

CITY OF AUSTIN
PUBLIC WORKS DEPARTMENT
SAFE ROUTES TO SCHOOL

SRTS Program Overview

SUPPORTING THE HUMAN POWER IN YOU



Mission

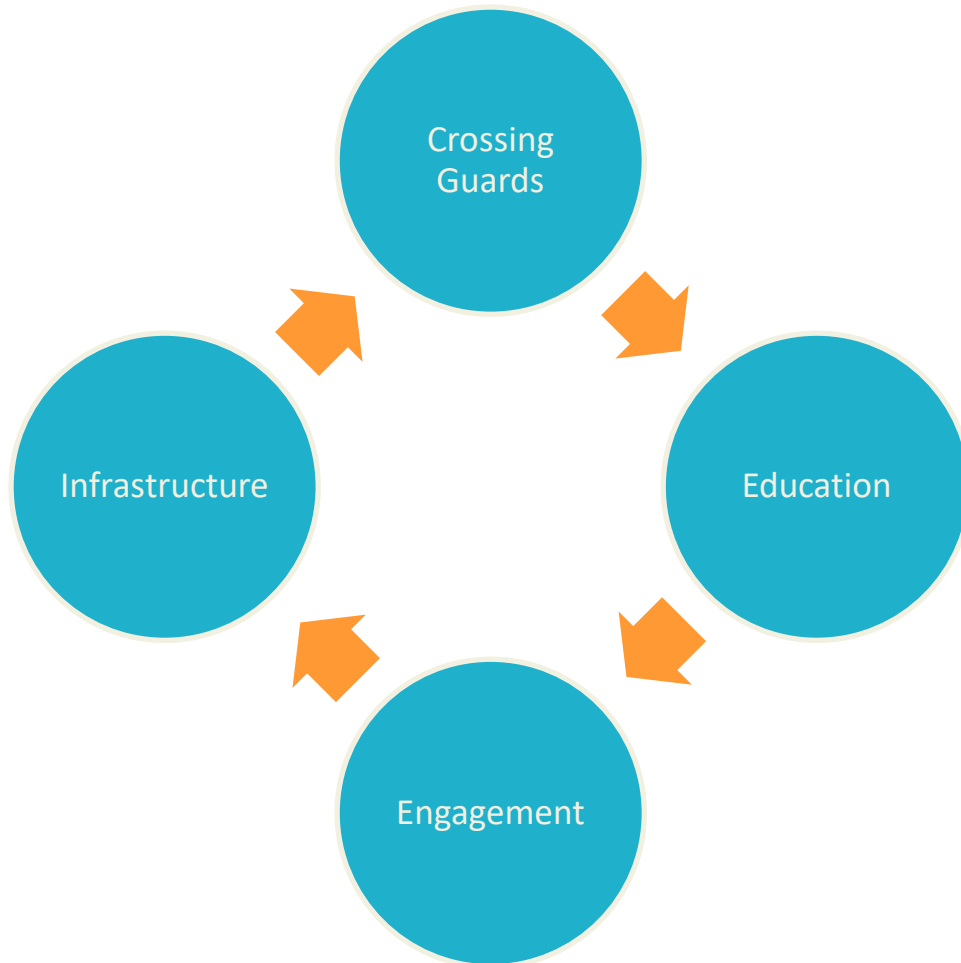
To increase the number of students walking and biking to school by creating a safer, healthier and more equitable environment that fosters human-powered transportation

Vision

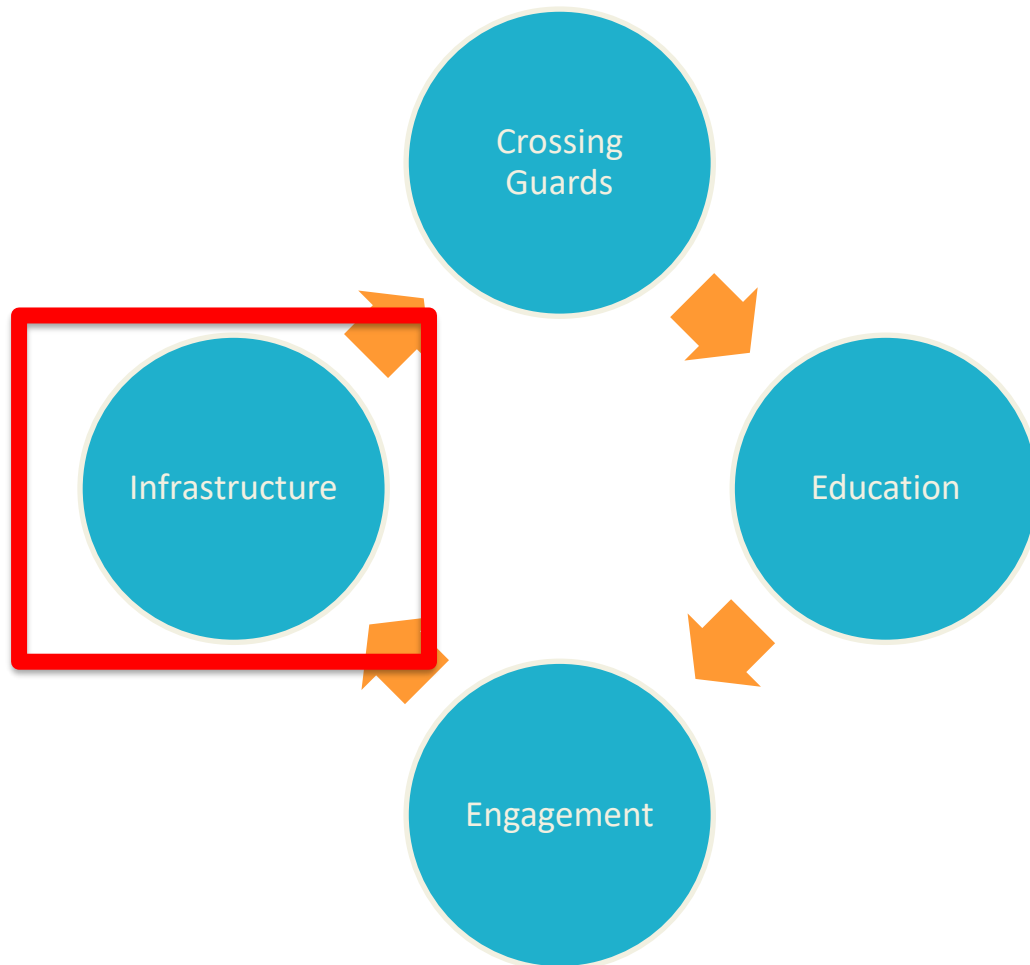
Engage with the community to create a safer, healthier and more equitable environment that fosters human powered transportation as the first choice for City of Austin students.



Safe Routes to School Programming



Safe Routes to School Programming

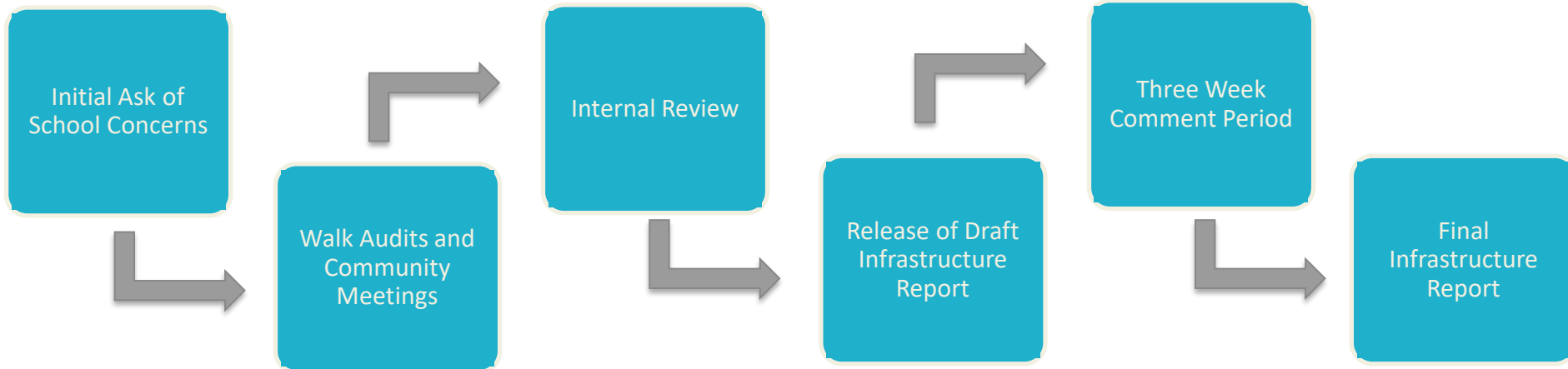


Infrastructure Program

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.

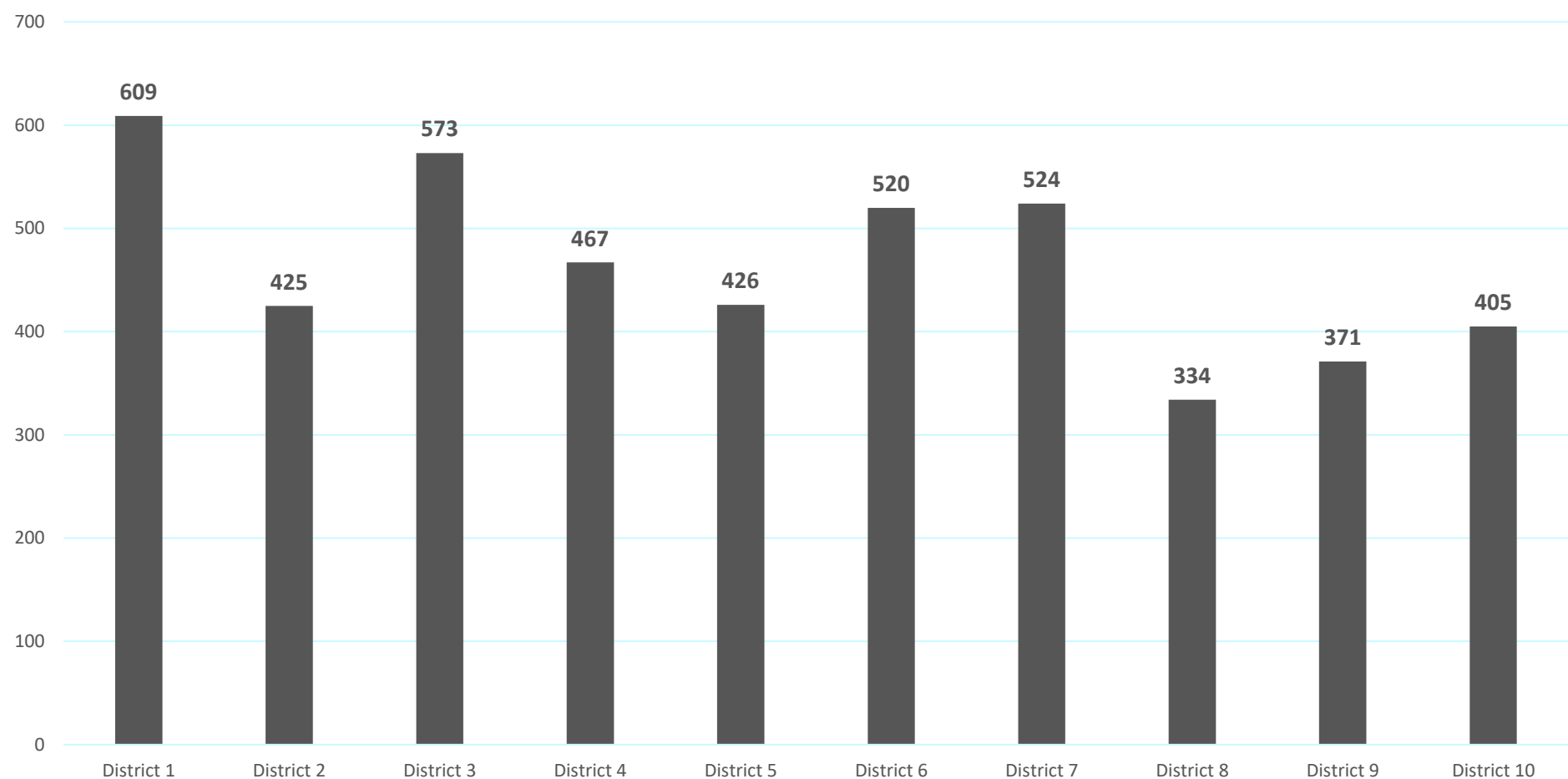
Approach:



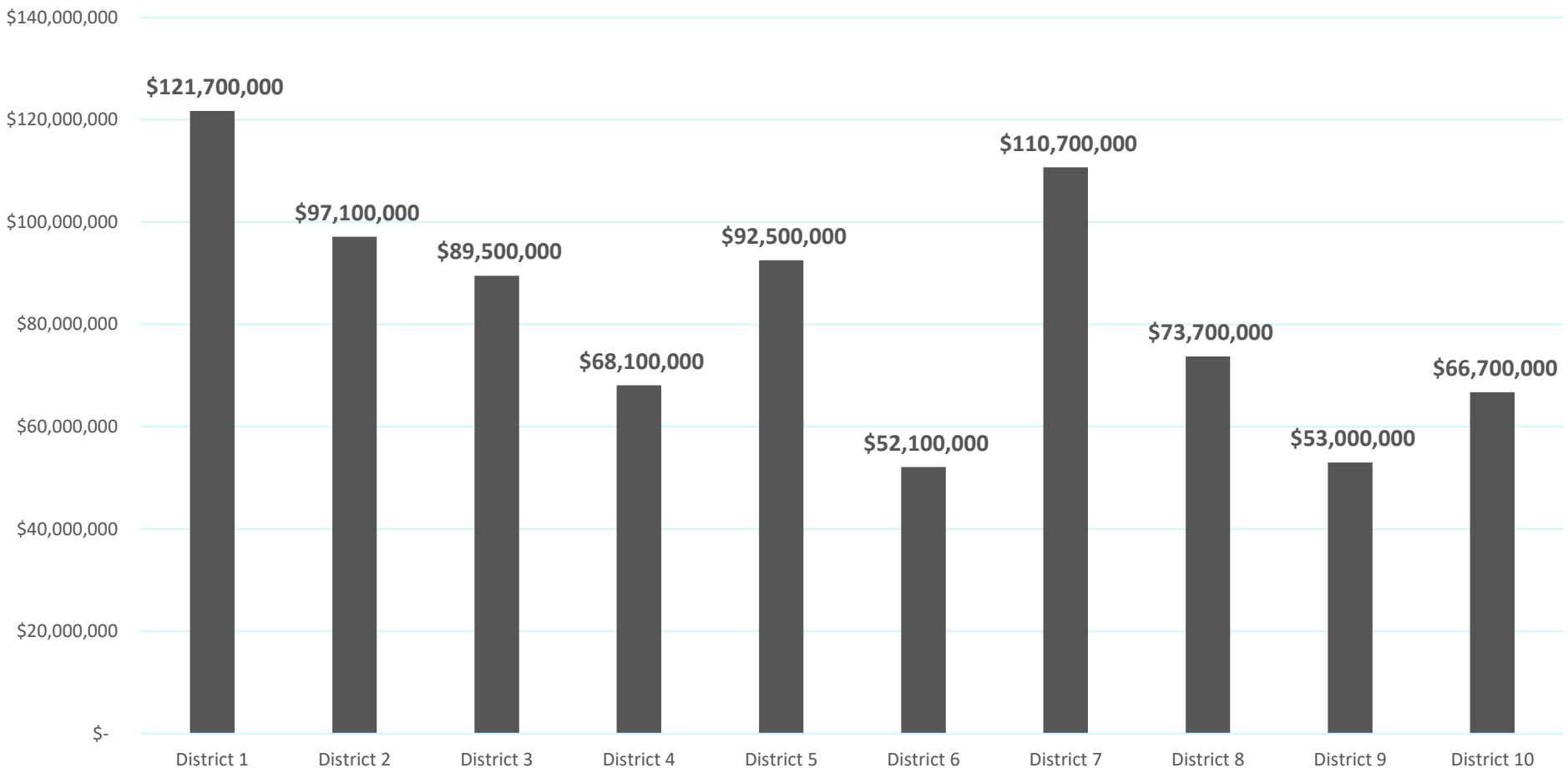
School Walk Audits Per Council District

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



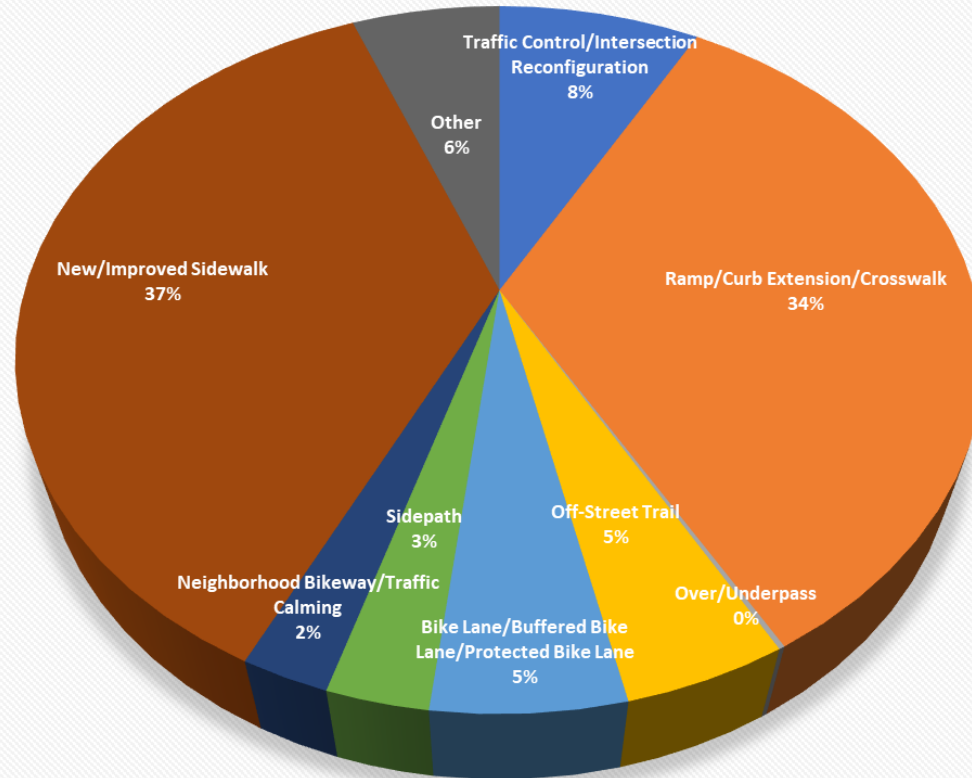
Project Recommendations From Infrastructure Report

Type	# of Projects	Estimated Cost
Traffic Control/Intersection Reconfiguration	378	\$47,523,000
Ramp/Curb Extension/Crosswalk	1,567	\$42,017,000
Over/Underpass	8	\$15,607,000
Off-Street Trail	214	\$89,912,000
Bike Lane/Buffered Bike Lane/Protected Bike Lane	253	\$89,898,000
Sidepath	134	\$259,551,000
Neighborhood Bikeway/Traffic Calming	116	\$5,969,000
New/Improved Sidewalk	1,714	\$256,819,000
*Other	278	\$17,757,000
Total:	4,662	\$825,053,000

**Common “other” recommendations include maintenance of vegetation and existing infrastructure, parking and circulation studies on school campuses, informational signage, and bike parking.*

Project Recommendations From Infrastructure Report

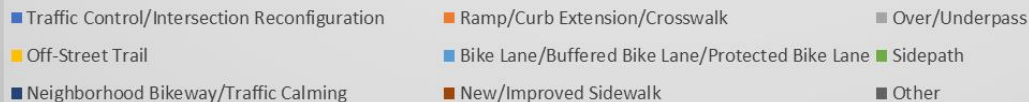
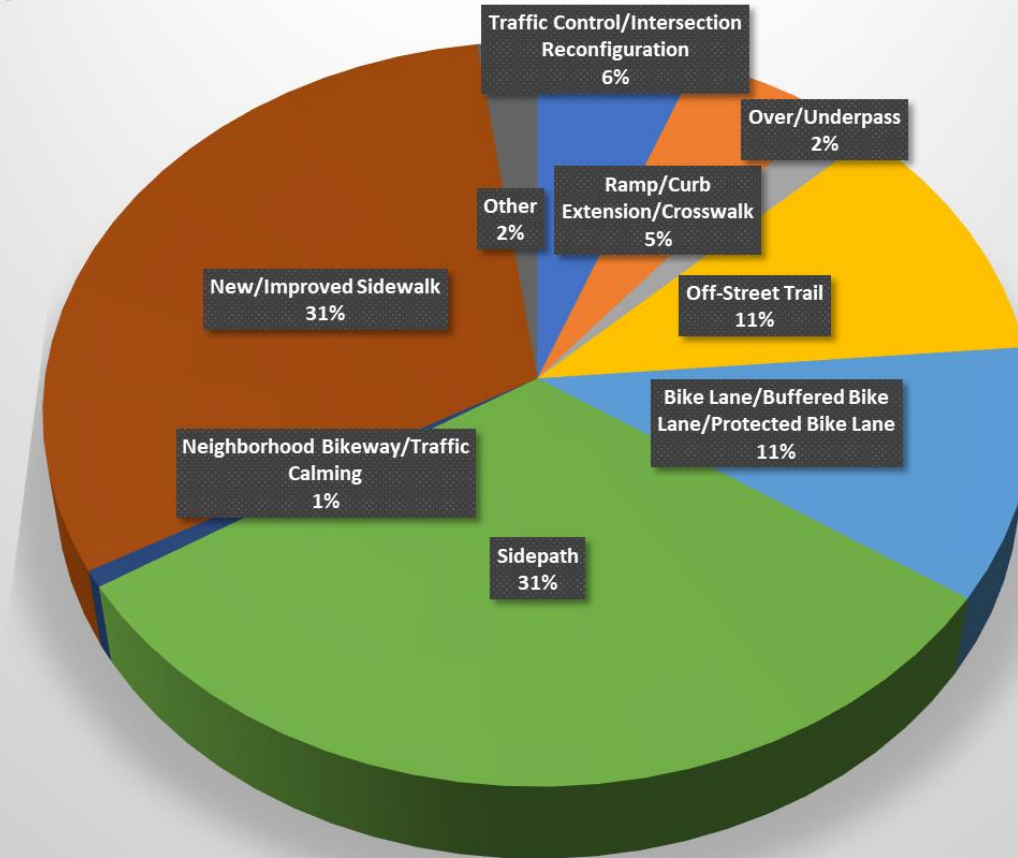
Type and Percent of Number of Recommendations from SRTS Infrastructure Report



Traffic Control/Intersection Reconfiguration	Ramp/Curb Extension/Crosswalk	Over/Underpass
Off-Street Trail	Bike Lane/Buffered Bike Lane/Protected Bike Lane	Sidepath
Neighborhood Bikeway/Traffic Calming	New/Improved Sidewalk	Other

Project Recommendations From Infrastructure Report

Type and Percent of Estimated Costs from SRTS Infrastructure Report



Benefit Analysis

Demand (35%):

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

Safety (30%):

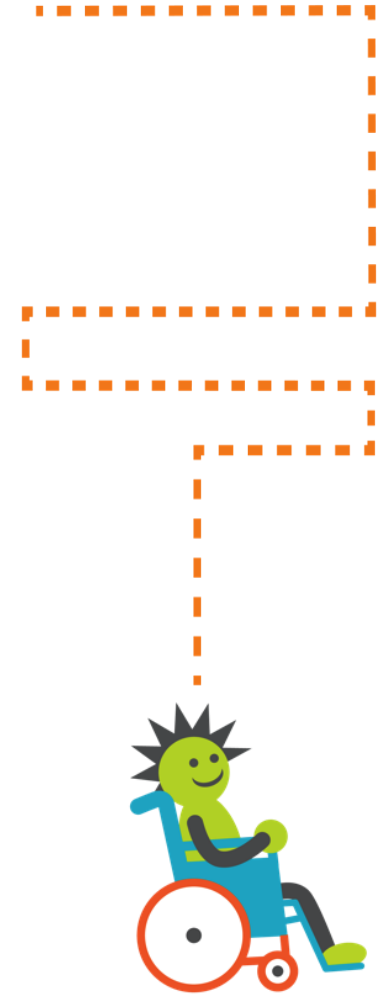
- Bike/Ped Crashes
- Functional Class Score
- Engineering Judgement

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	Project w/in 1/2 mi (ped) or 2 mi (bike) and attendance boundary of:	Location	Issue	Recommendation + = parking removal required ~ = private property acquisition required	Overall Benefit Category	Estimated Cost:Benefit Category
4B - 001	BLANTON, BERTHA SADLER MEANS	WELLINGTON DR	Desired bike route, No bike facility	Add neighborhood bikeway - WELLINGTON DR from GASTON PLACE DR to PECAN SPRINGS RD	1 - Very High	1 - Very High
4B - 002	BLANTON, BERTHA SADLER MEANS	BROADMOOR DR	Desired bike route, No bike facility, Wide ROW	Add neighborhood bikeway - BROADMOOR DR from BERKMAN DR to CAMERON RD	3 - Medium	3 - Medium
4B - 004	BLANTON, BERTHA SADLER MEANS	ROGGE LN	No bike facility	Add protected bike lane - ROGGE LN from WELLINGTON DR to BERKMAN DR	1 - Very High	3 - Medium
4B - 007	BLANTON	BLANTON DR	Excessive vehicle speeds	Add chicanes - BLANTON DR from GREENBROOK PKWY to ROGGE LN	3 - Medium	2 - High
4B - 008	BLANTON	WESTMINSTER DR	Excessive vehicle speeds	Add speed cushions - WESTMINSTER DR from MANOR RD to ROGGE LN	1 - Very High	1 - Very High
4B - 012	BLANTON	ROGGE LN	Excessive vehicle speeds	Study school zone extension east of Westminster - ROGGE LN from WELLINGTON DR to WESTMINSTER DR	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 to all districts, 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	% of Goal	Variance
2018	\$1,000,000	Q1	\$432,203	\$654,774	151%	\$222,571
		Q2	\$682,203	\$1,127,345	165%	\$445,142
		Q3	\$932,203	\$1,599,916	172%	\$667,713
		Q4	\$1,182,203	\$2,072,490	175%	\$890,287
2019	\$2,500,000	Q1	\$1,807,203	\$2,188,982	121%	\$381,779
		Q2	\$2,432,203	\$2,505,135	103%	\$72,932
		Q3	\$3,057,203	\$2,951,482	97%	(\$105,721)
		Q4	\$3,682,203	\$3,508,872	95%	(\$173,331)
2020	\$5,100,000	Q1	\$4,523,514	\$4,109,109	91%	(\$414,405)
		Q2	\$5,798,514	\$4,412,680	76%	(\$1,385,834)
		Q3	\$7,218,077	\$4,875,884	68%	(\$2,342,193)
		Q4	\$8,782,203	\$6,352,050	72%	(\$2,430,153)
2021	\$5,600,000	Q1	\$10,182,203	\$7,629,027	75%	(\$2,553,176)
		Q2	\$11,582,203	\$7,981,040	69%	(\$3,601,163)
		Q3	\$12,982,203	\$9,481,030	73%	(\$3,501,173)
		Q4	\$14,382,203	\$11,721,051	81%	(\$2,661,152)
2022	\$5,500,000	Q1	\$15,757,203	\$13,161,718	84%	(\$2,595,485)
		Q2	\$17,132,203	\$14,579,354	85%	(\$2,552,849)
		Q3	\$18,507,203	\$16,463,907	89%	(\$2,043,296)
		Q4	\$19,882,203			

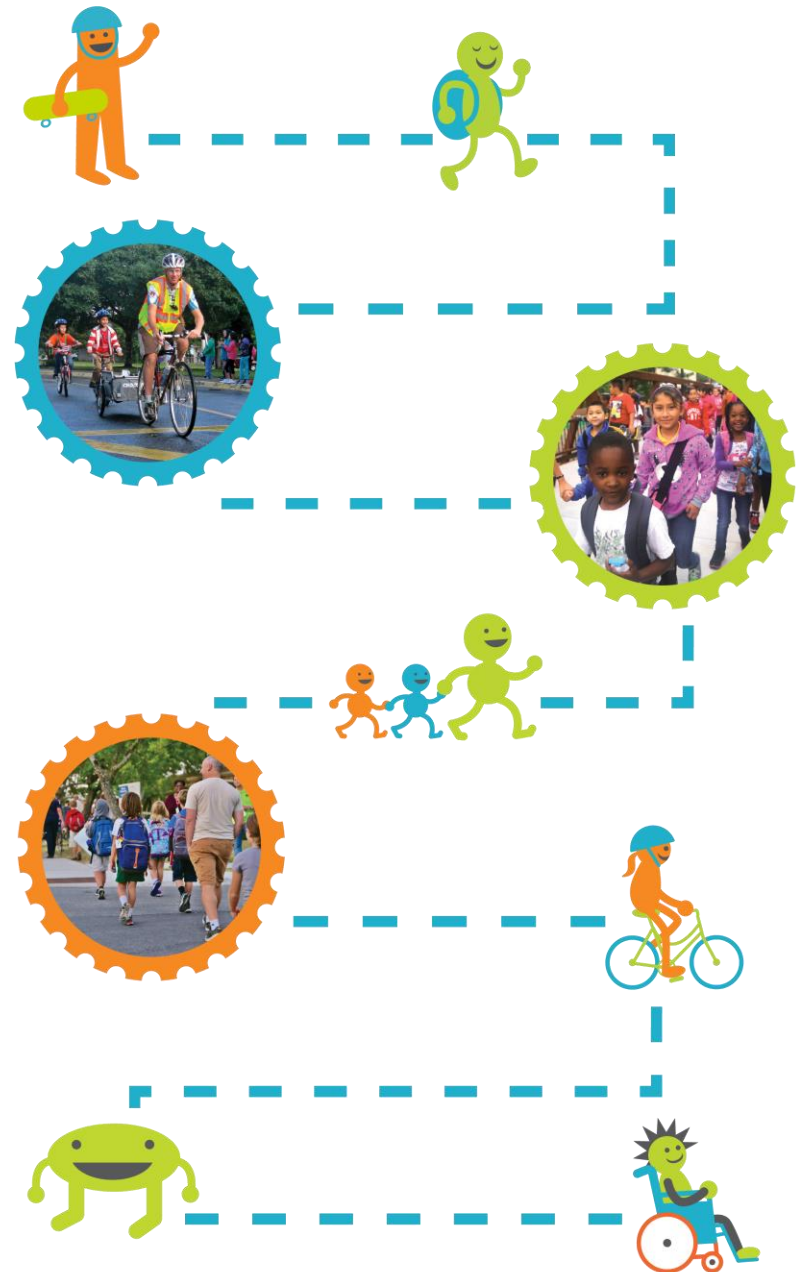
Leveraging of Funds (Partnerships)

- 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

- 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

\$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 able to focus more on Equity.





Future Planning

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.

To help address equity concerns, we are planning to allocate \$1M of the \$20M towards improvements near Charter Schools which have historically been built in Low SES areas.



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