

Sidewalks Policy



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Purpose

- Discuss changing community demand for sidewalks
- Provide an overview of the Existing Sidewalk Policy for new and existing neighborhoods
- Give an update on 2014 Capital funding and implementation of sidewalks
- Outline issues with implementation of the sidewalk policies
- Make suggestions for alternatives to the current policy to make it more flexible to the needs and demands of the community

Community Demand for Sidewalks

- There is a **greater community demand** for walking and places to walk
- AARP, Blue Zones groups are asking for a **more walkable and accessible community**
- **Independent School Districts** are very **supportive** of new community sidewalks with a focus on **safe routes to schools**



Glencrest Civic League AARP
Walking Audit



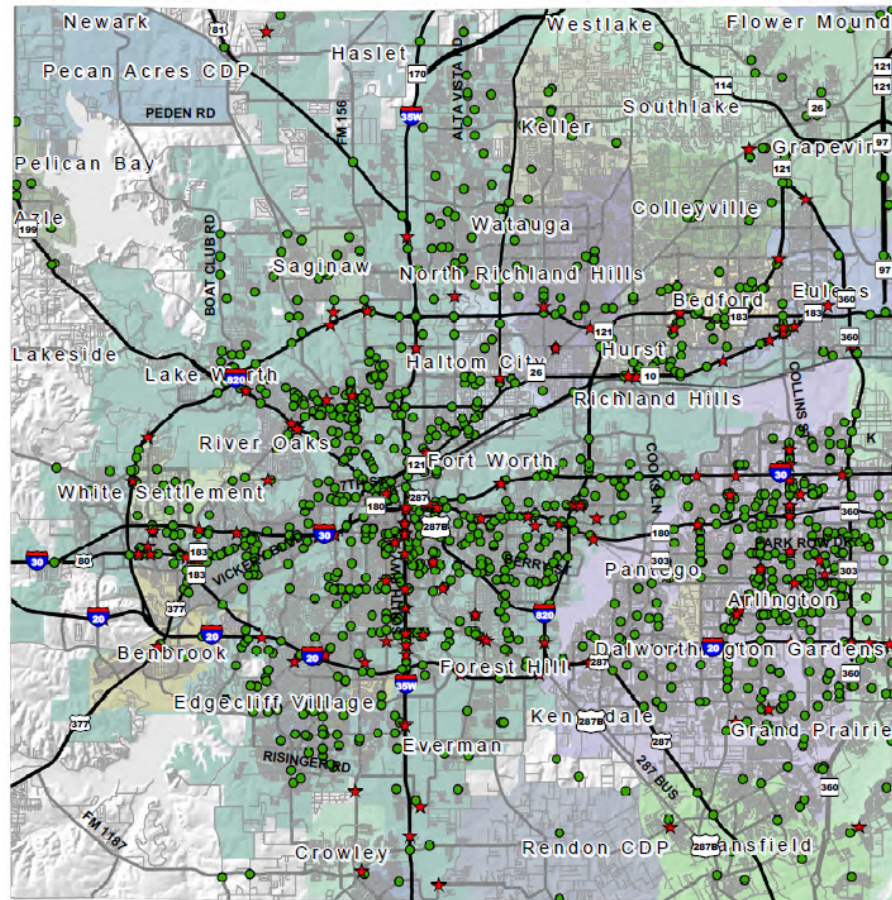
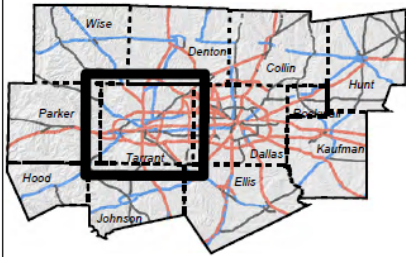
Pedestrian Crashes and Fatalities

Tarrant County Pedestrian Crash Locations (2010 - 2014)

Legend

- ★ Pedestrian Fatal Crash Location - (147)
- Pedestrian Crash Location - (1548)
- Highway
- Major Arterial
- Minor Arterial
- Passenger Rail

NCTCOG 12 County Metropolitan Planning Area



- 1.) Source: TxDOT's Crash Records Information System - 2014 data is current as of January 2015. All TxDOT disclaimers apply.
- 2.) Data displayed contains reportable crashes with latitude and longitude information. Additional crashes may have occurred.
- 3.) This data is composed of TxDOT "Reportable Crashes" that occurs or originates on a traffic way, results in injury to or death of any person, or damage to the property of any person to the apparent extent of \$1,000.



North Central Texas
Council of Governments
Transportation Department

0 2.5 5 10 Miles



Date: 12/9/2015

Policies and Programs for Pedestrians

- Bike Fort Worth
- Walk! Fort Worth
- Blue Zones
- Age Friendly Fort Worth
- Safe Routes to School
- Complete Streets
- Sidewalk Policy



Sidewalks –Policy Documents

- City Charter
- Subdivision Ordinance
- Community Facilities Agreement Policy
- Traffic Engineering Design Standards and Guidelines
- Master Thoroughfare Plan

Sidewalks –Policy Documents

City Charter

- Chapter XXII, Section 4 of our City Charter requires that the whole cost of construction of any sidewalk or curb shall be paid by the owners of abutting property.
- “Subject to the terms hereof, the cost of **such improvement may be paid wholly by the city or partly by the city and partly by owners of property** abutting on such improvements and benefited thereby. **But the whole cost of constructing any sidewalk or curb shall be paid by the owners of such abutting property,.....”**

Sidewalks –Policy Documents

- **Subdivision Ordinance**
- *Sidewalk requirement.* **Concrete sidewalks shall be required adjacent to both sides of all public and private streets** except as provided for in the city sidewalk policy under development design standards referenced in these regulations.
- *Adequate public facilities and infrastructure.*
 - a. Each subdivision of land shall, where required, provide adequate public facilities including water, wastewater collection and disposal, drainage facilities, parks and recreation facilities, **and transportation facilities necessary to properly serve the proposed development,** including related off-site facilities.



Sidewalks –Policy Documents

- **Subdivision Ordinance**
- *Design manuals.* The city's most current *Technical Design Standards* and *Standard Specifications for Construction* as published by TPW, are hereby incorporated by reference as if fully set forth in these regulations.

Sidewalks –Policy Documents

- **Community Facilities Agreement Policy**
- Section VII CFA Policy
- Encourages the **construction and maintenance** of sidewalks
- Typical Design Standards:
 - **ADA compliant**
 - **5-foot concrete walk**
- Design districts have varying requirements and the sidewalks must comply with the design guidelines and standards for each district
- **Master Thoroughfare Plan** has increased the **minimum sidewalk width to 5** feet for locals, 6 feet for collectors and **5-10 feet for thoroughfares**, depending on the land use



Sidewalks –Policy Documents

- **Traffic Engineering Design Standards and Guidelines, 1987**
 - Newly Developing Areas
 - Redeveloping Areas
 - Existing Developed areas
 - Replacement of Sidewalks

Sidewalks Policy- Newly Developing Areas

Sidewalks required on both sides of street

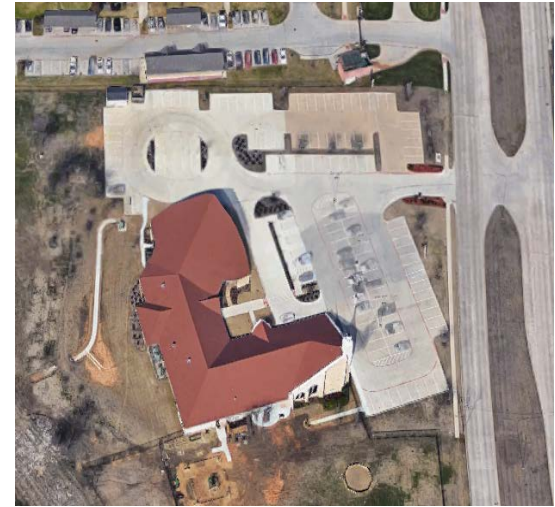
- Location and Design determined during subdivision process
- Paid for by developer, builder or property owner
- Installed prior to final inspection



Sidewalk Policy- Redeveloping Areas

Sidewalks required when issuing a **building permit** that **equals or exceeds 50% of assessed value** of existing improvements

- Paid for by developer, builder or property owner
- Installed prior to final inspection
- Can cause discontinuous walks



Sidewalks Policy- Existing Developed Areas

New sidewalks:

- Constructed by **property owner**
 - Conforms to city design standards
 - Constructed by bonded contractors
- Constructed by **City**
 - Enhance **safety and convenience** of pedestrians
 - Dependent upon **available funding**



Sidewalks Policy- Replacement

Replacement of Sidewalks

- Constructed by **City**
 - Enhance **safety and convenience** of pedestrians
 - Dependent upon **available funding**



Sidewalks Policy- Replacement

Replacement of Sidewalks

- **Citizens can petition to have a deteriorated sidewalk removed if:**
 - **street less than 30'**
 - **75 % of the ownership of the frontage of each block support and sign the petition.**
 - **City Engineer confirms that the continuity of the system is not interrupted by the removal**
 - **Only sidewalks in front of petitioners property will be removed**
 - **Dependent on available Funding**



Funding Sources

2014 Capital Improvement Program

Bicycle Infrastructure	\$ 1,260,000
Bridges	\$ 10,000,000
Enhanced Public/Private Community Facilities Agreements	\$ 2,000,000
Intersections	\$ 9,000,000
Pedestrian Street Enhancements in Urban Villages	\$ 6,000,000
Railroad Crossings	\$ 5,000,000
Sidewalks	\$ 10,000,000
Street Lights	\$ 5,000,000
Traffic Signals	\$ 10,000,000
Transit Oriented Development (TOD)	\$ 4,500,000
Transportation Grant Matches	\$ 6,400,000
Public Art	\$ 2,175,700
Street Construction / Reconstruction / Rehabilitation	\$ 148,404,300
Total Transportation Bond	\$ 219,740,000

2014 Bond Sidewalk Program

Existing funding

2014 Bond Program **\$10M**

\$2.48M completed or under construction

52,935 linear feet

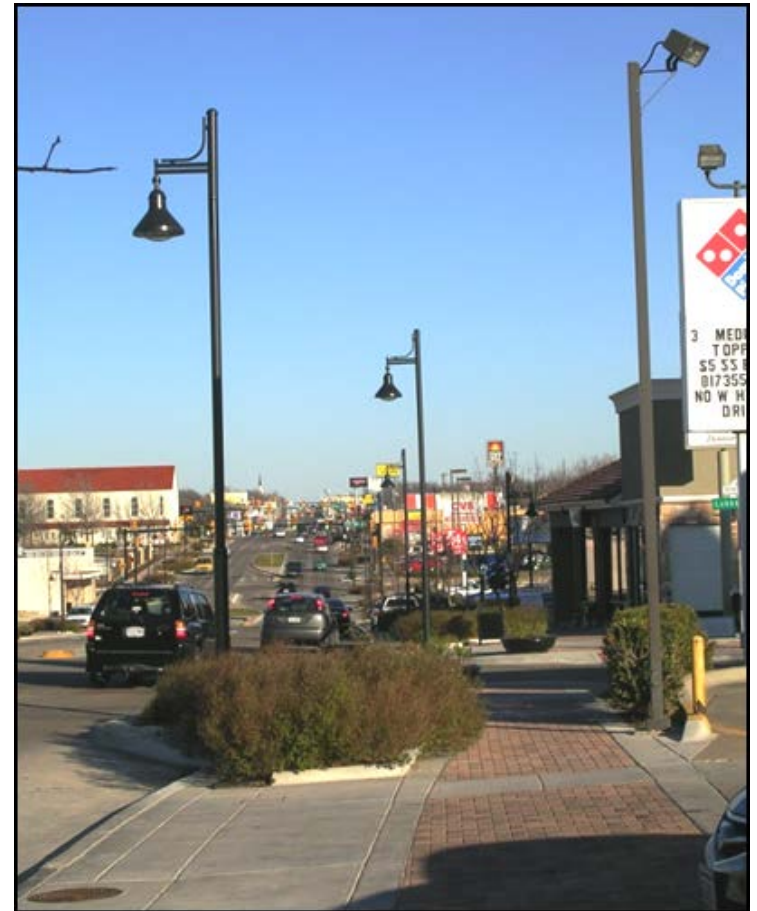
263 ADA Ramps

Programmed Expenditures

2016 - \$2.50M

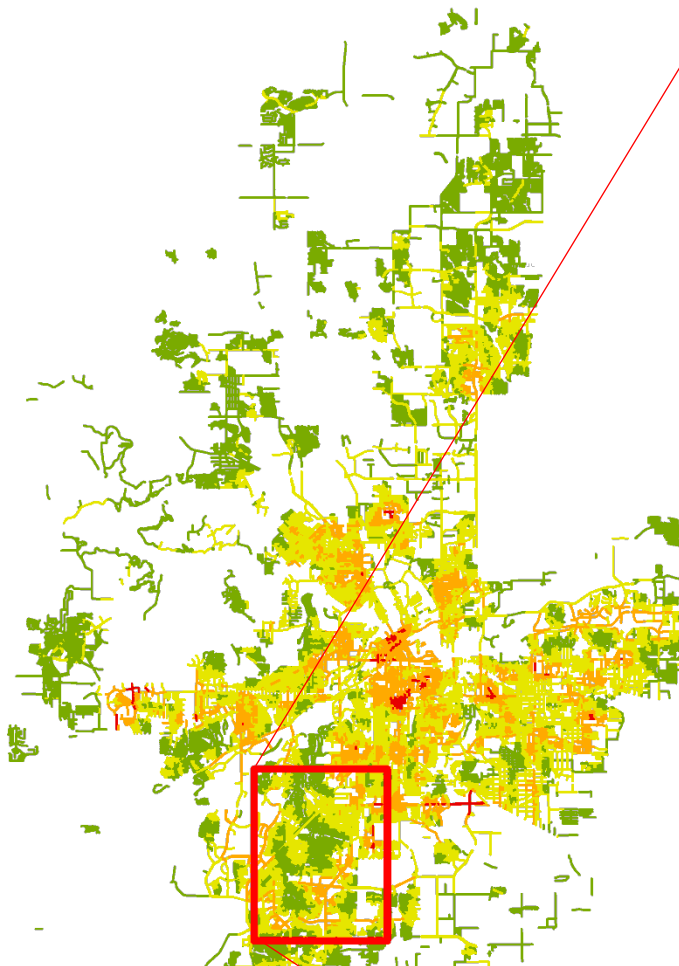
2017 - \$3.75M

2018 - \$3.75M



Priority on **Schools, Transit Routes and Missing** connections based on Walk Fort Worth Plan and Bike Fort Worth Plans

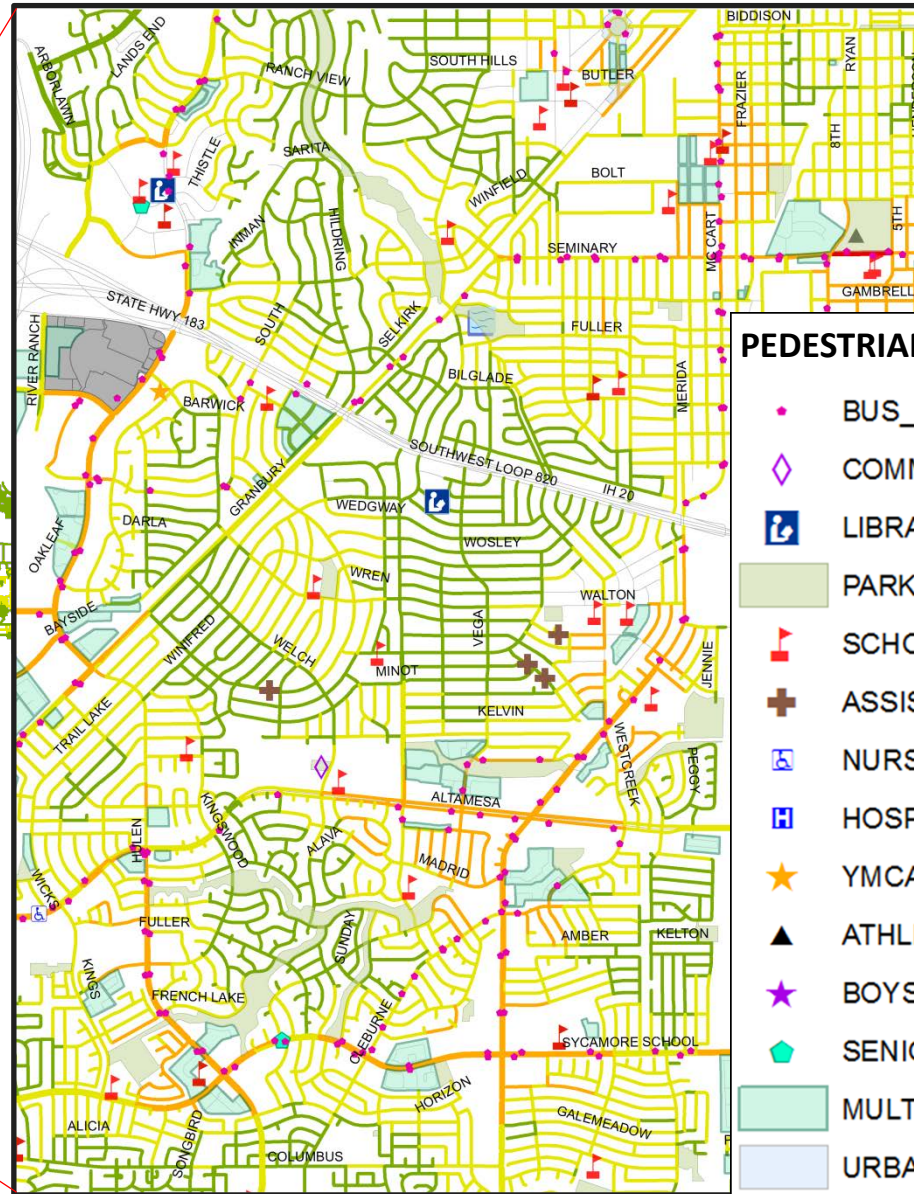
SIDEWALK PROGRAM PEDESTRIAN NEEDS



Legend

PEDESTRIAN NEEDS INDEX

- NO SCORE APPLIED
- LEAST POTENTIAL NEED
- MEDIUM LOW POTENTIAL NEED
- MEDIUM HIGH POTENTIAL NEED
- MAXIMUM POTENTIAL NEED



PEDESTRIAN FACILITIES LEGEND

- BUS_STOPS
- ◇ COMMUNITY_CENTERS
- 📖 LIBRARIES
- 🌳 PARKS
- 🚩 SCHOOLS
- ⛑ ASSISTED_LIVING_FACIL
- 🏠 NURSING HOME
- 🏥 HOSPITAL
- ★ YMCA
- ▲ ATHLETIC FACILITY
- ★ BOYS/GIRLS CLUB
- 🏠 SENIOR CENTERS
- 🏠 MULTIFAMILY
- 🏠 URBAN_VILLAGES
- 🏠 SHOPPING_MALLS

Sidewalks Policy- Residential Permitting Volumes

Number of Permits Annually CY 2015

Existing Sidewalk and Drive Permits		72	2.01%
New Sidewalk and Drive Permits		3506	97.99%
Total Sidewalk And Drive Approach Permits		3578	

Sidewalks Policy- Residential Permitting Revenue CY 2015

Existing Sidewalk and Drive Permits		\$7,200
New Sidewalk and Drive Permits		\$350,600
Total Sidewalk And Drive Approach Permits		\$357,800

Sidewalks Policy- Issues with Implementation

New Neighborhoods

- Sidewalks are **required consistently** and are part of the basic street infrastructure.
- No issues with the requirement



Sidewalks Policy- Issues with Implementation

Existing Neighborhoods

- Over the years **policy** has been **applied inconsistently**
- Some neighborhoods **do not want sidewalks**
- **Potential Solution**
 - **Petition to opt out**, subject to staff review and City Council approval



Sidewalks Policy- Opt Out Petition Option

- **Opt Out Petition Option**

- Neighborhoods could request to opt out through a petition.
- Objective Basis for Opting Out
 - Maintains existing neighborhood character
 - Reduces maintenance for the property owner and City
 - Lack of a demonstrated need for sidewalks
 - street less than 30'
 - 50+ % of the ownership of the frontage of each block support and sign the petition.
 - City confirms that the continuity of the system is not interrupted by the lack of sidewalks

Sidewalks Policy- Issues with Implementation

- **Exceptions to Opt Out-** safe routes to schools, main route to park/community center, collector and arterial streets
- **Individual sites** could continue to be granted waivers to the requirement for sidewalks based on specific site constraints like topography, large trees, and safety issues.

Sidewalks Policy- Next Steps

- 1) Revise Policy for existing neighborhoods to include Opt Out Petition option August 2016.**
- 2) Provide additional capital funding for future sidewalk needs in future capital plans. e.g. 2018 bond program, grants, others**
- 3) Amend Fee Policy to remove permit fees for those voluntarily installing sidewalks in existing neighborhoods at an annual reduction in revenue of \$7200. August 2016.**

