



## MEMORANDUM

**TO:** Mayor and Council

**FROM:** Robert Spillar, P.E., Director, Austin Transportation Department  
Howard Lazarus, P.E., Director, Public Works Department

**DATE:** August 5, 2015

**SUBJECT:** Mobility Project Development Regarding Council Resolution  
No. 20150618-093

*Robert Spillar*  
*Howard Lazarus*

This memo provides an update of staff's efforts related to Resolution 20150618-093, which directed the City Manager to prepare a list of projects for funding from funds to be made available from Capital Metro. The Public Works and Transportation Departments have been working together to respond to the request. The resolution called for a report to the Council Mobility Committee by August 5th, and a final list to the entire Council by August 27th. It is felt that additional time is needed to develop the lists, brief the elected officials and allow them time to discuss the proposals with their constituents, before the final list is recommended by the City Manager.

Staff has also been working to develop a general process for prioritizing projects for funding that should be usable under most conditions. That is attached along with a variant of that process specifically using the criteria from the quarter cent funding. In the future, the process can be customized to match projects with the funding sources and their constraints. There is also attached a PowerPoint that would have been used to brief the Council Mobility Committee.

### Project Prioritization Process

The City of Austin has built a number of databases that lists needs and wants. There are a number of programs that the City has initiated to plan for the future transportation system, coordinate with sister public agencies, and educate the public on options to taking single occupant vehicles (SOV). These projects and programs must be filtered to match the potential funding source. The next step in the process is to identify those projects and programs that would synergistically work together to produce significant outcomes. If there is a sidewalk gap, that connects to a location where a signal or pedestrian hybrid beacon (PHB) is requested and applicable, and the city may have some funds from private developments for a portion of the project, the City can deliver a complete project.

Next the projects and programs need to be ranked. Quantitative and qualitative measures will be used by staff to rank the efforts. There may also be partially completed projects or other factors within the funding requirements that would identify a project for inclusion that has unique circumstances and could be included as an exception to the prioritization process. The proposed process at this point would be an individual briefing with the Mayor and each Council member, and a period for public conversation on other projects and what are the needs and wants of the districts. The City Manager would then finalize his recommendation for presentation to the Council Mobility Committee and to the full Council for approval. The final step is get the project built and for the programs to be implemented.

That is the short version of the processes. Staff is available to answer any questions.

Schedule for Council briefings and coordination:

**July 30 to August 14** -Staff is currently compiling data from all available data sources including asset management data bases, projects identified in small area plans, traffic control improvement program, safety studies, traffic calming requests, etc.

**August 17 to August 28** - Staff would like to be able to sit down with the Mayor and his staff, and the Councilmembers and their individual staffs to show them the universe of potential projects and a draft list of projects to be funded.

**August 17 to September 25** – Staff would be available to answer questions, analyze new potential projects, and speak at District meetings as needed. This is certainly seen as an iterative process, with staff interacting with the elected officials as needed.

**September 14 to September 25** – Staff would like to finalize discussions on District priorities.

**September 28 to October 2** – Staff finalizes recommendation for the City Manager

**October 7** – Presentation of the City Manager’s Proposal to the Council Mobility Committee

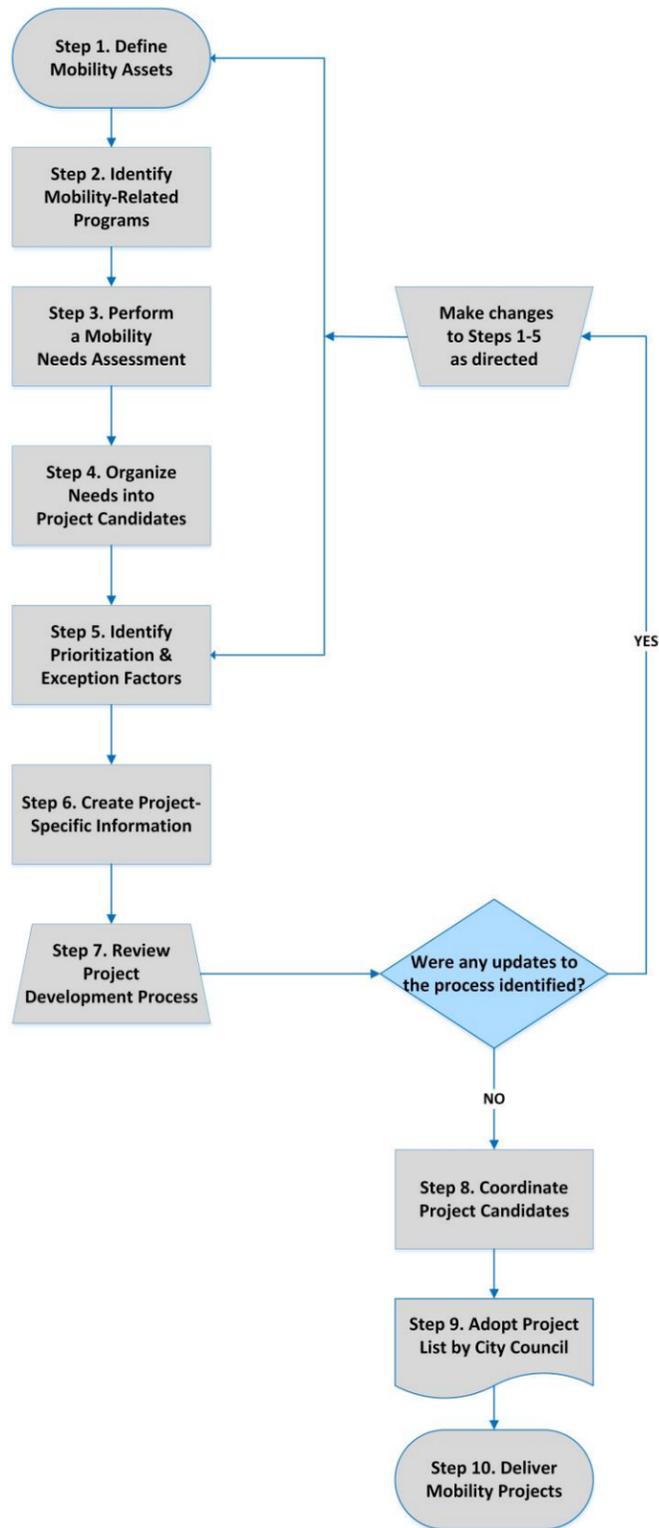
cc: Marc A. Ott, City Manager  
Robert Goode, Assistant City Manager

Attachments:

Mobility Project and Program Development General Process (PDF)  
Mobility Project Development Process Quarter Cent (PDF)

## Comprehensive Mobility Project and Program Development Process - General

Project Development Flow Chart	Process Step	Details	Deliverable
<pre> graph TD     S1([Step 1. Define Mobility Assets]) --&gt; S2[Step 2. Identify Mobility-Related Programs]     S2 --&gt; S3[Step 3. Perform a Mobility Needs Assessment]     S3 --&gt; S4[Step 4. Organize Needs into Project Candidates]     S4 --&gt; S5[Step 5. Identify Prioritization &amp; Exception Factors]     S5 --&gt; S6[Step 6. Create Project-Specific Information]     S6 --&gt; S7[Step 7. Review Project Development Process]     S7 --&gt; D{Were any updates to the process identified?}     D -- YES --&gt; S1     D -- NO --&gt; S8[Step 8. Coordinate Project Candidates]     S8 --&gt; S9[Step 9. Adopt Project List by City Council]     S9 --&gt; S10([Step 10. Deliver Mobility Projects])             </pre>	<p><b>Step 1. Define Mobility Assets*</b></p>	<p>Identify the assets that contribute to the improvement of the pedestrian, bicycle and street networks:</p> <ul style="list-style-type: none"> <li>• Streets</li> <li>• Sidewalks</li> <li>• Curb Ramps</li> <li>• Urban Trails</li> <li>• Bridges, Culverts &amp; Structures</li> <li>• Right-of-Way Vegetation</li> <li>• Bicycle Facilities and Bicycle Parking</li> <li>• Signals and Pedestrian Hybrid Beacons</li> <li>• Roadway Geometric Improvement Assets</li> <li>• Railroad Crossings</li> <li>• Right-of-Way/Land</li> <li>• Advanced Transportation Management System Assets</li> </ul>	<p>A list of potential asset types to be improved as part of the Comprehensive Mobility Projects.</p>
	<p><b>Step 2. Identify Mobility-Related Programs*</b></p>	<p>Identify departmental programs that manage mobility demand and assets, and prioritize infrastructure needs. Note that program definitions are available in Appendix A – Definitions of Mobility Programs.</p> <p><u>PWD Programs:</u></p> <ul style="list-style-type: none"> <li>• <a href="#">Street Reconstruction Program</a></li> <li>• <a href="#">Street Rehabilitation Program</a></li> <li>• <a href="#">Substandard Streets Program</a></li> <li>• <a href="#">Street Preventative Maintenance Program</a></li> <li>• <a href="#">The Sidewalk Program</a></li> <li>• <a href="#">The Urban Trails Program</a></li> <li>• <a href="#">Bridges, Culverts, and Structures Program</a></li> <li>• <a href="#">Safe Routes to Schools Program</a></li> <li>• <a href="#">Neighborhood Partnering Program</a></li> </ul> <p><u>ATD Programs:</u></p> <ul style="list-style-type: none"> <li>• <a href="#">Arterial Streets Geometric Improvements Program</a></li> <li>• <a href="#">Active Transportation Program</a></li> <li>• <a href="#">Local Area Traffic Management Program</a></li> <li>• <a href="#">Connectivity Program</a></li> <li>• <a href="#">Corridor Right-of-Way Preservation Program</a></li> <li>• <a href="#">Signals – Rehabilitation &amp; Replacement Program</a></li> <li>• <a href="#">Railroad Crossing Improvements Program</a></li> <li>• <a href="#">Transportation Demand Management Program</a></li> <li>• <a href="#">Advanced Transportation Management System Program</a></li> </ul>	<p>A list of defined mobility-related programs.</p>
	<p><b>Step 3. Perform a Mobility Needs Assessment</b></p>	<p>Perform a geospatial analysis of overlapping asset needs identified by the Mobility-Related Programs.</p>	<p>Mobility Needs Assessment Map.</p>
	<p><b>Step 4. Organize Needs into Project Candidates*</b></p>	<p>Organize needs assessment data by parameters specific to funding source(s).</p>	<p>Both a list and map of comprehensive mobility project candidates.</p>



<b>Step 5. Identify Prioritization Factors*</b>	Perform a geospatial and temporal analysis to identify prioritization and exception factors related to each project candidate. Prioritization factors may be quantitative or qualitative, and exception factors will be considered. Exception factors fall outside of the prioritization factors and may include projects that have unique circumstances and meet the spirit of the funding source(s).	Both a list and map of comprehensive mobility project candidates with prioritization and exception factors.
<b>Step 6. Create Project-Specific Information</b>	Include project-specific information such as Council District location and estimated costs for each project candidate.	An updated list and map of comprehensive mobility project candidates with prioritization factors and project-specific details.
<b>Step 7. Review Project Development Process</b>	<ol style="list-style-type: none"> <li>1. Review steps 1 through 5 with parties identified by PWD &amp; ATD Executive Teams.</li> <li>2. Make modifications to the process or specific parameters and/or factors as directed.</li> </ol>	Update the project development process according to feedback received.
<b>Step 8. Coordinate Project Candidates</b>	Coordinate with other activity types to maximize dig-once coordination opportunities and mitigate potential conflicts: CIP projects, Street & Bridge Operations Street Preventative Maintenance Plan, ATD Operations & Maintenance, AWU Operations & Maintenance, WPD Operations & Maintenance, work by franchise utilities, planned private development, and special events.	Identified coordination opportunities between mobility project candidates and CIP projects, Operations & Maintenance, and other activities.
<b>Step 9. Adopt Project List by City Council</b>	City Manager makes recommendation of project list to City Council for consideration of approval or adoption.	Adopted project list by City Council.
<b>Step 10. Deliver Mobility Projects</b>	After project candidates are selected, the Public Works Department will determine the project delivery method.	Construct Mobility Projects in areas that will not be disturbed for 5 years or more.

\* Note that these steps will be modified based on funding source criteria.

## Appendix A – Mobility Program Definitions

### **PWD Programs:**

#### Street Reconstruction Program

The Street Reconstruction program is for full-depth street reconstruction of arterial, residential, and neighborhood streets with 'failed' (F) or 'poor' (D) ratings that account for pavement failure, ride comfort ratings, surface distress, and other factors. The budget estimates for street reconstruction projects vary by the functional class of the street (residential, collector, minor arterial, or major arterial) and required program elements (e.g. Great Streets). Improvements may include but are not limited to the following: streets, sidewalks, curbs, gutters, ramps, bicycle lanes, traffic management devices, landscaping/trees, water improvements, wastewater improvements, and drainage improvements.

#### Street Rehabilitation Program

Street rehabilitation funding will be applied to address streets with 'poor' (D) ratings that accounts for pavement failure, ride comfort ratings, surface distress, and other factors. The budget estimates for street rehabilitation projects vary by the functional class of the street (residential, collector, minor arterial, or major arterial) and required program elements (e.g. Great Streets). Improvements may include but are not limited to pavement and pedestrian infrastructure such as sidewalks and curb ramps.

#### Substandard Streets Program

Substandard streets are publicly-owned right-of-ways that have pavement widths that are less than 24 feet across. These streets typically lack some curb and gutter, drainage, bicycle facilities and sidewalk infrastructure, which also make these streets non-standard for City criteria. Some of these streets were either annexed or adopted by the City of Austin, or were developed with much older criteria that does not meet current standards. Substandard streets require aggressive maintenance on shoulders and pavement edges to keep these streets safe with a passable and usable width for two-way traffic. Upgrading substandard streets requires funding for drainage and pavement improvements, and some additional funding for bicycle facilities and sidewalks may be necessary where the respective Master Plans dictate such an investment.

#### Street Preventative Maintenance Program

The Street Preventative Maintenance Program prolongs the useful life of streets by protecting the surface from the effects of aging, cracking, deterioration, and water infiltration. Street Preventative Maintenance treatment types (sealcoat, overlay, slurry seal, crack seal, and fog seal) are applied to approximately 10% of the City's street network annually. Prolonging the life of city streets by using these methods saves taxpayer money by intervening before full reconstruction is needed.

#### The Sidewalk Program

The Sidewalk Program consists of Capital and Operation & Maintenance programs that addresses infrastructure in the pedestrian network, such as sidewalks, curb ramps, safety features such as hand railings, and curb and gutter improvements as needed to support pedestrian infrastructure. These programs provide access to public facilities, remove obstructions, and address the absence of curb ramps in accordance with the requirements of the Americans with Disabilities Act (ADA).

The Citywide Sidewalk Improvement Program is a Capital program that implements the City of Austin Sidewalk Master Plan and ADA Transition Plan by constructing new or rehabilitated sidewalks. The City of Austin Sidewalk Master Plan identifies absent sidewalk and provides prioritization of those absent sidewalks on several criteria identified in the Master Plan.

The Sidewalk Rehabilitation and Replacement Program is a Capital program that replaces existing failed and/or non-ADA compliant sidewalks and curb ramps.

The Sidewalk Operations & Maintenance Program consists of repair to existing sidewalks, curbs and gutters, and specialty structures. Currently, work is driven by customer service requests in the 311 system generated by property owners, residents, pedestrians, or City staff. The updated Sidewalk Master Plan (anticipated by the end of 2015) will include prioritization for repairs based on a combination of location (i.e. identical to the prioritization criteria for absent sidewalks) and condition (anticipated data collection to be completed by the

end of 2017). Repairs are currently conducted both in-house and through contracts managed by the Sidewalks and Special Projects Division. Two separate additional contracts (managed in-house) for Concrete Lifting and Concrete Grinding are being utilized to reduce the volume of remove and replace repairs.

#### The Urban Trails Program

The Urban Trails program is for the design, construction, and maintenance of the Urban Trails network. Urban Trails are non-motorized, multi-use pathways that provide important accessible routes for transportation and recreation that link to the on-street pedestrian and bicycle networks. This program is for the implementation of urban trail priorities identified in the Urban Trails Master Plan.

#### Bridges, Culverts, and Structures Program

The Bridges, Culverts, & Structures program is to design and implement bridge and retaining wall repairs throughout the City. Proposed improvements may include but are not limited to the following: bridge repair, retaining walls, and any type of repair necessary to improve on current infrastructure. Bridges and culverts are critical locations in the roadway system which cannot be structurally unsound, deficient in safety, or have damage that is left unaddressed for any substantial length of time. Additionally, railings and other protection systems may be obsolete or may not meet current engineering standards. These structures form critical links within the roadway system with limited or no alternative routes.

#### Safe Routes to Schools Program

Founded in 1991, the City of Austin's Safe Routes to School Program engages and encourages students to walk and bike to school, educates students on pedestrian and bicycle safety and provides crossing guards at crucial intersections. The program aims to tackle barriers that prevent students from walking and biking to school. Our goal is to empower the community by making walking and biking to school safe, convenient and fun for students and families!

The City of Austin Public Works Department supports this effort by employing 230 crossing guards and crossing guard supervisors, stationed at 90 elementary schools in 7 school districts. Our talented Safety Trainer Team visits schools annually to instruct children on how to safely cross the street, ride a bike, or take the bus to school. Our engagement team engages and encourages students while identifying Safe Routes to School "Partner" schools as those schools providing champions to increase students walking and biking to school.

#### Neighborhood Partnering Program

In support of the City of Austin's Imagine Austin Comprehensive plan, the Neighborhood Partnering Program provides opportunities for community and neighborhood organizations to affect public improvements by sharing in the costs of those efforts with the City of Austin government. The Mission of the Neighborhood Partnering Program is "Empowering Neighborhoods, Building Community".

### **ATD Programs:**

#### Arterial Streets Geometric Improvements Program

This program funds projects that respond to geometric mobility and safety improvement needs for arterial streets. Examples include intersection improvements, adding or extending turn bays and closing median openings where traffic issues exist. Arterial improvements are designed to enhance mobility and/or safety. Examples include constructing innovative intersection designs (e.g., roundabouts, continuous flow intersections), adding or extending turn bays and closing median openings where safety issues exist. This program addresses traffic congestion and safety needs.

#### Active Transportation Program

This program is for new and improved bicycle facilities and signage projects identified utilizing criteria developed in the Bicycle Master Plan and that complement the Urban Trails Master Plan. Project implementation will be coordinated and included in the annual street maintenance schedule. Funding will be used for improvements that are not included in the Street Reconstruction and Street Rehabilitation programs. Improvements may include but are not limited to the following: protected bicycle lanes, cycle-tracks, buffered

bicycle lanes, bicycle facility stencils, signage, shared lane markings or other construction improvements which create or enhance on-street bicycle infrastructure. Priorities are assigned based on alignment with the Bicycle Master Plan and Urban Trails Master Plan, criteria outlined in Neighborhood Plans, citizen requests, coordination and sequencing opportunities with planned projects, and risk mitigation.

#### Local Area Traffic Management Program

This program installs traffic calming improvements and pedestrian crossing measures as requested and as engineering reviews and funding allow. The devices installed can include roundabouts, median islands, speed humps, speed tables, speed cushions, chicanes and bulb outs. Commonly referred to as Traffic Calming, the Local Area Traffic Management program responds to community requests to improve the quality and safety of neighborhood streets.

#### Connectivity Program

This program provides for the proactive development of new and improved roadway network connections. Many of the proposed new or upgraded connections implement adopted small area plans created with the community. Improved network connectivity allows for traffic to be spread more evenly among the transportation road network, which can provide more choices between destinations and provide additional capacity towards mitigating traffic congestion.

#### Corridor Right-of-Way Preservation Program

The Corridor Right-of-Way preservation Program includes efforts to accomplish proactive right-of-way acquisition in critical corridors where rough proportionality cannot be demonstrated as development occurs. The City of Austin is partnering with Travis County to develop a methodology to preserve transportation corridors through equitable right-of-way acquisition.

#### Signals – Rehabilitation & Replacement Program

The City of Austin operates and maintains nearly 1,000 signals with approximately 10 new signals added each year. As these signals age, certain components begin to fail and need to be replaced. These components include controller cabinets, traffic signal controllers and associated equipment, conduits and cabling.

#### Railroad Crossing Improvements Program

This program focuses to improve railroad crossings in Austin. An example project type is Quiet Zones. Quiet Zones are established to reduce the noise from train horns. When a train does not sound its horn for a crossing, the risk of a crash occurring increases by over 66%. To mitigate this risk, safety improvements (such as barriers or upgraded crossing controls) must be installed at the railroad crossing, in order to implement a Quiet Zone. ATD coordinates with Union Pacific Railroad (UPRR), Federal Railroad Administration (FRA) and community stakeholders to implement Quiet Zones, enhance safety at crossings and improve the overall quality of the crossing for the traveling public.

#### Transportation Demand Management Program

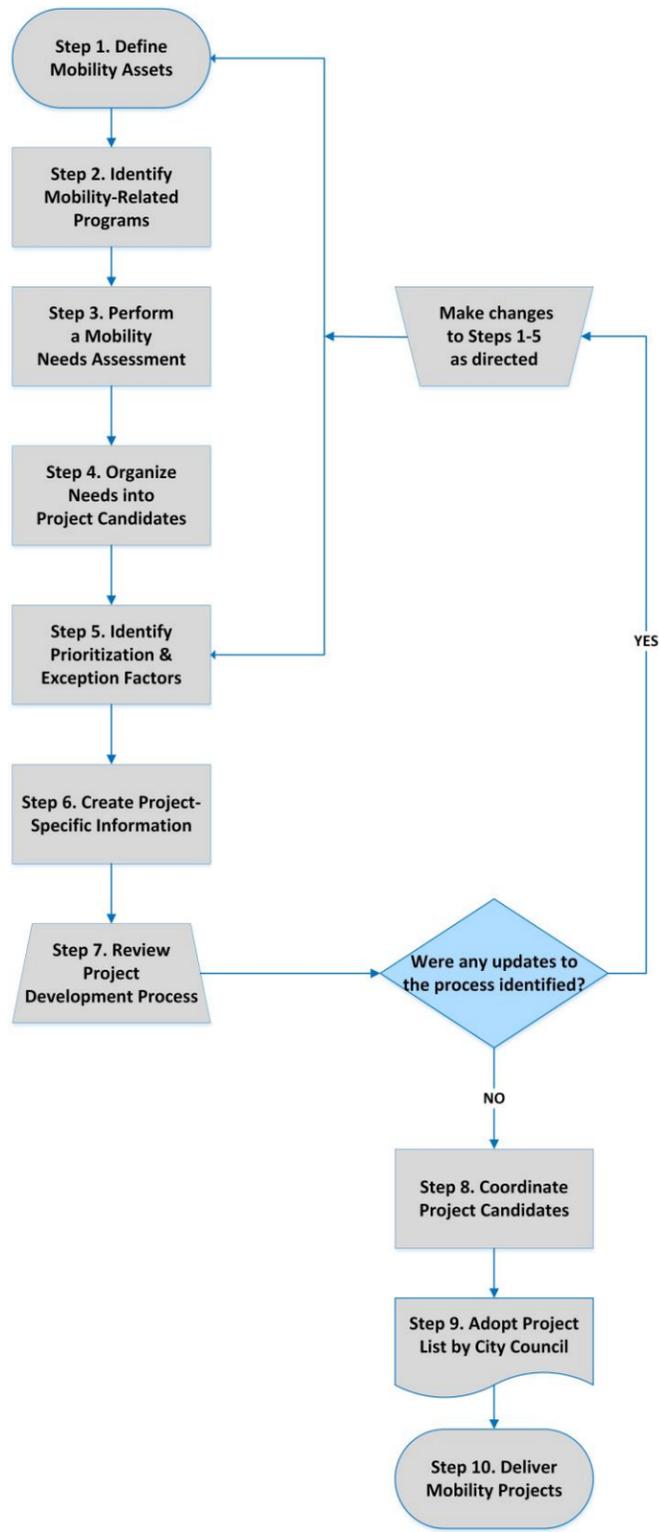
A Transportation Demand Management Program, or TDM, is a general term for programs that implement strategies that increase overall transportation system efficiency by encouraging a shift from single-occupant vehicle (SOV) trips to non-SOV modes, and/or shifting auto trips out of peak periods. There are multiple TDM strategies including, but not limited to, parking cash out programs and educational programs aimed to increase the use of all non-SOV transportation choices available within an area.

#### Advanced Transportation Management System Program

Advanced Transportation Management System (ATMS) includes technologies and communications infrastructure that relies on components that age and begin to fail. This program plans for the necessary asset rehabilitation and replacement costs. ATMS strategies assist with reducing the impact and frustration that travelers encounter during peak commute times, incidents, roadway construction and special events that result in roadway closures. ATMS technologies include software to manage field devices, dynamic message signs, cameras, travel time sensors, transit signal priority, emergency vehicle preemption, etc.

## Comprehensive Mobility Project Development Process – Capital Metro ¼-Cent Fund

Project Development Flow Chart	Process Step	Details	Deliverable
	<b>Step 1. Define Mobility Assets</b>	Identify the assets that contribute to the improvement of the pedestrian, bicycle and street networks: <ul style="list-style-type: none"> <li>• Sidewalks</li> <li>• Curb Ramps</li> <li>• Urban Trails</li> <li>• Right-of-Way Vegetation</li> <li>• Bicycle Facilities and Bicycle Parking</li> <li>• Signals and Pedestrian Hybrid Beacons</li> <li>• Roadway Geometric Improvement Assets</li> <li>• Railroad Crossings</li> <li>• Advanced Transportation Management System Assets</li> </ul>	A list of potential asset types to be improved as part of the Comprehensive Mobility Projects.
	<b>Step 2. Identify Mobility-Related Programs</b>	Identify departmental programs that manage mobility assets and prioritize infrastructure needs according to ¼-Cent funding criteria. Note that program definitions are available in Appendix A –Definitions of Mobility Programs. <p>PWD Programs:</p> <ul style="list-style-type: none"> <li>• <a href="#">The Sidewalk Program</a></li> <li>• <a href="#">The Urban Trails Program</a></li> <li>• <a href="#">Safe Routes to Schools Program</a></li> <li>• <a href="#">Street Preventative Maintenance Program</a></li> <li>• <a href="#">Neighborhood Partnering Program</a></li> </ul> <p>ATD Programs:</p> <ul style="list-style-type: none"> <li>• <a href="#">Arterial Streets Geometric Improvements Program</a></li> <li>• <a href="#">Active Transportation Program</a></li> <li>• <a href="#">Local Area Traffic Management Program</a></li> <li>• <a href="#">Signals – Rehabilitation &amp; Replacement Program</a></li> <li>• <a href="#">Railroad Crossing Improvements Program</a></li> <li>• <a href="#">Transportation Demand Management Program</a></li> <li>• <a href="#">Advanced Transportation Management System Program</a></li> </ul>	A list of defined mobility-related programs.
	<b>Step 3. Perform a Mobility Needs Assessment</b>	Perform a geospatial analysis of overlapping asset needs identified by the Mobility-Related Programs.	Mobility Needs Assessment map for ¼-Cent funding.
	<b>Step 4. Organize Needs into Project Candidates</b>	Group needs assessment data by 0.25 miles of existing transit stations and public schools.	Both a list and map of comprehensive mobility project candidates.
	<b>Step 5. Identify Prioritization &amp; Exception Factors</b>	Perform a geospatial and temporal analysis to identify prioritization and exception factors related to each project candidate. Prioritization factors may be quantitative or qualitative, and exception factors will be considered. Exception factors fall outside of the prioritization factors and may include projects that have unique circumstances and meet the spirit of the funding source(s). <p>An Example Prioritization Table is available in Appendix B – Prioritization Table Example.</p> <p><b>Quantitative (Yes =1, No=0):</b></p> <ol style="list-style-type: none"> <li>1. Metro Rapid Bus Service Route</li> </ol>	Both a list and map of comprehensive mobility project candidates with prioritization factors. See Appendix B for a Prioritization Table Example.



2. IMAGINE Austin (IACP) Center or Corridor
  3. Critical Arterial
  4. Safety (e.g. high crash area)
  5. Completed Corridor Studies Recommended Near Term Project
  6. Adopted Small Area Plan Mobility Recommendation
- Qualitative (Yes or No as background information):**
7. Mobility Committee recommendations
  8. Pedestrian Advisory Council (PAC) Recommendations
  9. Bicycle Advisory Council (BAC) Recommendations
  10. Urban Transportation Committee (UTC) Recommendations
  11. Transportation Demand Management (TDM) Program Area
  12. Partner school for Safe Routes to Schools Program
  13. Capital Metro Transit Authority recommended project

<b>Step 6. Create Project-Specific Information</b>	Include project-specific information such as Council District location and estimated costs for each project candidate.	An updated list and map of comprehensive mobility project candidates with prioritization factors and project-specific details.
<b>Step 7. Review Project Development Process</b>	<ol style="list-style-type: none"> <li>1. Review steps 1 through 5 with Council Committees, Boards, and Commissions as directed by PWD &amp; ATD Executive Teams.</li> <li>2. Make modifications to the process or specific parameters as directed.</li> </ol>	Update the project development process according to feedback received.
<b>Step 8. Coordinate Project Candidates</b>	Coordinate with other activity types to maximize dig-once coordination opportunities and mitigate potential conflicts: CIP projects, Street & Bridge Operations Street Preventative Maintenance Plan, ATD Operations & Maintenance, AWU Operations & Maintenance, WPD Operations & Maintenance, work by franchise utilities, planned private development, and special events.	Identified coordination opportunities between mobility project candidates and other activities.
<b>Step 9. Adopt Project List by City Council</b>	City Manager makes recommendation of project list to City Council for consideration of approval or adoption.	Adopted project list by City Council.
<b>Step 10. Deliver Mobility Projects</b>	<p>After project candidates are selected, the Public Works Department will determine the project delivery method.</p> <ol style="list-style-type: none"> <li>1. A Project Manager from the Public Works Department will be assigned.</li> <li>2. Work will be assigned to in-house crews first.</li> </ol>	Construct Mobility Projects in areas that will not be disturbed for 5 years or more.

## Appendix A – Definitions of Mobility Programs

### **PWD Programs:**

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### Active Transportation

This program is for new and improved bicycle facilities and signage projects identified utilizing criteria developed in the Bicycle Master Plan and that complement the Urban Trails Master Plan. Project implementation will be coordinated and included in the annual street maintenance schedule. Funding will be used for improvements that are not included in the Street Reconstruction and Street Rehabilitation programs. Improvements may include but are not limited to the following: protected bicycle lanes, cycle-tracks, buffered bicycle lanes, bicycle facility stencils, signage, shared lane markings or other construction improvements which create or enhance on-street bicycle infrastructure. Priorities are assigned based on alignment with the Bicycle Master Plan and Urban Trails Master Plan, criteria outlined in Neighborhood Plans, citizen requests, coordination and sequencing opportunities with planned projects, and risk mitigation.

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### Appendix B – Prioritization Table Example

The following table is an example of how the prioritization factors will be included as information related to each project candidate.

	Metro Rapid Bus Service	IMAGINE Austin Center or Corridor	Critical Arterial	Safety	Completed Corridor Study Near-Term Improvements	Small Area Plan	Mobility Committee	PAC	BAC	5-year CIP	Transportation Demand Management (TMD)	Safe Routes to Schools Partner Campus	Capital Metro
Comprehensive Mobility Project candidate	Yes (1pt)	No (0pt)	Yes (1pt)	Yes (1pt)	No (0pt)	No (0pt)	No	Yes	No	No	Yes	Yes	No