

CHAPTER FIVE – COSTS, PRIORITIZATION, AND POTENTIAL FUNDING SOURCES

As Fort Worth continues to grow, it is imperative to increase the number of funding options and total funding available for pedestrian facilities. The City should work with its partners at the state, regional, and local level to secure additional funding. The City should take a pro-active approach to procure funds and grants specifically for pedestrian enhancements. The City needs to take advantage of opportunities to both integrate pedestrian improvements into other infrastructure projects, as well as to prioritize and advance high priority pedestrian improvements independently of other improvement projects.

CURB RAMP AND SIDEWALK COSTS

The 2008 Sidewalk Survey found that much of the study area was without sidewalks, concluding that approximately 251 miles of sidewalks on arterials and 391 miles on collector roadways. Using 2014 City of Fort Worth unit prices, the cost for a 4 foot sidewalk is approximately \$16 a linear foot and \$20 a linear foot for a 5 foot sidewalk. In May of 2014, Fort Worth residents approved a bond including \$10 million for sidewalks. The estimated cost only includes materials. Costs for acquiring right-of-way or other engineering design are variable by location and are not included in this cost estimate. The sidewalk and curb ramp needs together indicate a need of close to \$300 million in needed infrastructure.

	5' Sidewalk	4' Sidewalk
Arterial	\$ 26,463,220	\$ 21,170,576
Collector	\$ 41,306,060	\$ 33,044,848
Residential	\$ 160,540,760	\$ 128,432,592
Estimated Need	\$ 228,310,040	\$ 182,648,016

ESTIMATED ARTERIAL AND COLLECTOR ROADWAY SIDEWALK NEED IN 2014



\$10 MILLION APPROVED FOR SIDEWALKS IN THE 2014 BOND

The 2008 ADA Compliant Curb Ramp Study, curb ramps were estimated at a cost approximately \$1,500 to \$2,000 for each corner of the intersection. Costs for ADA curb ramps have remained steady in 2014. This study also determined a percentage of high, medium, and low priority intersections to allow for a rough prioritization. Since the study did not review every intersection in the City, it estimated based on initial analysis that the estimated citywide cost to install ADA curb ramps was \$66 million.



OVER \$66 MILLION IS ESTIMATED FOR CURB RAMP NEEDS

Costs for upgrading traffic signals, installing mid-block crossings, curb extensions and other pedestrian infrastructure are not included in this plan as the citywide need is unknown and costs can vary with each location.

PRIORITIZATION OF FUNDING

The City should create a listing of high priority sidewalk, curb ramp, intersection and other infrastructure projects across the City based on the following general prioritization criteria and using with public input. Projects with no public or political support should not be constructed unless there pedestrian safety is an issue. Projects with constructability issues such as available right-of-way or excessive sloping may be prioritized lower.

SCHOOLS

Most schools in Fort Worth have sidewalks along the frontage of the school. However, many schools lack sidewalks that lead to the school, providing safe routes for children to walk. Projects adjacent to schools, especially elementary and middle schools on arterials, with no pedestrian infrastructure or safe route to school should be considered. Providing sidewalks provides a safe location for children to walk to school outside of the street.



JOHN T WHITE SCHOOL - LACK OF CONTINUOUS SIDEWALKS

SAFETY CONCERNS

Projects correcting major safety issues where there is a high number of pedestrian/automobile crashes, where speed is a factor or crossing the road is difficult. Sidewalk gaps railroad tracks and bridges. For example, 28th street in north Fort Worth has a history of pedestrian/automobile crashes with high motor vehicle speeds.



28TH STREET NEAR CLINTON

ADA INFRASTRUCTURE

Projects that correct major ADA issues, such as missing curb ramps and inaccessible signals should be reviewed and prioritized. The City should review the criteria in the 2008 ADA Curb Ramp Study and prepare an ADA Transition Plan.

TARGET POPULATIONS

Populations more dependent on walking for transportation should be reviewed in prioritizing sidewalk infrastructure by using census data. Census blocks with low automobile ownership rates, persons with disabilities, senior citizens, children under 18, and low-income housing units should be reviewed and prioritized accordingly.

PEDESTRIAN GENERATORS

Locations such as transit stops and stations, major employment centers, multi-family residential, hospitals, and facilities serving the elderly, children, and persons with disabilities should be considered in prioritization efforts. Additionally, community facilities such as parks, government buildings, and libraries should be reviewed in a prioritization effort.

MIXED-USE LAND USES

Urban Villages and mixed-use areas should be considered when prioritizing funding for sidewalks. Residents who live within the area are likely to walk to shopping and other retail, where non-residents will generally park their car and walk to multiple destinations within the site. Providing safe places for a high number of pedestrians is crucial to creating a successful mixed-use environment.



LACK OF SIDEWALKS IN THE WEST 7TH DEVELOPMENT

SIDEWALK GAPS

Gaps in the sidewalk network can occur for many reasons, but most notably, the gaps occur when new buildings are permitted. Sidewalks are required for new construction for the adjacent property. In some cases, it can create a gap between the new sidewalk and the existing system. These gaps can create issues for pedestrians with disabilities and use of strollers or other wheeled devices. After rains, beaten paths can become muddier due to the

exposed dirt and encourages walking in the street to avoid the issue. The City should inventory and prioritize gaps in the sidewalk network.



SIDEWALK GAP IN DOWNTOWN FORT WORTH

ARTERIAL ROADWAYS

Sidewalks along arterial roadways were one of the most requested sidewalk improvement listed in the pedestrian plan. Installation of sidewalks on arterials should be considered a major safety improvement. The City should review prioritization criteria necessary to fill gaps and extend the arterial sidewalk network. Footpaths, or desire lines, indicate the presence of pedestrian need by the trampled vegetation condition.



DESIRE LINES ON EASTCHASE PARKWAY

POTENTIAL FUNDING SOURCES

Pedestrian infrastructure needs are likely to outpace available funding for the near future. Doing more with less and exhausting all options for how projects are funded and maintained will be necessary to accomplish the goals of this plan. The amount of City funding available to implement sidewalk improvements is limited. Additional funding opportunities should be explored including leveraging funds from private organizations and other public agencies. By combining efforts with other agencies, the City can implement a more cohesive transportation system that provides connectivity between pedestrian traffic generators.

CITY FUNDING SOURCES

Capital Improvement Program: Capital improvements delivered by the General Fund departments are typically approved in bond programs by the voters, and the debt is supported by ad valorem revenues from property taxes. Sidewalks are installed with roadway construction projects, park projects or through a prioritized list of stand-alone pedestrian improvements. Voters approved a 2014 Bond Program that includes \$10 million for sidewalk improvements.

Safe Pathways Program: To address the need for better pedestrian access, the City implemented the Safe Pathways Program in 1998, which provides funding for the construction of new sidewalks and replacement of deteriorated sidewalks in older districts. Prioritization of sidewalk projects is based on need and pedestrian demand. Replacement sidewalks are funded 75 percent by the City and 25 percent by the adjacent property owner. This program was funded through the 2004 Capital Improvement Program until funding was depleted.

Red Light Camera Funds: The purpose of the Automated Red Light Camera Safety Program is to improve public safety by reducing collisions and injuries related to red light running through a combination of law enforcement and improvements to the way traffic signals work throughout the city. In previous years, a portion of the revenue has been dedicated to sidewalk repair. This funding source has not been renewed in recent budgets.

Transportation Impact Fees: Transportation impact fees are charges assessed by local governments on new development projects and will help fund transportation improvements that are expended as development occurs in Fort Worth. When roadways are built under this program, sidewalks are constructed.



STATE AND FEDERAL FUNDING

State Transportation Enhancement Program (STEP): This Texas Department of Transportation funded program, formerly known as the Transportation Alternative Program, provides funding for programs and projects including on- and off-road pedestrian and bicycle facilities, and other community enhancements. Currently, the Parks and Community Services department is using funding to install trails, sidewalks, and bike lanes for neighborhood connections transit and parks.

Congestion Mitigation and Air Quality Improvement Program: The Congestion Mitigation and Air Quality Improvement Program provides funding to state Departments of Transportation, Metropolitan Planning Organizations, and transit agencies to invest in projects that reduce air pollutants from transportation-related sources. Pedestrian and bicycle facilities are included as measures to reduce vehicle use or improve traffic flow.

Transportation, Community and System Preservation Program: This is a comprehensive initiative of research and grants to investigate the relationships between transportation, community and system preservation plans, and practices and to identify private sector-based initiatives to improve such relationships. Discretionary grants are available to carry out eligible projects to improve the efficiency of the transportation system.

Safe Routes to School: Safe Routes to School programs are sustained efforts by parents, schools, community leaders and local, state and federal governments to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school. The Federal Highway Administration administered the Safe Routes to School program funds and provided guidance and regulations about SRTS programs. Keller Independent School District received close to \$500,000 for pedestrian and bicycle improvements in Fort Worth to encourage walking and biking to school in 2009. This program was incorporated into the State Transportation Enhancement Program in 2014.

Highway Safety Improvement Program: The Highway Safety Improvement Program provides funding to states for projects that correct or improve a hazardous road location or feature or otherwise address a highway safety problem. The legislation lists examples of many projects eligible for this funding, including improvements for pedestrian and bicycle safety, and installation and maintenance of signs at pedestrian and bicycle crossings and school zones.

Community Development Block Grant (CDBG): Under the CDBG Program, cities may use funds to undertake a variety of public facilities and public improvement projects including installation of sidewalks. Currently, the Housing and Economic Development department uses these funds for sidewalk repairs and installations in eligible areas.

The Centers for Disease Control and Prevention: The Centers for Disease Control and Prevention (CDC) identifies environmental health and healthy living (including overweight and obesity, and physical activity and exercise) in its many areas of interest. The CDC awards grants and contracts to help accomplish its mission to promote health and quality of life by preventing and controlling disease, injury, and disability.

OTHER RESOURCES

Fort Worth Transportation Authority (The T): The T has received New Freedoms grant funding from the Federal Transit Administration that aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. The T has worked with the public to identify and correct transit stops and pedestrian pathways that are difficult to traverse for persons with disabilities.



NEW FREEDOM FUNDED: NORTHWEST CENTRE AT SH199 – BEFORE



NEW FREEDOM FUNDED: NORTHWEST CENTRE AT SH199 - AFTER

Public-Private Partnerships: When roadways are constructed by developers or other entities, there are often opportunities to extend the work being done to connect sidewalks using public funding such as bonds or grants.

Tax Increment Finance /Public Improvement Districts: These entities collect funds through a dedicated property tax or through the incremental increase in property tax revenue because of redevelopment. These funds are generally restricted for projects within the public right-of-way. These funds can be used for improving the street infrastructure including sidewalks, crosswalks and other improvements. There are currently 11 Tax Increment Finance Districts and 8 Public Improvement Districts in Fort Worth.

REPAIR AND INSTALLATION FUNDING PROGRAMS FOR CONSIDERATION

Dallas, Texas. The City offers two sidewalk repair programs. The cost share program, repairs are made on a first come, first serve basis and sidewalks are repaired within one to three years. The Fast Fix program allows owners to obtain a residential sidewalk repair in around two months. The citizen contacts the City for an estimate, and if acceptable, pays the contract 100 percent of the cost through an existing price agreement without needing a permit or needing to find a bonded contractor.

Southlake, Texas. Neighborhood Sidewalk Matching Funds Program is a 50 percent cost-sharing program for the design and construction of new sidewalks within neighborhoods. In general, priority is given toward sidewalks along the city's major roadways.

Austin, Texas. This is an optional neighborhood program that allows the neighborhood to initiate on-street parking meters, and use the profits collected from the meters to improve infrastructure in the neighborhood, including pedestrian facilities.

Santa Cruz, California. The City dedicates annual funds to add sidewalks in infill areas, with a focus on major commercial streets and residential neighborhood streets which connect to schools and other public facilities.

Naperville, Illinois. The City dedicates annual budget for sidewalk infill projects and fully funds improvements in areas designated as safe walking routes to school. It also includes a provision for residents to spread out the cost of sidewalk installation over five years on their property tax bills.

Corvallis, Oregon. Corvallis charges a monthly fee on utility bills called a Sidewalk Maintenance Fee. This fund generates dedicated revenues to pay for repairs to structural defects on public sidewalks at a cost of \$0.80 per month raising approximately \$150,000 per year for repairs.

Sacramento, California. The City of Sacramento was sued for failing to comply with ADA Guidelines. Partially as a result *Barden v. Sacramento*, the City dedicates 20 percent of its annual transportation funding to make the pedestrian rights-of-way accessible to individuals with disabilities.

Santa Barbara, California. The City of Santa Barbara has a sidewalk infill program, through which the City establishes an annual budget of approximately \$400,000. The City has mapped its existing and missing sidewalks, and uses the following criteria to prioritize implementation: school access routes, current use (judged by a beaten path), access to parks and recreation areas, to fill short gaps in the network, to link major destinations or neighborhoods, to increase transit access, and traffic volume on the roadway adjacent to the gap.

Baltimore, Maryland. The city allocates one million dollars per year in motor vehicle tax revenue for root damage repairs to sidewalks, for which it covers all costs.

Portland, Oregon. The City inspects sidewalks regularly, requires property owners to maintain and repair sidewalks, and posts notices on doors of people who need to repair their sidewalks. If the owner fails to make the necessary repairs, the City will do so and then assesses the owner the cost of the repairs.

Minneapolis, Minnesota. The City follows a similar program to Portland's, but allows property owners who receive a repair notice either to construct the sidewalks themselves, or to allow the City to repair it and bill the owner. Minneapolis has a 10-year sidewalk inspection cycle, whereby all sidewalks

are inspected on a 10-year cycle, and property owners are notified where repair is needed.

New Jersey: State law says municipalities with pavement management programs (street pavement is periodically resurfaced or reconstructed) will also inspect a street's sidewalks and curb ramps at the time the plans for the street resurfacing are being developed. The municipality will then develop a program to provide for replacement or repair of damaged segments while the street is being reconstructed.

Philadelphia, Pennsylvania: The City Code was amended in 2003 to provide for a 70 percent City contribution to the cost of sidewalk repairs. However, there has not yet been any funding allocated in the City budget to pay for this undertaking.