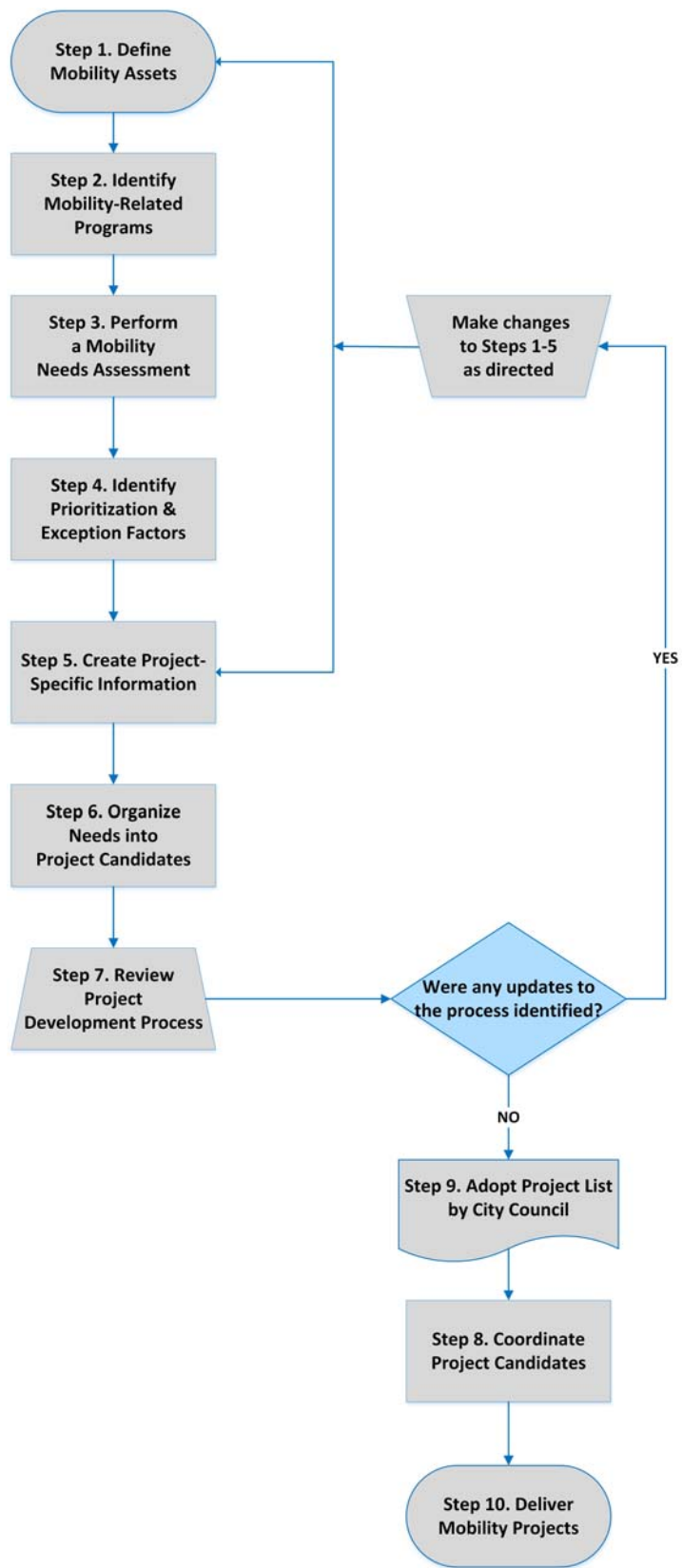


Comprehensive Mobility Project Development Process – Capital Metro ¼-Cent Fund – Analysis

Transportation & Mobility projects that meet the following criteria: enhances regional mobility; supports public transit; provides leverage for federal or private funds; adds to an existing program; and expedites a critical mobility project.

Project Development Flow Chart	Process Step	Details	Deliverable
	Step 1. Define Mobility Assets	Identify the assets that contribute to the improvement of the pedestrian, bicycle and street networks: <ul style="list-style-type: none"> • Sidewalks • Curb Ramps* • Urban Trails • Right-of-Way Vegetation* • Bicycle Facilities and Bicycle Parking • Signals and Pedestrian Hybrid Beacons • Roadway Geometric Improvement Assets • Advanced Transportation Management System Assets <p>*These assets will be coordinated during the project scoping phase for individual project candidates.</p>	A list of potential asset types to be improved as part of the Comprehensive Mobility Projects.
	Step 2. Identify Mobility-Related Programs	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"> • The Sidewalk Program • The Urban Trails Program • Safe Routes to Schools Program* • Street Preventative Maintenance Program* • Neighborhood Partnering Program <p>ATD Programs:</p> <ul style="list-style-type: none"> • Arterial Streets Geometric Improvements Program • Active Transportation Program • Local Area Traffic Management Program • Signals – Rehabilitation & Replacement Program • Railroad Crossing Improvements Program • Transportation Demand Management Program • Advanced Transportation Management System Program <p>*These programs will be coordinated during the project scoping phase for individual project candidates.</p>	A list of defined mobility-related programs.
	Step 3. Perform a Mobility Needs Assessment	Perform a geospatial analysis of overlapping asset needs identified by the Mobility-Related Programs in order to determine program scores and rankings. <p>A Program Score is the original project score within identified program, relative to other projects in that program.</p> <p>The Program Ranking is determined by the priority ranking within the identified program.</p>	Mobility Needs Assessment map for ¼-Cent funding. <p>The online map can be accessed with the following link: http://arcg.is/1Uw6TR</p>
	Step 4. Identify Prioritization & Exception Factors	Perform a geospatial and temporal analysis to score and rank project candidates based on prioritization and exception factors. 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	Both a list and an online map of comprehensive mobility project candidates with prioritization factors. <p>See Appendix B for a Prioritization Table</p>

		<p>funding source(s).</p> <p>An Example Prioritization Table is available in Appendix B – Prioritization Table Example.</p> <p>Quantitative (Yes =1, No=0):</p> <ol style="list-style-type: none"> 1. Metro Rapid Bus Service Route 2. Imagine Austin (IACP) Center or Corridor 3. Critical Arterial 4. Safety (e.g. high crash area) 5. Adopted Small Area Plan Mobility Recommendation <p>Qualitative (Yes or No as background information):</p> <ol style="list-style-type: none"> 1. Mobility Committee recommendations 2. Pedestrian Advisory Council (PAC) Recommendations 3. Bicycle Advisory Council (BAC) Recommendations 4. Urban Transportation Committee (UTC) Recommendations 5. Capital Metro Transit Authority recommended project 6. Transportation Demand Management (TDM) Program Area 7. Partner school for Safe Routes to Schools Program 8. Environmental Justice Area <p>Exception Factors</p> <ol style="list-style-type: none"> 1. Council priority 2. Deferred ¼-Cent projects 3. Citywide regional needs <p>Project Score values will be based on the number of priorities associated with each project.</p> <p>Project Ranking values will be based on both Project Score and Program Ranking.</p>	<p>Example.</p>
<p>Step 5. Create Project-Specific Information</p>	<p>Include project-specific information such as Council District location and estimated costs for each project candidate.</p>	<p>An updated list and map of comprehensive mobility project candidates with prioritization factors and project-specific details.</p>	
<p>Step 6. Organize Needs into Project Candidates</p>	<p>Group needs assessment data by 0.25 miles of existing transit stations and public schools or within a Completed Corridor Study area.</p>	<p>Both a list and map of comprehensive mobility project candidates.</p> <p>The online map can be accessed with the following link: http://arcg.is/1LfcWuH</p>	
<p>Step 7. Review Project Development Process</p>	<ol style="list-style-type: none"> 1. Review final recommendation with CMO. 2. Present and review recommendation with Mobility Committee. 3. Present and review recommendation with City Council. <p>Make modifications to the process, specific parameters, and/or factors as directed.</p>	<p>Update the project development process according to feedback received.</p>	
<p>Step 8. Adopt Project List by City Council</p>	<p>City Manager makes recommendation of project list to City Council for consideration of approval or adoption.</p>	<p>Adopted project list by City Council.</p>	
<p>Step 9. Coordinate Project Candidates</p>	<p>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.</p>	<p>Identified coordination opportunities between mobility project candidates and other activities.</p>	



Step 10. Deliver Mobility Projects

After project candidates are selected, the Public Works Department will determine the project delivery method.

1. A Project Manager from the Public Works Department will be assigned.
2. Work will be assigned to in-house crews first.

Construct Mobility Projects in areas that will not be disturbed for 5 years or more.

Appendix A – Definitions of Mobility Programs

PWD Programs:

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 GIS analysis for the Comprehensive Mobility Project Development Process is of all absent sidewalk segments in the Full Purpose jurisdiction identified in the Sidewalk Master Plan. Existing sidewalks and supporting infrastructure will be assessed as part of the project scoping process in the preliminary phase of project candidates.

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 used by bicyclists, walkers, and runners, and 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.

The GIS analysis for the Comprehensive Mobility Project Development Process is of all absent urban trails in the Full Purpose jurisdiction identified in the Urban Trails Master Plan. Existing urban trails and supporting infrastructure will be assessed as part of the project scoping process in the preliminary phase of project candidates.

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.

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.

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".

The GIS analysis for the Comprehensive Mobility Project Development Process is of received project applications from citizens and community groups.

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.

The GIS analysis for the Comprehensive Mobility Project Development Process is of intersection and arterial street improvements identified by the Traffic Engineering and Arterial Management Divisions to improve traffic.

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.

The GIS analysis for the Comprehensive Mobility Project Development Process is of the short-term "All Ages and Abilities" improvements from the 2014 Bike Plan.

Local Area Traffic Management

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.

The GIS analysis for the Comprehensive Mobility Project Development Process is of approved and unfunded Traffic Calming requests.

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.

The GIS analysis for the Comprehensive Mobility Project Development Process is of requested new Signals and Pedestrian Hybrid Beacons as well as identified signal technology and equipment improvements.

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.

The GIS analysis for the Comprehensive Mobility Project Development Process is of two areas with approximately 45,000 people in population where past investment in pedestrian, bicycle, and transit infrastructure

Advanced Transportation Management System Program

Advanced Transportation Management System (ATMS) includes technologies, 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.

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 Recommended Project
Comprehensive Mobility Project candidate	Yes (1pt)	No (0pt)	Yes (1pt)	Yes (1pt)	No (0pt)	No (0pt)	No	Yes	No	No	Yes	Yes	No