

CITY OF AUSTIN  
PUBLIC WORKS DEPARTMENT  
SAFE ROUTES TO SCHOOL

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## SRTS Program Overview

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SUPPORTING THE HUMAN POWER IN YOU



## Mission

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To increase the number of students walking and biking to school by creating a safer, healthier and more equitable environment that fosters human-powered transportation

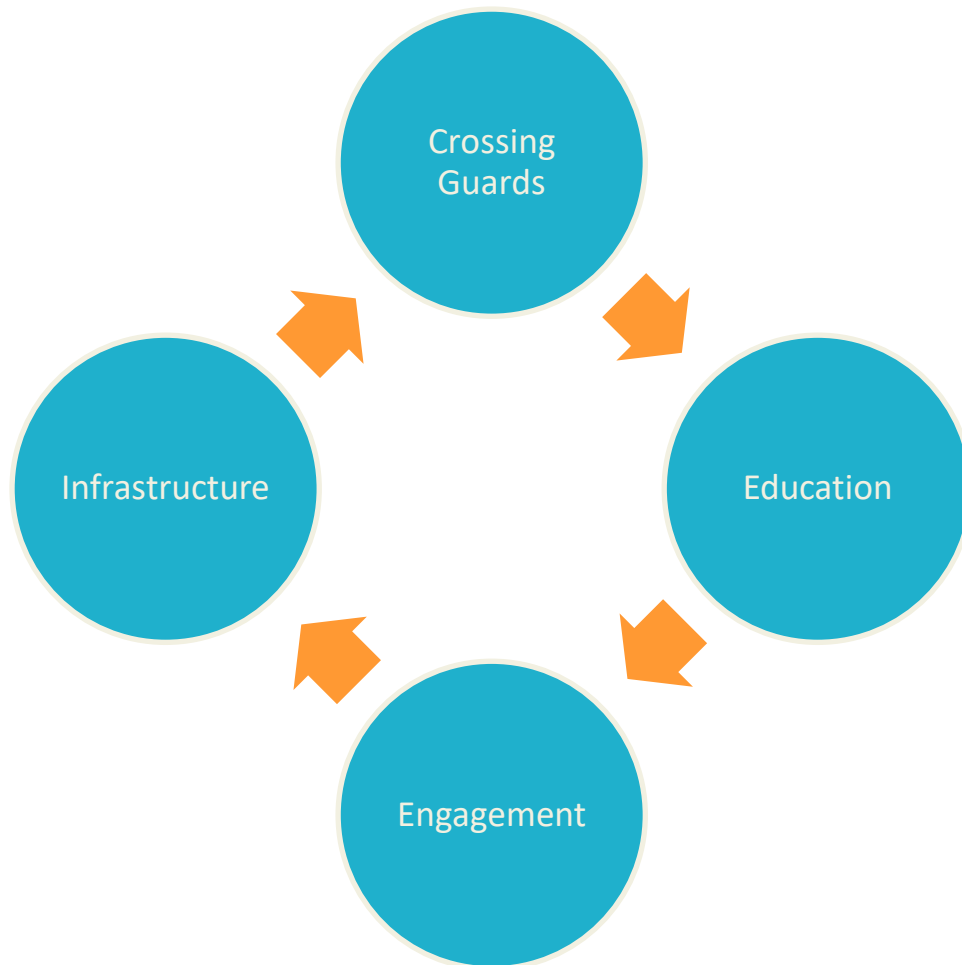
## Vision

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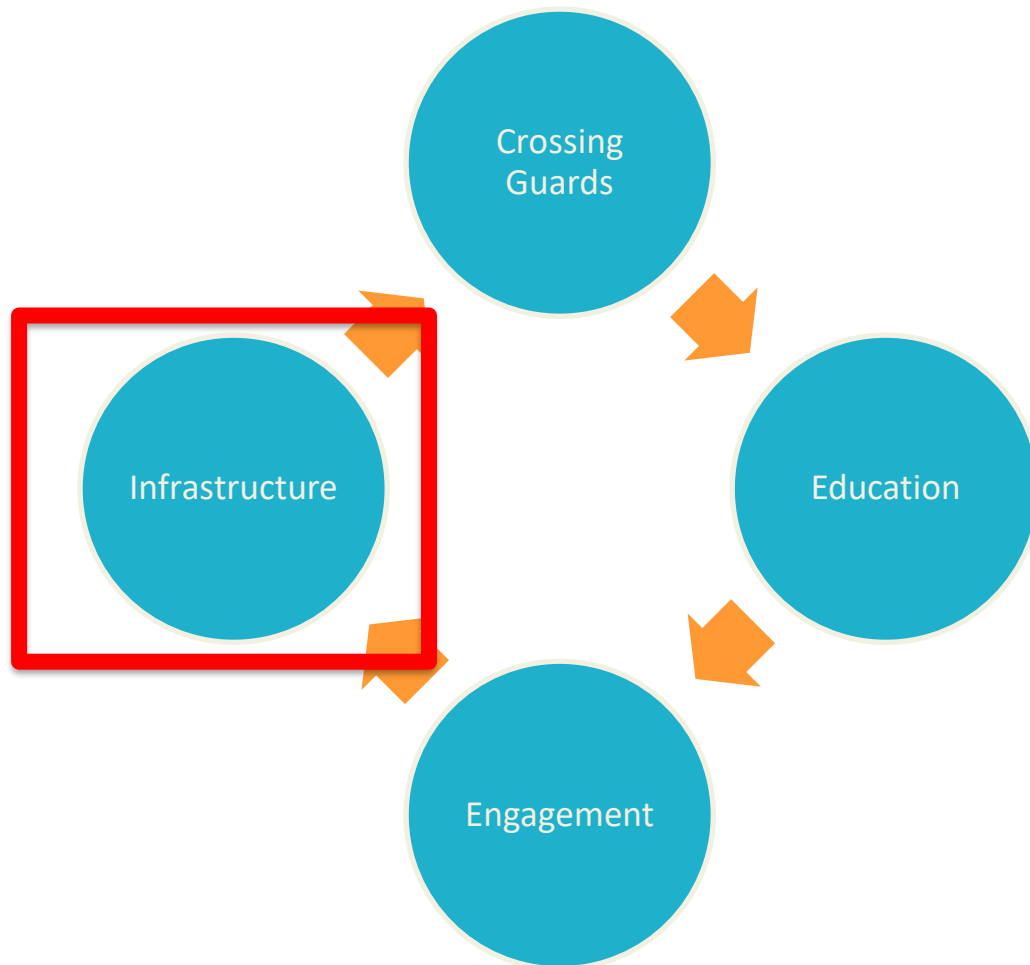
Engage with the community to create a safer, healthier and more equitable environment that fosters human powered transportation as the first choice for City of Austin students.



# Programming



# Programming

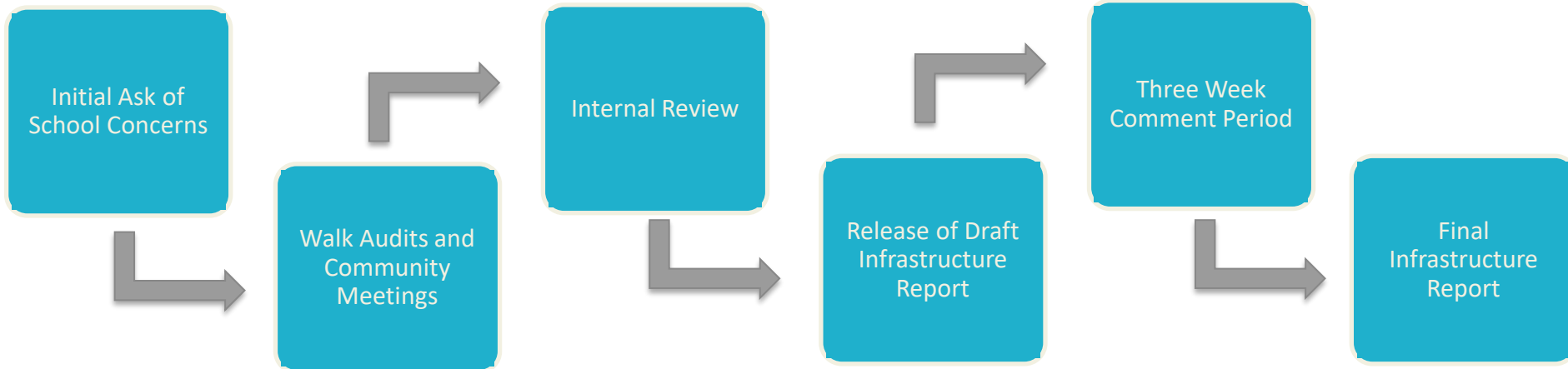


# Infrastructure Program

## 2016 Bond

Language voted on by Austin Voters: \$27,500,000 divided evenly among the ten City Council Districts to allow the City to address Safe Routes to School. The Safe Routes to School Program is a partnership with local school districts to address safety concerns of routes to school and encourage children and families to bike or walk to school. Improvements may include infrastructure options that create a safer environment such as sidewalks, traffic calming devices, protected bicycle facilities, and urban trails.

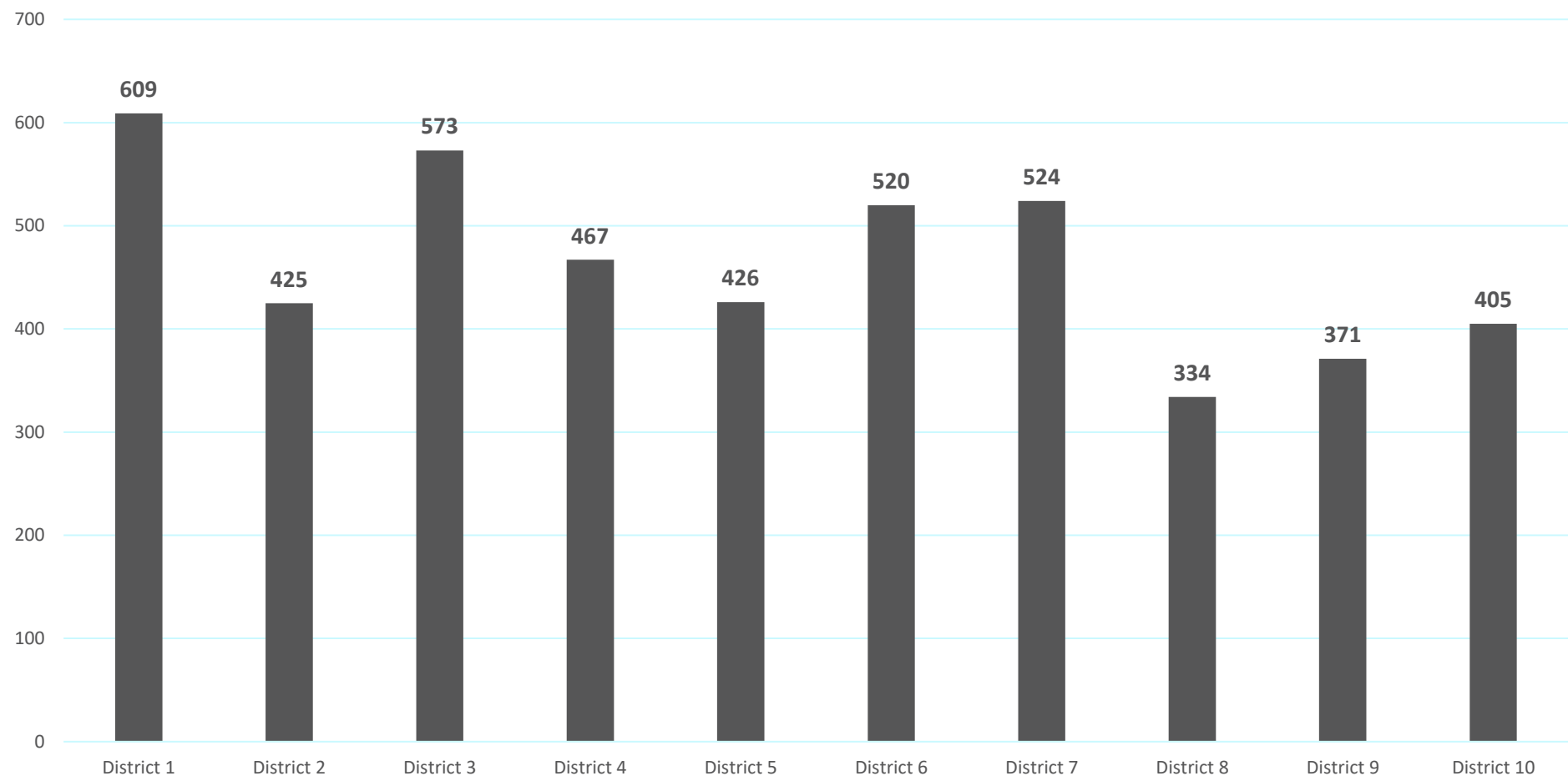
### Approach:



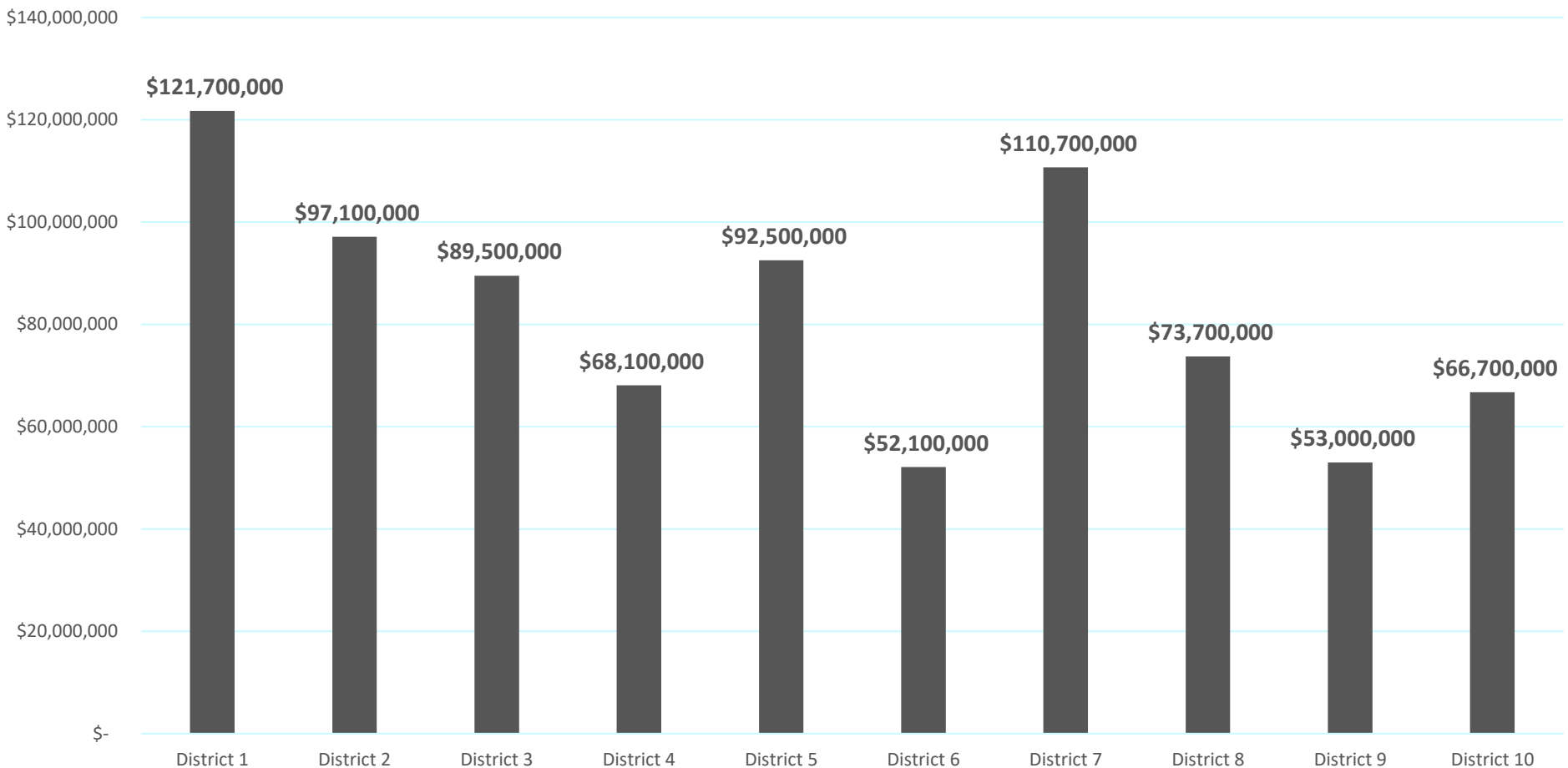
# Walk Audits Per Council District

Council District 1	18		Council District 6	18
Council District 2	18		Council District 7	13
Council District 3	14		Council District 8	14
Council District 4	15		Council District 9	8
Council District 5	9		Council District 10	11

# Number of Barriers Identified Per Council District



# Estimated Cost of Barriers Per Council District





# Benefit Analysis

## Demand (35%):

- Schools within .5 miles
- Students Served (Network Analysis)

## Safety (30%):

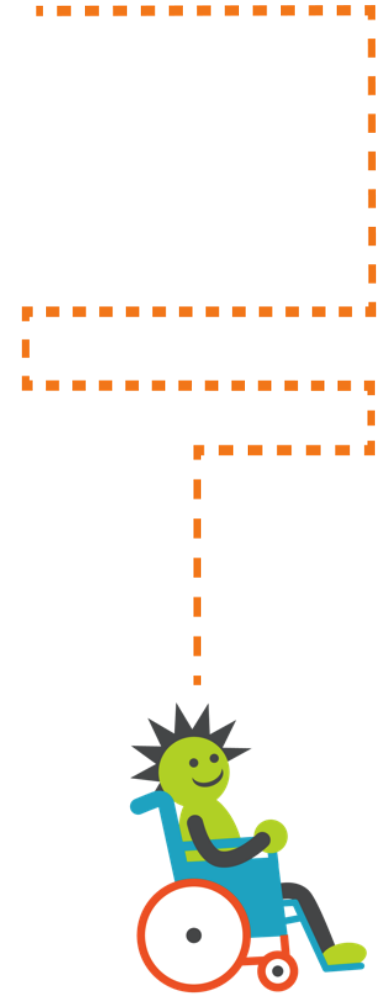
- Bike/Ped Crashes
- Functional Class Score
- Engineering Judgement

## Equity (20%):

- Free and reduced eligibility rate
- Poverty Rate

## Stakeholder Input (15%):

- WikiMap Comments
- Public Comment



# Infrastructure Report Breakdown

- Background
- Process
- Overall Benefit and Estimated Cost:Benefit Chart
- Recommendations by School

Project ID	Schools within 1/2 mile * = no schools w/in 1/2 mile; closest school noted	Location	Issue	Recommendation + = parking removal required * = curb changes required ~ = private property acquisition required	Overall Benefit Category	Estimated Cost:Benefit Category*
1C - 613	GRAHAM	CLAYWOOD DR / WANDERIN G WAY	Missing/non-compliant curb ramps,Long crossing distance	Add curb extensions, Add median refuge island on Wandering Way, Install 1 curb ramp	2 - High	2 - High
1C - 614	GRAHAM	CLAYWOOD DR / COLLINWOOD WEST DR	No marked crossing,Long crossing distance	Add curb extensions, Add median refuge island on Collinwood Dr, Install high visibility crosswalk *	2 - High	2 - High
1C - 615	GRAHAM	AMBLEWOOD WAY / WANDERIN G WAY	Missing/non-compliant curb ramps	Install 2 curb ramps	3 - Medium	1 - Very High
1C - 616	COPPERFIELD	BRANSTON DR / SHROPSHIRE BLVD	Missing/non-compliant curb ramps,No marked crossing,Long crossing distance	Add curb extensions, Install high visibility crosswalk	4 - Low	3 - Medium

# Guiding Principles

- 1) Implement projects that have a High or Very-High Overall Benefit or a High or Very-High Estimated Cost:Benefit.
- 2) Make meaningful walking and bicycling improvements near as many schools as possible.
- 3) For 2016 Mobility Bond funding, balance funding equally per district, as voted on by the public.
- 4) Leverage other available sources of funding to implement additional projects.

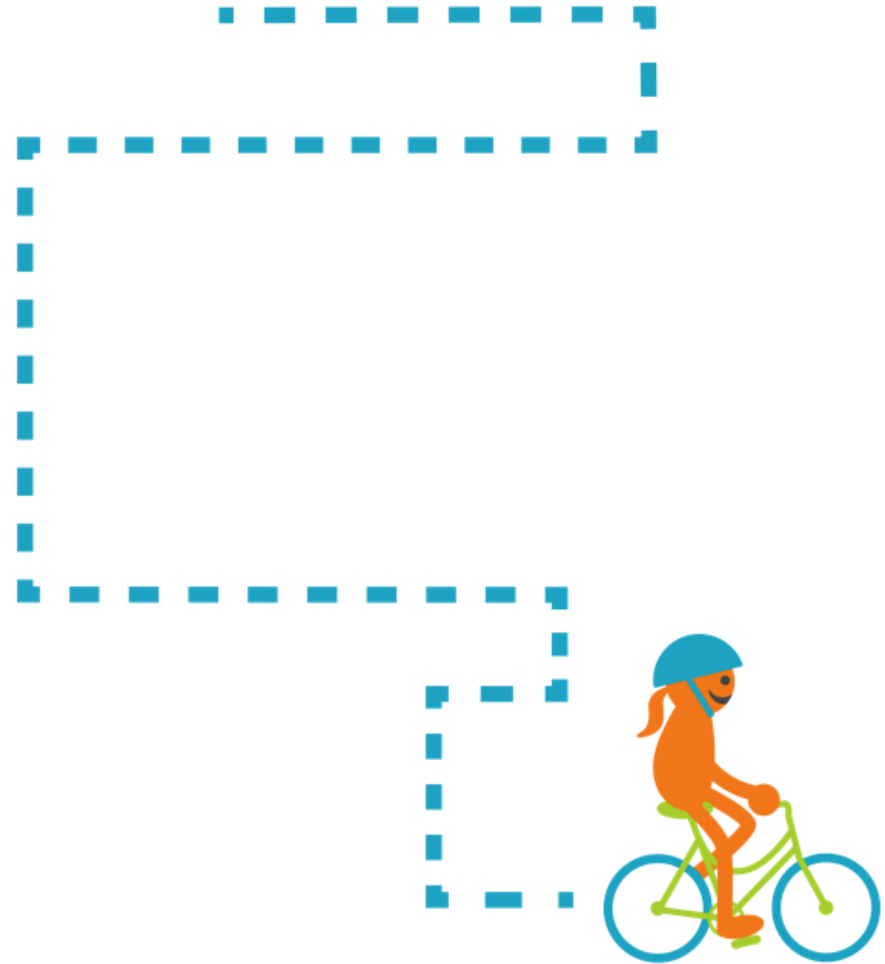


# Total Spending Through FY 2022 Q3

Fiscal YR	Approved Baseline	Quarter	Goal (Cumulative)	Actual	% to Goal	Variance
2018	\$1,000,000	Q1	\$432,203	\$654,774	<b>151%</b>	\$222,571
		Q2	\$682,203	\$1,127,345	<b>165%</b>	\$445,142
		Q3	\$932,203	\$1,599,916	<b>172%</b>	\$667,713
		Q4	\$1,182,203	\$2,072,490	<b>175%</b>	\$890,287
2019	\$2,500,000	Q1	\$1,807,203	\$2,188,982	<b>121%</b>	\$381,779
		Q2	\$2,432,203	\$2,505,135	<b>103%</b>	\$72,932
		Q3	\$3,057,203	\$2,951,482	<b>97%</b>	(\$105,721)
		Q4	\$3,682,203	\$3,508,872	<b>95%</b>	(\$173,331)
2020	\$5,100,000	Q1	\$4,523,514	\$4,109,109	<b>91%</b>	(\$414,405)
		Q2	\$5,798,514	\$4,412,680	<b>76%</b>	(\$1,385,834)
		Q3	\$7,218,077	\$4,875,884	<b>68%</b>	(\$2,342,193)
		Q4	\$8,782,203	\$6,352,050	<b>72%</b>	(\$2,430,153)
2021	\$5,600,000	Q1	\$10,182,203	\$7,629,027	<b>75%</b>	(\$2,553,176)
		Q2	\$11,582,203	\$7,981,040	<b>69%</b>	(\$3,601,163)
		Q3	\$12,982,203	\$9,481,030	<b>73%</b>	(\$3,501,173)
		Q4	\$14,382,203	\$11,721,051	<b>81%</b>	(\$2,661,152)
2022	\$5,500,000	Q1	\$15,757,203	\$13,161,718	<b>84%</b>	(\$2,595,485)
		Q2	\$17,132,203	\$14,579,354	<b>85%</b>	(\$2,552,849)
		Q3	\$18,507,203	\$16,463,907	<b>89%</b>	(\$2,043,296)
		Q4	\$19,882,203			

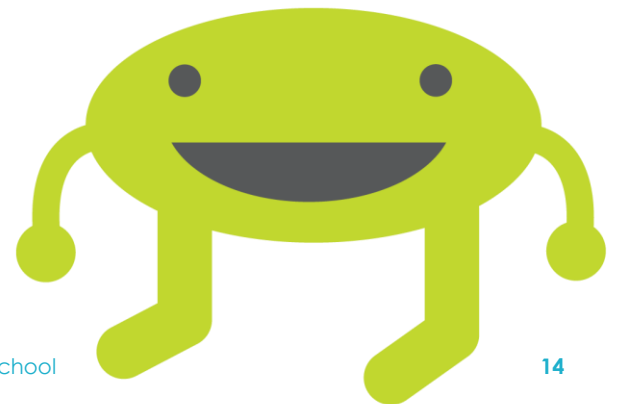
# Spending by Council District

District	Iteration to Date
1	\$1,506,405
2	\$1,118,105
3	\$1,579,630
4	\$1,225,977
5	\$1,369,526
6	\$1,068,815
7	\$2,141,728
8	\$536,321
9	\$1,377,773
10	\$1,206,417



# Leveraging of Funds (Partnerships)

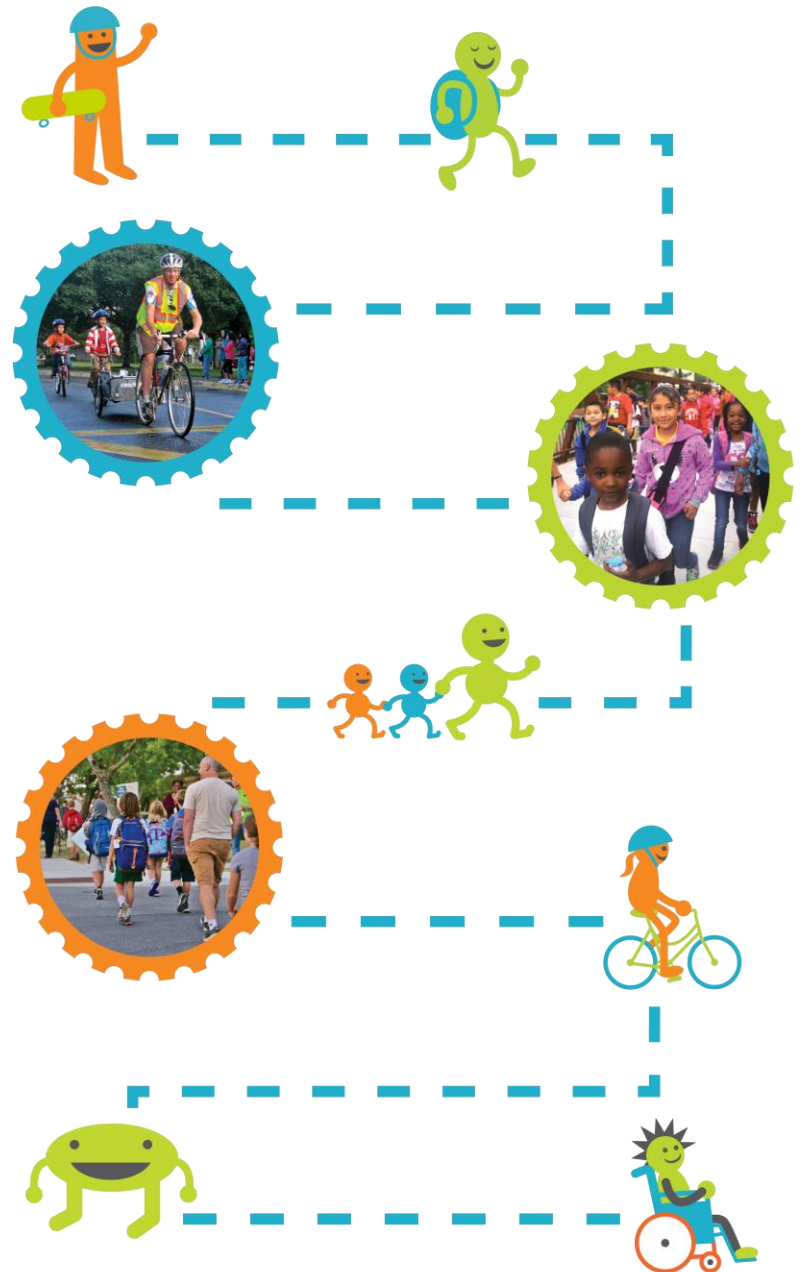
- Urban Trails
- Neighborhood Partnering Program
- Sidewalks
- Street and Bridge Operations
- Bikeways
- Signals
- Speed Management
- Vision Zero
- Pedestrian Crossing Program
- Corridor Program
- Independent School Districts (Austin, Round Rock, Pflugerville, Leander, Manor, Eanes, Del Valle)
- Capital Metro
- Quarter-Cent Funding



# Schools and Projects Totals

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- 97 schools received some type of improvements (71% of 137 total schools)
- Over 300 projects completed as of July 1, 2022
- 251 projects planned





## 2020 Bond Language

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\$20M was allocated to address barriers identified in the SRTS Infrastructure Reports with a focus on Very High and High Benefit and/or Cost Benefit Projects.

This funding does not need to be split evenly so we will be focusing more on Equity.







## Future Planning

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The SRTS Infrastructure Report was focused on Public Elementary and Middle schools in Austin as they had a catchment area which allowed us to run a demand analysis.

We are recommending to help address equity concerns that approximately \$1M of the \$20M be put aside to address issues at Charter Schools which have been continued to be built in Low SES areas.



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