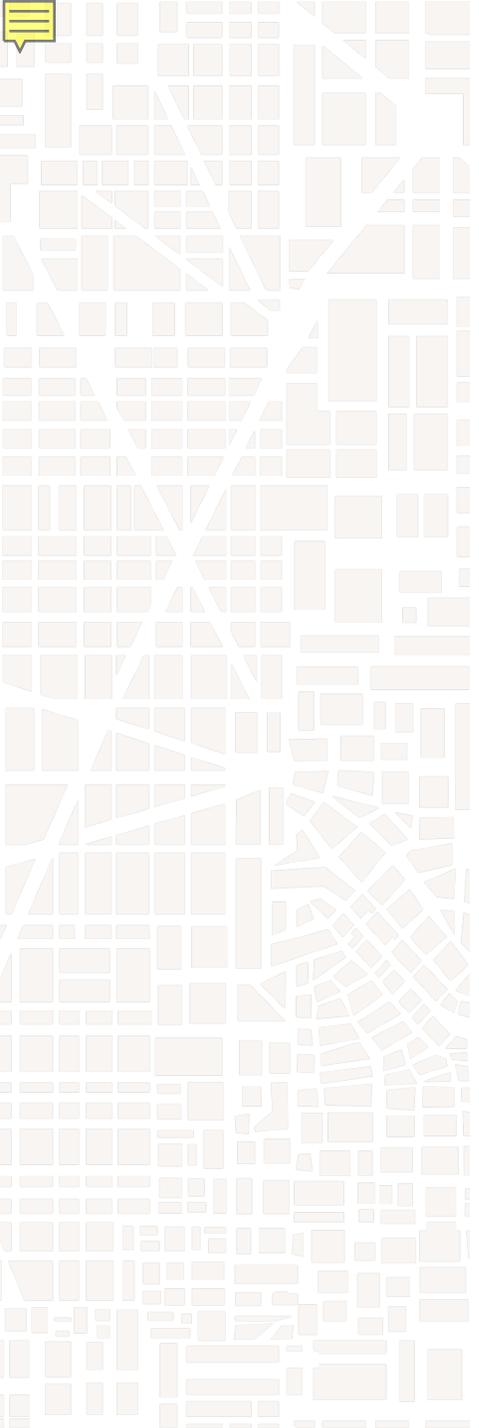
bikeways

\$15 M

intersection safety/
vision zero

\$11 M

sub-standard streets/
capital renewal

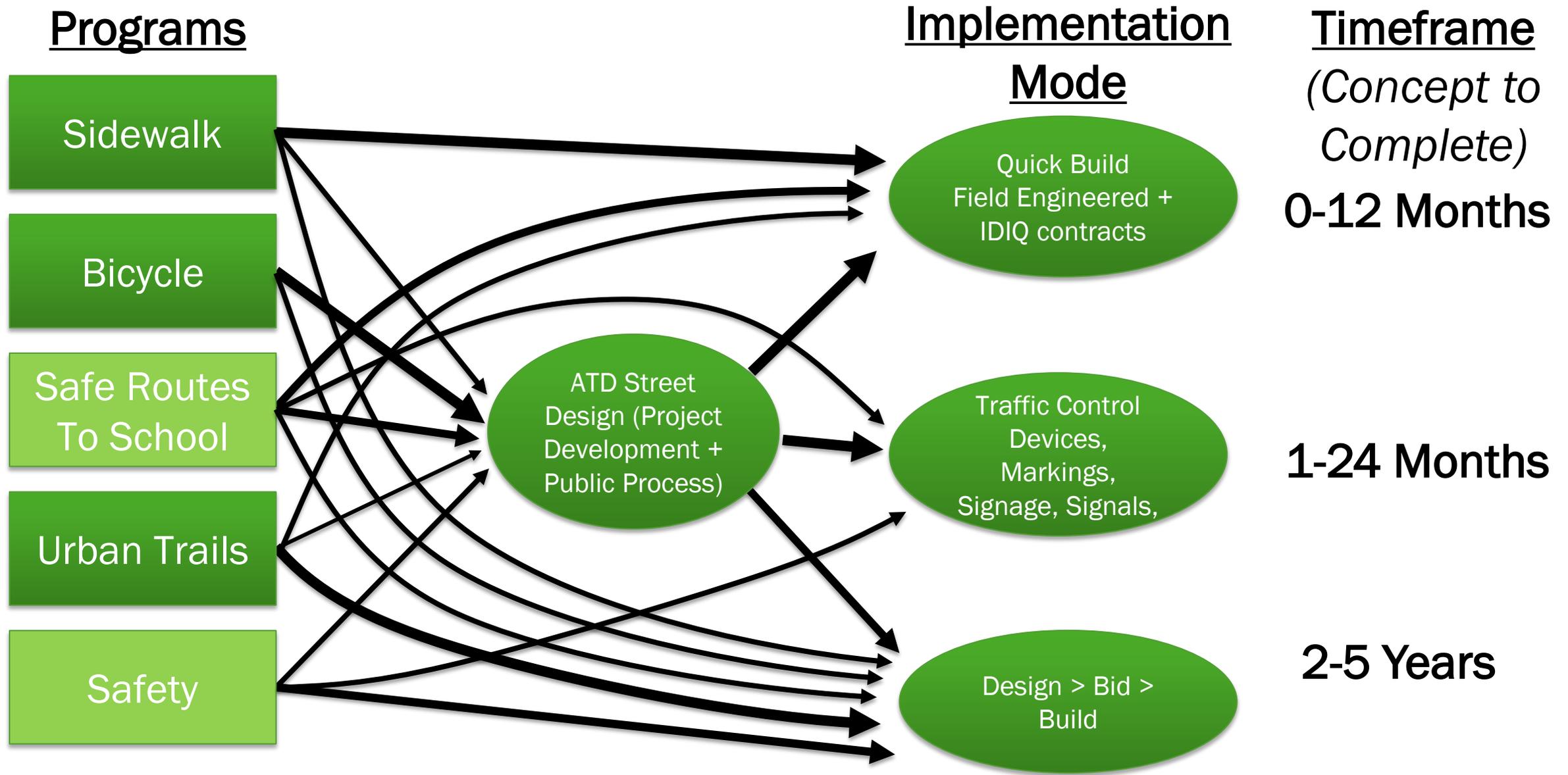


Flexible Project Delivery

- Unit price contracts/No detailed plans.
- Standard details adapted in the field under the direct supervision of a professional engineer.
- Process has saved 25% in design costs and reduced delivery time by 75%.



Project development and implementation



Barton Hills Bike and Ped Safety Project

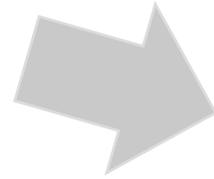




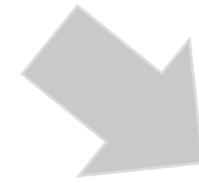
Addresses a variety of issues and network needs.

Active Transportation/Sidewalk Coordination

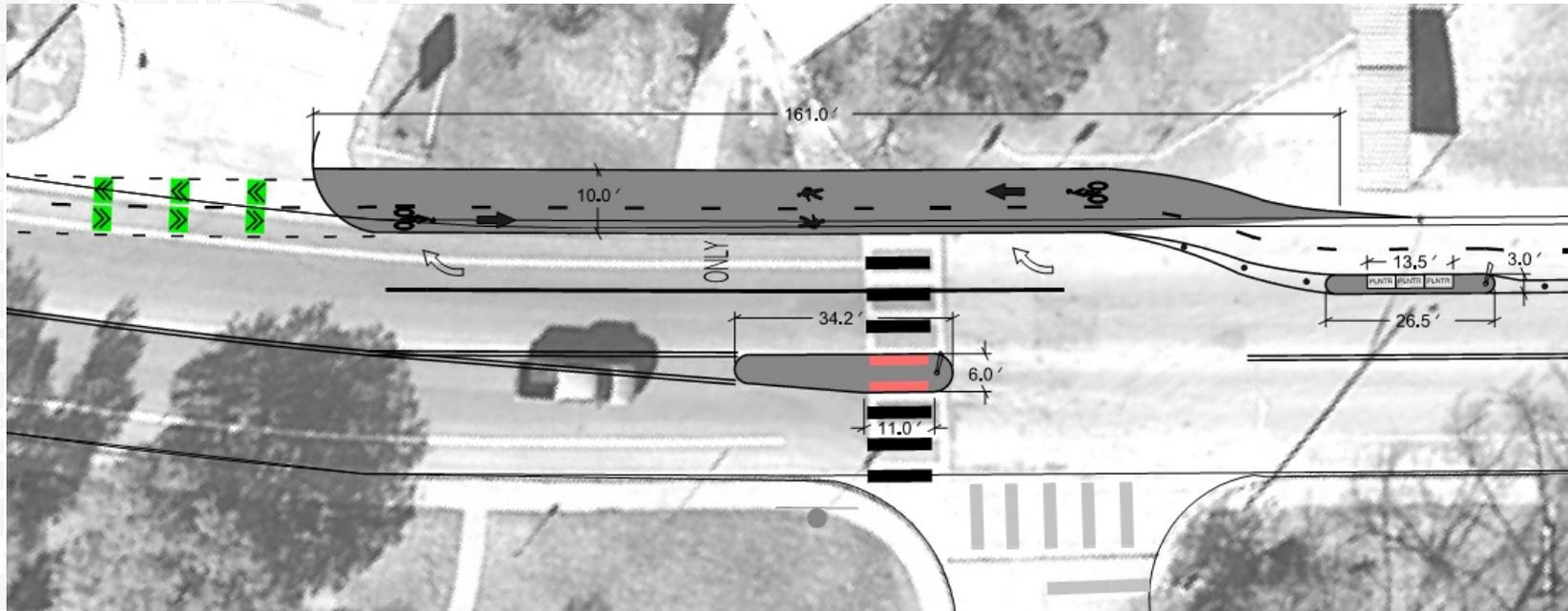
One of the programs identifies an opportunity to accomplish both on-street and off-street ped/bike connectivity together



Active Transportation works up a geometric design



Sidewalk program uses their on-call contract to build the infrastructure and field engineer additional details





Created two-way protected bicycle lanes with the removal of parking from one side of the street.

Big Picture Results

46% DECREASE
IN SPEEDS
OVER 35 MPH



67% DECREASE
IN SPEEDS
OVER 40 MPH



4 PEDESTRIAN REFUGE
ISLANDS FOR SAFER
CROSSINGS

- Filled ~1.25 mile section of our All Ages and Abilities Bike Network for about \$125,000
- Filled ~1,800 ft. sidewalk gaps around an elementary school at the same time to mobilize once
- Worked with neighborhood to plant and maintain the planter islands



BEPI Refuge Island "Austin's Tiniest Park"





Google





- 700' new sidewalk connecting transit to major park
- Park Gateway
- Traffic calming
- Reduced impervious cover
- Streetscaping
- Drainage improvements
- Pedestrian Safety
- New median island and crosswalk

Addressing Multiple City Priorities

Before



After



Refuge island connected two sections of sidewalk across a wide intersection with skewed angles on the approaching streets.



 Gary Schumann ▸ BEPI Park - Baylor, ...
Enfield, Parkway Intersection
Follow · October 14 near Austin · 🌐

👍 Like 💬 Comment ➦ Share

👤 You and 32 others

 David Cross Y'all look so cute! We will be joining you shortly!
Like · Reply · 1 · October 14 at 4:22pm

 James L. Arth I like the flip flops on Gary.
Like · Reply · 1 · October 15 at 8:09am

 Write a comment... 😊 📷 📺 🗨️



BEPI Park - thinking forward to Halloween!



THANK YOU!

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