

2018 Sidewalk Program

Proposed Sidewalk Program

Goals of the Sidewalk Program

- ❖ Successfully provide a continuous sidewalk system throughout the community.
- ❖ Install new sidewalks where the need is the greatest.
- ❖ Repair hazardous and deteriorated sidewalks
- ❖ Upgrade existing sidewalks to provide safe and efficient pedestrian movement and meet ADA standards.
- ❖ Identify pedestrian corridors for creating preferred routing for schools, children, disabled residents, elderly, commuting, and neighborhood trips.

Benefit To The Community

- ❖ Increased pedestrian travel downtown will help downtown vendors.
- ❖ Schools will be able to use the system to make routing recommendations to the students. Many school children are forced to walk in the streets to get to school.
- ❖ Reduce congestion and pollution associated with automotive travel.
- ❖ Reduce road maintenance.
- ❖ Upgrading sidewalks to ADA standards will make the City more accessible to all residents.
- ❖ Wherever possible and feasible curbs may be installed with sidewalks to reduce illegal parking.

Prioritizing Sidewalks

- ❖ Proposed Sidewalks
 - ❖ Safety of routes to schools
 - ❖ Potential walking routes from neighborhoods along busy streets
- ❖ Walkable Downtown
- ❖ Walkable Neighborhoods
- ❖ Accessible Park System
- ❖ Linking of systems

Prioritizing Sidewalks

- ❖ Walking Routes to Schools (Approx. 25% of Total Score)

- ❖ School Walk Route (10 points)

School walk routes address safety as well as pedestrian demand. Schools generate pedestrian demand. As pedestrians, children are particularly vulnerable. Sidewalks in these areas benefit the health and safety of the children and can help to reduce traffic around schools during arrival and dismissal times.

- i. Ten points are assigned to streets that meet the following requirements:

1. The street is within the 1000 ft. buffer zone of a school
2. The street is identified as a major walking routes based on the number of potential students served or based on input from the School

Prioritizing Sidewalks

- ❖ **Pedestrian Safety** (*~50% of Total Score*)

- ❖ A. Accident History (0-6 points)

- i. Up to six points are assigned to street segments based on documented cases of pedestrian accidents.

- ❖ B. No Sidewalk Present (6 points)

- If all other factors are equal, priority should be given to streets without any sidewalk over streets with sidewalks on one side.

- i. Six points are assigned for street segments that do not have sidewalk on either side of the street

Prioritizing Sidewalks

- ❖ **Pedestrian Safety** (~50% of Total Score) (con't)

- ❖ **C. Traffic Volume** (0-6 points)

Higher traffic volume can increase the potential for conflicts between pedestrians and vehicles. On streets where no sidewalk exists, higher traffic volume makes it unfeasible to walk on the street. On streets with sidewalk on one side, high volumes make it more difficult to cross the street to access the side with sidewalk.

i. The traffic volume of the adjacent street measured in vehicles per day (vpd) may be determined from available, recent traffic counts or may be estimated by the Public Works Department.

ii. Points are assigned as follows:

>16,000 vpd-6 points 13,000 to 16,000 vpd-5 points

10,000 to 13,000 vpd-4 points 7,000 to 10,000 vpd-3 points

4,000 to 7,000 vpd-2 points 2,000 to 4,000 vpd-1 point

<2,000 vpd-0 points

Prioritizing Sidewalks

- ❖ **Pedestrian Safety** (~50% of Total Score) (con't)
- ❖ D. Speed Limit of Adjacent Street (0-2 points) Vehicle speed is directly related to the severity of pedestrian accidents. Pedestrian fatality rates are much lower at vehicle speeds less than 25 mph.
 - i. Points are assigned based on the posted speed limit of the adjacent street as follows:
 - 45 mph or greater-2 points
 - 26-44 mph-1 point
 - 25 mph or less-0 point

Prioritizing Sidewalks

❖ **Connectivity/Pedestrian Demand** (*20% of Total Score*)

To serve effectively as an alternate form of transportation, the sidewalk network should connect residents with destinations that could generate pedestrian traffic such as schools, shopping centers, transit, parks, community centers and places of worship. Pedestrian demand is also evident by worn foot paths along roadways or multiple citizen inquiries and request for sidewalks in a particular area.

- ❖ A. Gaps in Existing Sidewalk Network (0-2 points) Giving higher priority to projects that close short gaps in the sidewalk network allows the city to improve connectivity for relatively little cost.

Points are assigned based on the length of the existing gap as follows:

< 1/4 mile-2 points

<1/2 mile-1 point

>1/2 mile-0 point

Prioritizing Sidewalks

- ❖ **Connectivity/Pedestrian Demand** (*20% of Total Score*)
- ❖ B. Demonstrated Demand (0-2 points)
 - i. Two points are given for segments where demand has been demonstrated either through multiple citizen inquiries and requests or evidence of a worn path along the side of the road.
- ❖ C. Proximity to Transit (0-2 points) Transit generates pedestrian demand and bus riders require pedestrian access to bus stops.
 - i. Two points are given to sidewalk segments that are located along bus routes. One point is given to sidewalk segments that connect a side street to a street that has bus service.

Prioritizing Sidewalks

- ❖ **Connectivity/Pedestrian Demand** *(20% of Total Score)*
- ❖ **D. Adjacent to Multi-Family Housing** (0-1 point) Multi-family housing units tend to generate a higher percentage of trips by walking or transit than single family residences.
 - i. One point is given for sidewalks located adjacent to multi-family housing.
- ❖ **E. Pedestrian Trip Generators** (0-2 points)
 - i. Points are assigned based on the number of destinations adjacent to the sidewalk segment and on the same side of the street that could generate pedestrian trips. The types of destinations considered are shopping centers, community centers, parks and places of worship. Schools and transit also are considered pedestrian trip generators but are accounted for elsewhere in the scoring.
 - 2 or more trip generators -2 points
 - 1 trip generator-1 point

Prioritizing Sidewalks

- ❖ **Constructability** (*5% of Total Score*)

- ❖ A. Ease of Construction (0-3 points)

- i. A visual observation of the field conditions will be made by public works to assess how easily the project could be constructed. Factors that will be considered are available right of way, topography, vegetation, existing drainage, utilities and impact to adjacent property. Up to three points will be assigned for projects where: there is ample existing right of way, the right of way is relatively flat and clear and where the project would cause minimal impact to the adjacent properties.

Sidewalk Cost Sharing Program

- ❖ The City of Stephenville Sidewalk Program is a voluntary program where property owners within the city and the City of Stephenville share in the cost of installing or replacing sidewalks. The city will designate funds that can be used toward repairing and installing sidewalks.

FINANCIAL COMMITMENT FOR SIDEWALK DETACHED FROM CURB

50' Length, 5' Width = \$30 per linear ft

Land Use Type	Citizen Share	City Share	Citizen Share	City Share	Total Cost
Residential	50%	50%	\$750	\$750	\$1,500
Commercial	70%	30%	\$1050	\$450	\$1,500

FINANCIAL COMMITMENT FOR SIDEWALK ATTACHED TO CURB

50' Length, 5' Width = \$40 per linear ft

Land Use Type	Citizen Share	City Share	Citizen Share	City Share	Total Cost
Residential	50%	50%	\$1000	\$1000	\$2,000
Commercial	70%	30%	\$1400	\$600	\$2,000

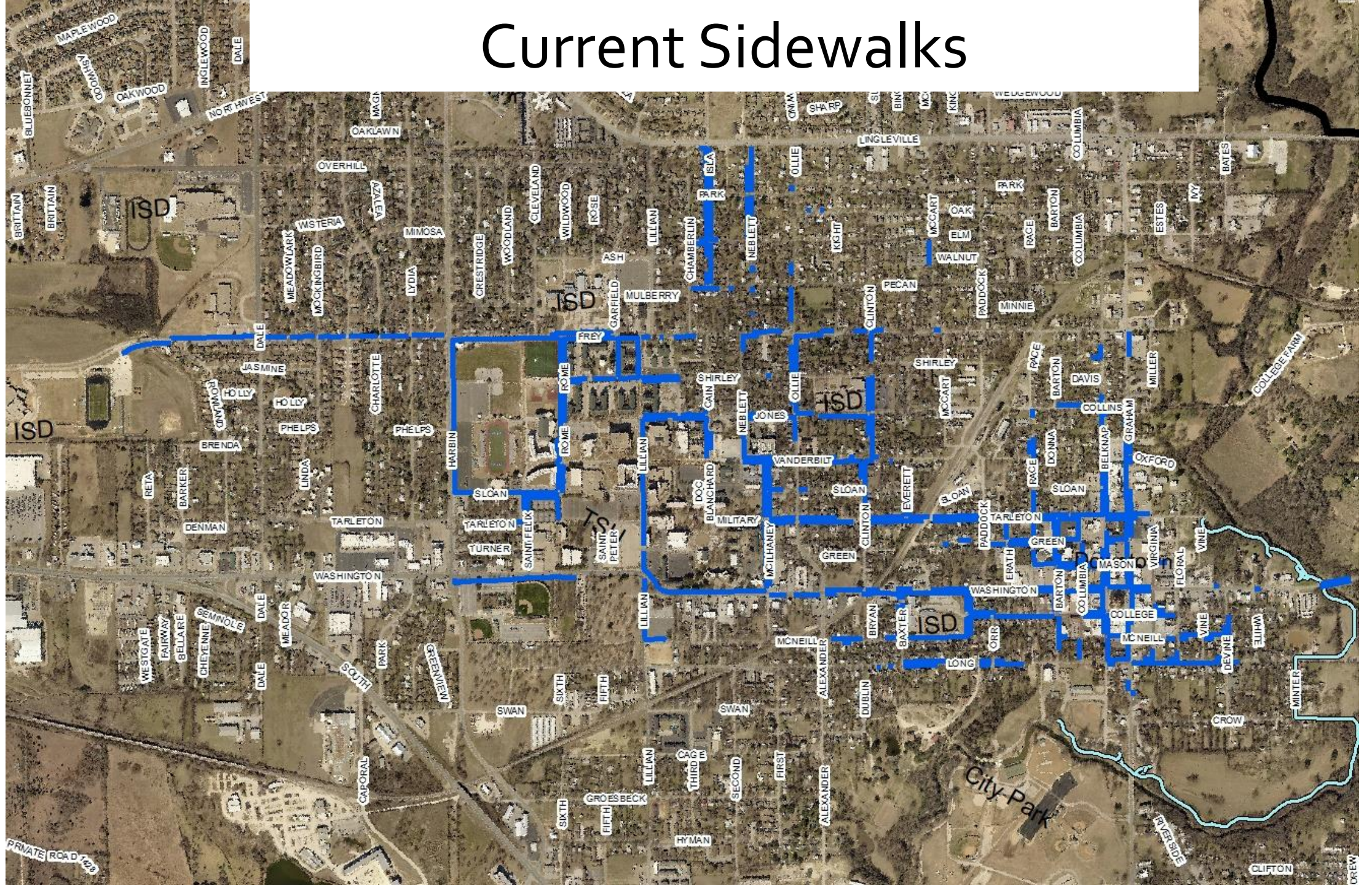
Neighborhood Sidewalk Improvement Program

- ❖ The Neighborhood Sidewalk Improvement Program provides an opportunity for neighborhoods to fund sidewalk improvements on streets not included in the City Sidewalk Improvement Program. The Neighborhood Sidewalk Improvement Program differs from the City Sidewalk Improvement Program in that:
 1. A sidewalk district must be created through petition to city council of 51% of the property owners adjacent to the proposed sidewalk.
 2. The sidewalk improvements are funded entirely by the property owners within the sidewalk district.

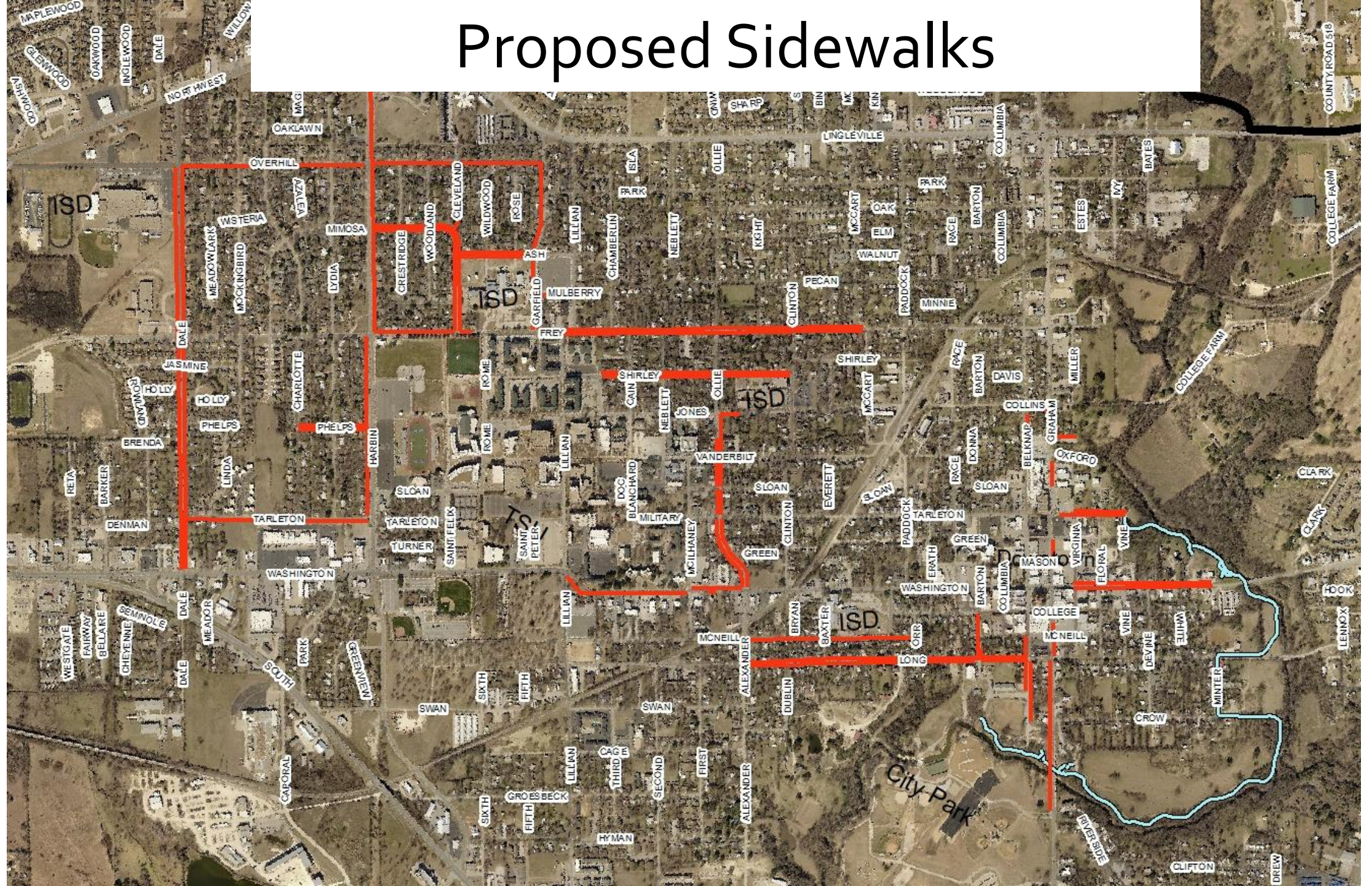
Hazardous Sidewalk Criteria

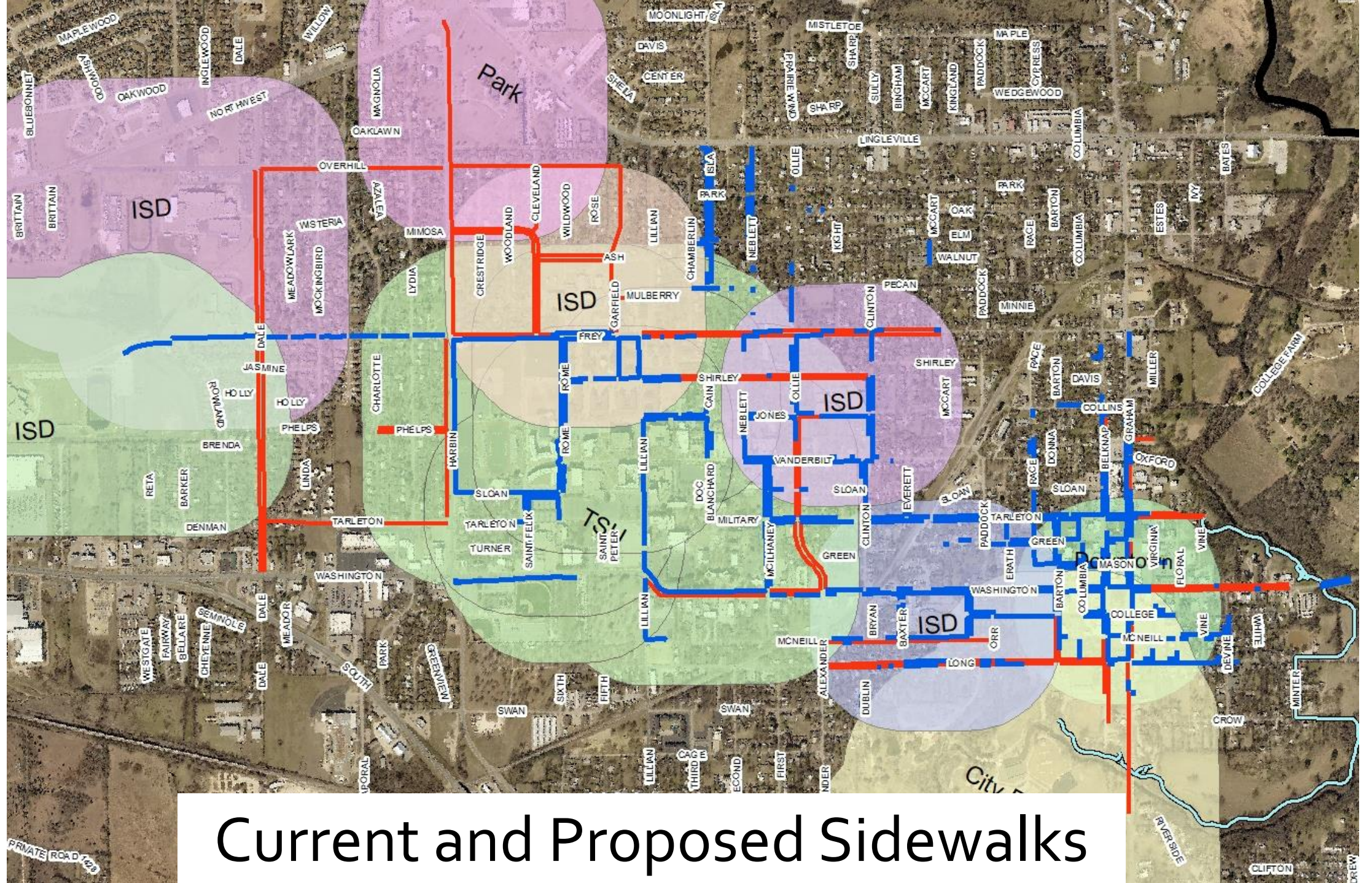
- ❖ A vertical displacement of $1 \frac{1}{8}$ of an inch. (**NOTE**, this number is based on a 1978 Illinois Supreme Court case, *Warner v. City of Chicago*). A vertical displacement of less than $1 \frac{1}{8}$ inch may be replaced during a repair project at the City Engineers discretion.
- ❖ A vertical displacement that creates a running slope greater than 12:1. (one inch per foot in the direction one walks)
- ❖ A side slope greater than 7%. (**NOTE**, ADA specifies a maximum side slope of 2% and this specification will be incorporated into all sidewalks replaced when reasonably possible.)
- ❖ Where cracking or deterioration has created an uneven surface or an unstable surface.
- ❖ If the surface condition such as spalling or polishing creates a hazardous condition.

Current Sidewalks



Proposed Sidewalks





Current and Proposed Sidewalks

Project Street	Side of Street	Boundary	Boundary	Potential Patner	Estimated Ft.	Linear Foot	Total Cost	Need
Tarleton St.	North	Virginia	Trail		575		\$35	\$20,125
Tarleton St.	South	Graham	Trail		750		\$35	\$26,250 Connect Downtown to Trail
Graham	East	Green	Mason	Texas Bank	240		\$35	\$8,400 Gap in Sidewalk. Downtown
Blair	One Side	Graham	Trail	Texas Health	300		\$35	\$10,500 Connect Downtown to Trail
Belknap	East	Collins	Blair		225		\$35	\$7,875 Gap in Sidewalk. Downtown
Graham	West	Collins	Blair		115		\$35	\$4,025 Gap in Sidewalk. Downtown
Graham	East	Oxford	Tarleton	Glasgow, Evans	275		\$35	\$9,625 Gap in Sidewalk. Downtown
Washington St.	North	Graham	Trail		1700		\$35	\$59,500
Washington St.	South	Graham	Trail		1700		\$35	\$59,500 Connect Downtown to Trail
Graham	East	College	McNeil	City Property	100		\$35	\$3,500 Gap in Sidewalk. Downtown
Graham	East	McNeil	Long	Boyd	115		\$35	\$4,025 Gap in Sidewalk. Downtown
Graham	West	Long	Park	City	2000		\$35	\$70,000 Connect Downtown to Park
Belknap	West	McNeil	Park	City	600		\$35	\$21,000
Belknap	East	McNeil	Park	City	650		\$35	\$22,750 Connect Downt to Park
Long	North	Graham	Barton		675		\$35	\$23,625
Long	South	Graham	Barton		640		\$35	\$22,400 Connect Downt to Park
Long	North	Barton	Alexander		2000		\$35	\$70,000 Walkable neighborhood, schools,
Long	South	Barton	Alexander		1000		\$35	\$35,000 connect downtown
Barton	East	College	Long		100		\$35	\$3,500 Walkable neighborhood, schools,
Barton	West	College	Long		475		\$35	\$16,625 connect downtown
McNeil	South	Alexander	Orr		1850		\$35	\$64,750 Walkable neighborhood, schools
					16085		\$562,975	

Project Street	Side of Street	Boundary	Boundary	Potential Patner	Estimated Ft.	Linear Foot	Total Cost	Need
Washington	North	Olie	Mcllhane		575		\$35	\$20,125

Washington	South	Olie	Mcllhane		100		\$35	\$3,500	Walkable neighborhood, schools
Olie	South	Mcllhane	Lillian		1350		\$35	\$47,250	Walkable neighborhood, schools
Olie	West	Washington	Tarleton		850		\$35	\$29,750	Walkable neighborhood, schools
Olie	East	Washington	Tarleton		800		\$35	\$28,000	
Olie	West	Tarleton	Sloan		275		\$35	\$9,625	Walkable neighborhood, schools
Olie	East	Tarleton	Sloan		275		\$35	\$9,625	
Olie	West	Sloan	Vanderbilt		275		\$35	\$9,625	Walkable neighborhood, schools
Olie	East	Sloan	Vanderbilt		275		\$35	\$9,625	
Olie	West	Vanderbilt	Jones		175		\$35	\$6,125	Walkable neighborhood, schools
Olie	East	Vanderbilt	Jones		450		\$35	\$15,750	
Jones	South	Olie	Clinton		225		\$35	\$7,875	Walkable neighborhood, schools
Shirley	South	Olie	Clinton	ISD	775		\$35	\$27,125	Walkable neighborhood, schools
Shirley	North	Olie	Clinton		775		\$35	\$27,125	
Shirley	South	Olie	Lillian		1200		\$35	\$42,000	Walkable neighborhood, schools
Shirley	North	Olie	Lillian		1200		\$35	\$42,000	
Frey	North	Lillian	McCart		2050		\$35	\$71,750	Walkable neighborhood, schools
Frey	South	Lillian	McCart		2225		\$35	\$77,875	
Harbin	West	Frey	Tarleton		1850		\$35	\$64,750	Walkable neighborhood, schools
Tarleton	One Side	Harbin	Dale		1900		\$35	\$66,500	Walkable neighborhood, schools
Phelps	North	Harbin	Charlotte		750		\$35	\$26,250	Walkable neighborhood, schools
Phelps	South	Harbin	Charlotte		750		\$35	\$26,250	
					19100			\$668,500	

Project Street	Side of Street	Boundary	Boundary	Potential Patner	Estimated Ft.	Linear Foot	Total Cost	Need	
Frey	North	Rome	Cleveland		150		\$35	\$5,250	Walkable neighborhood, schools
Frey	North	Cleveland	Harbin		875		\$35	\$30,625	Walkable neighborhood, schools

Cleveland	East	Frey	Woodland	ISD	940	\$35	\$32,900	Walkable neighborhood, schools
Cleveland	West	Frey	Woodland		950	\$35	\$33,250	
Mimosa	North		Woodland Harbin		575	\$35	\$20,125	Walkable neighborhood, schools
Mimosa	South		Woodland Harbin		575	\$35	\$20,125	
Garfield	West	Frey	Ash	ISD	825	\$35	\$28,875	Walkable neighborhood, schools
Garfield	East	Frey	Mulbury		400	\$35	\$14,000	
Mulbury	South	Garfield	Lillian		200	\$35	\$7,000	Walkable neighborhood, schools
Ash	South	Cleveland	Garfield	ISD	800	\$35	\$28,000	Walkable neighborhood, schools
Ash	North	Cleveland	Garfield		800	\$35	\$28,000	
Cleveland	One Side	Mimosa	Overhill		650	\$35	\$22,750	Walkable neighborhood, schools, park
Garfield	One Side	Ash	Overhill		1000	\$35	\$35,000	Walkable neighborhood, schools, park
Overhill	One Side	Harbin	Garfield		1775	\$35	\$62,125	Walkable neighborhood, schools, park
Harbin	East	Frey	Park Edge		3050	\$35	\$106,750	Walkable neighborhood, schools, park
					13565		\$474,775	
Project Street	Side of Street	Boundary	Boundary	Potential Patner	Estimated Ft.	Linear Foot	Total Cost	Need
Dale	East	Washingto	Overhill		4300	\$35	\$150,500	Walkable neighborhood, schools
Dale	West	Washingto	Overhill	ISD	4300	\$35	\$150,500	
Overhill	One Side	Dale	Harbin		1975	\$40	\$79,000	Walkable neighborhood, schools

Estimated Replacement or Repair of Existing Sidewalks that are part of or adjacent to the proposed sidewalks

15% of Total Cost \$255,938

Total Feet	Estimated Cost Proposed
59,325	\$1,706,250
Total Estimated Cost with Repair	\$1,962,188

*Does not include any engineering cost