

Appendix C: Peer City Survey

Peer City Research Questions	Kansas City, Missouri	Des Moines, Iowa	Omaha, Nebraska	Oklahoma City, Oklahoma	Denver, Colorado
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Crossings					
What are the requirements for midblock crossings, high visibility sidewalks and signals?	Traffic Engineering Group determine mid-block crossing (pedestrian counts and warrant analysis completed to warrant the crossing). Jeff said he would get with the traffic group and provide exact criteria. High Visibility crosswalks used at University and Hospital locations only, not used in residential areas. They do have some more aesthetic crosswalks with brick patterns, but they don't use brick anymore only colored concrete or street print (asphalt), for maintenance reasons. They are always tied to areas or business districts with specific streetscape plans. They won't normally install unless there is a special district plan guiding them. Continental (similar to KDOT Type II) crossings are used in school districts and other higher traffic locations, regular striping (similar to KDOT Type I) are used elsewhere.	Use HAWK signals at high volume (pedestrian and vehicular) locations. Have used the Fluorescent Green Signs with LED strobes, or just used the continental style crossings at lower vehicular volume locations. All have been used depending on the situations as well as the pedestrian and vehicular volumes. Generally the city tries to discourage mid-block crossings and try to encourage people to route to an intersection to cross for safety reasons. They only put them in where site specific conditions dictate that they need to be (such as the riverwalk, schools, etc.).	MUTCD Warrants and traffic analysis determine locations of midblock crossings. Sketch planning and Traffic Impact Analysis are used to determine where they are placed. They are very judicious in use of midblock crossings in general. High visibility used only in Schools and Downtown areas where there are many pedestrians. They are developing policies on where to apply different tools, they will be very similar to MUTCD to help their funding constraints. Speed tables have been used when it's a low volume street. Are also in process of switching from a Hub and Spoke Transit system to a Pulse system. After completion it is planned to audit high density locations and address issues.	Generally they do not implement Mid-Block Crossing's unless absolutely necessary. Implementation is determined on a case by case basis by the traffic engineer of the city. HAWK systems have been used, and where used, they have a strong police, student, user's education program on its function. Both our considered on a case by case basis. Continental striping is not currently their standard, but they are currently in the process of changing their standards so that it is.	Use both Transverse lines and Continental Striping. Crosswalks are 15' wide downtown and they use the continental at all signalized intersections and high traffic locations. School zone markings are reviewed every year, and once the retroreflectivity reaches 75% they are replaced. They use Brick Crosswalks in the downtown area, and they aren't always striped, but when they are used as a traffic control device (i.e. signalized, stop controlled intersection) they are. Bicyclists are required to ride in the street in Denver unless there is a designated shared path, so shared use crossings are designated with red colored concrete crossings. They review midblock crossings on a case by case basis and use continental or red crossings. They will refrain from marking unless there is some form of control (yield, HAWK, Signal). They have a new state law requiring the paddle signing on crosswalks. Trying to establish criteria to determine placement of HAWK, Stop, etc. right now.

Sidewalks					
What is the process (i.e. trigger - subdivision regulations, impact analysis, site plan review, etc.) for implementing sidewalk improvements?	Development Code triggers sidewalks are to be constructed when any lot is developed or improved. In residential areas the sidewalk will not be built until the homes are built. Residential being built this way causes problems since the housing slowdown, many developments are 75% built and have connectivity problems. In the lots where no homes have been built there is a gap in the sidewalk.	Subdivision regulations require that sidewalk will be placed on both sides of every street during development or redevelopment. City will generally assess areas that don't have sidewalk that would like sidewalk. Arterial Streets also are required to have a sidewalk on both sides; generally they have been putting a shared use path on one side and sidewalk on the other where they can.	Subdivision agreement requires developers to build sidewalk on both sides. They also require links from internal sites to external. Ideally are trying to have a shared use path on one side of the arterials.	Generally built through the subdivision process or during resurfacing and arterial projects. Part of the plan review during platting includes a sidewalk plan sheet which is reviewed as part of the plat. Both sides of the street are the standard. For larger 5 acre lots they don't require sidewalk. Generally the subdivision is only responsible for the interior of the site.	Subdivision regulations control. Some SRTS and special projects. 2007 study showed they currently have 2700 miles of sidewalk with 58% attached, 35% detached, and 7% missing. Developer is required to provide sidewalk on Both sides of street.
What are the requirements for new development, redevelopment, filling gaps, maintenance?	Traffic Impact Analysis will look at Pedestrian Demands and routing, and usually identifies gaps in sidewalk, etc. Property owners responsible for maintenance of sidewalk, drives and curb and gutter. Property owners are given a chance to complete the repair, however, if the repairs are completed by the city the cost of the repairs is special assessed back to the property owners.	The city has two programs; the High Priority program and the Connecting sidewalk program. The High priority program focuses on areas that connect schools, retail, apartment centers, bus stops, etc. and how many people within a 1/2 mile or so would be served. Where the locations intersect and make sense they develop projects based on need. The Connecting Link sidewalk program has a requirement (< 500 feet) to be eligible. It is made to allow routing connections between subdivisions and retail, etc. to be connected. Both programs go through a public hearing process. All maintenance of sidewalks is up to the abutting landowner.	If +/- 100' of sidewalk is needed to fill gap between development and an external sidewalk the developer is required to build it. Developer can appeal the requirement if a strange situation exists. Redevelopment triggers same standards, any sidewalk fronting the business is required to rebuild on redevelopment. There is an appeal process for this too. Historically the city required sidewalk on two sides, then one side then no sides, and now are back to two sides. Currently, developers required to install sidewalk on all streets, cul-de-sac's, etc... in their development. Because of their history, there are many gaps which have a need for sidewalk. Property owner is generally required to maintain and clear sidewalks in front of their property. City parks and rec. department maintains trails, parks, overpasses and safe routes to school. They partner with Natural Resource District and County so every three years rotate the maintenance on some of the inter-department trails. They have the capabilities to assess maintenance costs of clearing sidewalks, but generally do not use it.	Since subdivisions and paving projects are the ways they generally build sidewalk, they often have gaps. Generally they live with the gaps unless there are complaints. If there are complaints about route connectivity, they have an ADA "emergency fund" that they use to fix complaints about connectivity, etc. City crews will do the work to connect the sidewalk. When working on resurfacing projects, they focus on route connectivity (looking at possibly improving only one side) for right of way issues in built out corridors. Maintenance is generally up to the property owner or HOA. In some older areas the city ends up taking it on (such as bricktown, downtown). City traffic commission will generally decide where shared use paths are going to be and fund separately or with new arterial projects.	Developer's implement sidewalk or bring it up to current standards on redevelopment. SRTS dedicated funding as well. Maintenance is the adjacent property owner's. Some of the older neighborhoods have killed projects because of public pressure related to historic encroachment on their type of street. 2000+ curb ramps are identified to coincide with paving projects every year, but looking at ways to fund connections.

<p>How are sidewalk improvements funded?</p>	<p>On collector and arterial roadways, the developer adjacent to the roadway is responsible for paying for the sidewalk improvements on their side of the street, within their property limits. If the arterial is not improved and it appears it won't be improved when the developer begins their improvements, the developer can request to pay an impact fee to the city to fund the improvements when the roadway is improved. This is handled on a case by case basis. City collects funds through a sales tax that go to a Public Improvement Advisory Committee (PIAC), with a portion of the funds which are for citywide improvements and a portion gets divided into each district. PIAC committee is made up of council member's appointees from each district, and they decide which projects are built. Individuals, business groups or special districts may apply for funds for sidewalk or crosswalk improvements. There is no policy for gap funding unless development occurs. Sometimes city at large funding or PIAC can be used. Citizens or Business' can apply for funding through PIAC committee.</p>	<p>Depending on the program, the developer will pay (development and redevelopment), the property will be assessed (to build sidewalk in neighborhoods without where they would like sidewalk; 50% of the construction cost and 10% of the design costs in front of their property are what is assessed per property owner, city will fund the rest) or the project is funded with General Obligation Bonds (High Priority, Connecting Sidewalk). Also have an ADA CIP program where they are currently spending 1.5 million (for the next 10 years) a year on ADA improvements including sidewalk ramps.</p>	<p>City funds sidewalks and shared use paths on the arterial streets in its CIP program when built. Sidewalk assessments have been used to fill gaps. If greater than 60% of a block is in favor of placing sidewalk, it will trigger a sidewalk improvement district for the walk. Generally this is only seen in downtown districts but has been used in the area around the College World Series too.</p>	<p>The sidewalk funding is generally not a set amount but will vary up and down depending on the number of paving and overlay projects since that is how they build the sidewalks. ADA emergency funds vary depending on number of projects anticipated, etc. This work is all generally done by the City itself not contractors.</p>	<p>Currently looking at funding mechanisms and they have had trouble politically with taxing options. Downtown is funded through TDD's and Downtown area groups.</p>
<p>What is the design guidance?</p>	<p>4' Minimum width residential, 5' Minimum width arterial. 4" thick, non-reinforced, 4500 psi concrete</p>	<p>Generally they adhere to the State Urban Design and Specifications Manual (SUDAS) for urban areas. They also try to use 5' paths 4" thick (except through drives). They also have a Class A sidewalk used in downtown areas (extra wide widths) that is 5" thick.</p>	<p>Widths vary from 5 to 6.5 feet by area type. Area of specific importance varies from 1-4. Each area has its own design criteria. The sidewalk is by standard built with a crushed rock base and a 4" thickness.</p>	<p>4' - Subdivision; 5' for arterial and collector streets. If sidewalk is at back of curb, 1' is added to the width. The ramps have 6" of rock base under them; the sidewalks have compacted sand under them.</p>	<p>Std. is a 5' sidewalk with 8' treelawn, also have an 8' with 13' treelawn for commercial. Downtown is 16' sidewalk. Some versions of town have an integral Roll Curb with 3' sidewalk (referred to as Hollywood section).</p>

Aesthetics					
How does the city fund aesthetic enhancements?	Property owners can request special sales taxes or other assessments (and/or paid by the businesses or property owners at the time of project). Maintenance reverts back to business group or property owners	Generally this is covered in there streetscape policy. They require benches and other amenities to be paid by the streetscape area associations. They are also responsible for setting up a maintenance fund and funding appropriately. For streetscape projects, this can be included in the matching funds needed prior to the city considering a streetscape project. The city will generally pay for the vanilla sidewalk and roadway improvements, but require the extra costs to be the business association or group wanting the streetscape. Art is rarely included on the projects, but is rather a post project feature. Des Moines has a Public Art Foundation (separate from the city) that raises money for art on public projects. It's a very successful program.	Aesthetics are handled on a case by case basis. It is often funded through TIF or CIP projects. It is not city wide, but generally only special high traffic areas. Private institutions and foundations will generally fund decorative features. They also have an Art Commission and Urban Public Review Board that reviews CIP Projects and can make recommendations for aesthetics for areas of civic importance to have art added to them. (This only occurs limited times). Business Improvement Districts will often fund art from their own pockets. The City has added funding to assist a private group that can't raise all of the needed funds. Maintenance is completed by business improvement districts	Lighting not consistently applied, generally looked at on a case by case basis. City will partner with development districts to provide design help or help them in some way on what the area is etc. City is always open to partnering on specific projects that have appropriate support.	Generally they are bonded with a TDD paying the city back. They also bond streetscape type projects, but have maintenance contracts with the business group to pay for maintenance. Any project over \$1,000,000 has a 1%art requirement. Also has an Arts and Values city group that stewards the process.
Additional Discussion					
What things do they like about their policies and what would they change?	He said he would not assess repairs, and would build the sidewalks with the houses and make builder repair as he tears out to build houses, otherwise neighborhoods often don't get sidewalk for many years. Currently the city is in discussion about putting sidewalk on one side for arterials, but hard to pay for (one developer paying for but other side not). Would need some major code revisions to make this work.	The high priority and connecting link programs are very successful and are a great way to build necessary sidewalk. Assessment and maintenance of sidewalks is generally not popular and requires quite a bit of work to properly assess.	Having developments fill connections less than 100' is extremely successful. Requiring internal circulation and planning connections to outside system up front during initial development is also very successful. They are starting to ask Developers how they will connect existing facilities for both internal and external use during design. Some things to work on in Omaha were filling gaps through abandoned areas and repairing sidewalks and gaps assessed on roadways. If he could change one thing he would form a sidewalk assessment on a city wide district based on street frontage and land use, to fund maintenance and gap projects (between districts, etc.).	He thought things worked pretty well in Oklahoma City and the one thing he would do would be to spend the time and money to appropriately train inspection and enforcement staff in ADA rules. They have had some projects that have had to be redone, etc. because regulations were not met, but it wasn't caught and fixed at the time.	Overall Denver's process works fairly well. Advice was to start looking at high pedestrian environments such as commercial areas, schools and hospitals. And work on connecting those. Many improvements can be made with simple/cheap signing and marking upgrades. Figure out what you can do with the resources available, and then make good use of the resources.