City of Austin Public Works
Safe Routes to School

Citywide Summary Report
of the 2016 Mobility Bond
Council District Infrastructure Reports

December 2019
Contents

1 Safe Routes to School in Austin
   What is Safe Routes to School? ......................... 3
   2016 Mobility Bond ........................................... 5
   Planning Process and Schedule ......................... 6
   Prioritization .................................................. 12

2 Council District Recommendations
   Council District Comparison ............................. 19
   District 1 ......................................................... 20
   District 2 ......................................................... 22
   District 3 ......................................................... 24
   District 4 ......................................................... 26
   District 5 ......................................................... 28
   District 6 ......................................................... 30
   District 7 ......................................................... 32
   District 8 ......................................................... 34
   District 9 ......................................................... 36
   District 10 ....................................................... 38

Figures

Online Map Responses ........................................ 10
Prioritization for Recommendations ...................... 12
Austin City Council Districts ............................... 18
Estimated Cost Allocations per District .................. 19
Council District 1 .............................................. 21
Council District 2 ............................................... 23
Council District 3 ............................................... 25
Council District 4 ............................................... 27
Council District 5 ............................................... 29
Council District 6 ............................................... 31
Council District 7 ............................................... 33
Council District 8 ............................................... 35
Council District 9 ............................................... 37
Council District 10 ............................................ 39
01

SAFE ROUTES TO SCHOOL IN AUSTIN
Bicycling & Walking to School:

A National Movement

Across the United States, more schools are encouraging parents and children to walk or bicycle to school. Each year, thousands of schools participate in Walk and Bike to School Days. In 2017, the National Household Travel Survey found that 11 percent of kindergarten through eighth grade children usually bike or walk to school. In 2016, the Center reported that walking trips to and from school increased from less than 14 percent in 2008 to 17 percent in 2014.

Addressing Inactivity

A healthy lifestyle is best cultivated in people while they are children. Regular physical activity is an integral component of a healthy lifestyle. For children, bicycling and walking to school provides opportunities to include physical activity as a part of daily life. Research indicates that active travel to school can increase overall physical activity in children and adolescents. When bicycling and walking to school is a safe and appealing choice for children and parents, it is easier to choose to walk or bicycle to school. Safe Routes to School programs seek to create environments in which active transportation to school is a more appealing choice.

An Equitable Choice

In 2016, the US Census Bureau reported that six percent of households in Austin did not have vehicles. For families without cars, it is especially important for children to have safe ways to walk or bicycle to school or to school bus pickup locations.

In Austin

In 2015, the City of Austin trained over 51,165 students in safe street crossing, bicycle safety, and safe train and bus riding procedures. In recent years, around 17 percent of students in the City of Austin have walked, ridden a bicycle, or ridden a scooter to school.

Sources:

(2) National Household Travel Survey, 2017.
(4) US Census Bureau, American Fact Finder.
(5) City of Austin Public Works Department.
(6) Austin Safe Routes to School Program.
What is Safe Routes to School?

Safe Routes to School is an international movement that encourages children to walk and bicycle to school through programming and infrastructure improvements. Safe Routes to School programming aims to improve safety conditions of routes to school and encourage more children and families to walk or bicycle to school.

It is important for children and their families to learn safe bicycling and walking practices together. Communities with higher active transportation rates tend to have lower crash rates for people bicycling and walking. As more members of a community become aware of people bicycling and walking on roadways, communities as a whole become safer.

In Austin, Safe Routes to School is an initiative of the Public Works Department. The program partners with schools in Austin to help them develop their own individualized Safe Routes to School Plans. Program elements can include Walking School Buses, Bike Rodeos, classroom walking contests, and more.

The mission of the City of Austin Safe Routes to School Program is 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.

In Austin, the Safe Routes Program:

- Provides and trains crossing guards.
- Teaches students to walk and bicycle more safely.
- Partners with the community to learn how to best improve students’ routes to school.
Project Overview

137 Public Elementary and Middle Schools*
7 School Districts
Over 600 Miles Walked by Audit Teams

Independent School Districts:
- Austin ISD
- Del Valle ISD
- Eanes ISD
- Leander ISD
- Manor ISD
- Pflugerville ISD
- Round Rock ISD

*Because public schools include attendance boundaries, they were selected for review through this effort. Attendance boundaries dictate where students are traveling from within the neighborhood.
2016 Mobility Bond

In November 2016, Austin voters approved the 2016 Mobility Bond, which includes $27.5 million for Safe Routes to School improvements to be evenly distributed between the City’s ten Council Districts. Through 2024, a dedicated project team of engineers, data analysts, and City staff will be delivering these improvements for a safer and more mobile Austin. To identify projects, the City of Austin hired consultants to evaluate and prioritize improvements to streets, trails, intersections, and sidewalks around 137 elementary and middle schools. The City also conducted a robust public engagement effort to inform recommendations.

About the Recommendations

Ideas presented in this document are planning-level concepts. Many projects will require further feasibility study and engineering evaluation before they can be implemented.

In some locations, alternative approaches may prove more feasible or cost effective. Specific infrastructure treatments are defined and explained in the Austin Safe Routes to School Engineering Toolkit.
Planning Process and Schedule

School Walk Audits
Walk audit teams assessed conditions around each school to produce recommendations. The walk audit teams were led by a pair of transportation planners and designers, as well as staff from the City of Austin Public Works and Transportation departments and school representatives. School representatives typically included the principal or a designee and 1-2 parent representatives.

Most walk audits took place in the early morning, with a brief introductory meeting followed by an observation of school arrival. After the school bell rang, the team reconvened to debrief and discuss next steps. Following the summary meeting, the consultants and City staff completed an assessment of walking and bicycling infrastructure around the school, focusing on a half-mile radius for pedestrian facility recommendations and up to a two-mile radius for bicycle facilities. The recommendations were reviewed by City staff for consistency with other planning efforts before prioritization.

Project Kick-Off
Consultants met with City staff to create a strategic plan for conducting walk audits at all Austin elementary and middle schools.

Council Districts 2, 8 and 9
Teams of City staff and consultants completed walk audits and in-person engagement events.

Council Districts 4 and 6
Teams of City staff and consultants completed walk audits and in-person engagement events.

Council Districts 1 and 10
Teams of City staff and consultants completed walk audits and in-person engagement events.

Online Engagement Opens
Online interactive maps open to the public for comment.

Council Districts 3, 5 and 7
Teams of City staff and consultants completed walk audits and in-person engagement events.
Public Engagement

Members of the public were invited to provide input via an online map and at in-person engagement events throughout the community. Promotional fliers were developed in English and Spanish, as well as Vietnamese in some communities. Fliers were distributed to school contacts, and published on the City’s website and social media channels.

Throughout summer and early fall 2019, Safe Routes to School released draft Infrastructure Reports for each City Council District. Following each draft report release, Safe Routes hosted a three-week comment period via an online survey to collect additional project recommendations for consideration in the final reports. Final district reports include projects and schools identified during this phase of the project.
ONLINE INTERACTIVE MAP

The project team used an online interactive map to gather input from the community on the barriers to walking and biking to school. English and Spanish language versions of the online map went live in November 2017. Users could access the maps via links on the City’s Safe Routes to School website. Using lines and points, online map users were asked to identify barriers, routes their family currently bikes or walks, and difficult routes for biking and walking.

IN-PERSON ENGAGEMENT

In fall 2018, the project team switched the approach to public outreach from Council District-specific open houses to pop-up meetings. For each pop-up meeting, members of the project team set up tables at school festivals, public libraries, and recreation centers with both electronic and paper maps for participants to provide their feedback. Comments received on the paper maps were added to the online map and incorporated into the infrastructure recommendations. Between October 2018 and April 2019, a total of 50 pop-up meetings were held with a total of 141 online map comments and 14 paper map comments received.

PUBLIC ENGAGEMENT SUMMARY

- 50 Pop-Up Engagement Events
- 358 Total Participants
- 5 Open House Meetings
- Over 750 Total Comments
- 137 Schools Audited
- 629 Online Map Registered Views
- All 10 Districts Represented
"We have cars and trucks that sometimes come by fast. The planters in the middle of the street grow too large and make crossing dangerous, especially for some of our younger students."

- Local Elementary School Representative
Online Map Responses

- 51% of Participants Want to Bike More
- 89% of Participants Walk for Trips

Participant Demographics

- 69%
- 17%
- 5%
- 5%
- 5%
- 2%
- 1%
- American Indian/Alaska Native
- Asian
- Other
- Black/African American
- Hispanic/Latino
- Native Hawaiian/Pacific Islander
- White

Figure 1: Online Map Responses
Our children bike or walk to school along a street where there is some sidewalk, but there are gaps. It would be much safer if the kids could walk or bike on a contiguous sidewalk."

- Local Parent
 PRIORITIZATION

Information from the school audits, online map, and in-person engagement events was combined to create a list of recommended projects around each school. The projects were scored using a three-step process to create a prioritized list for each Council District.

Methodology

Step 1: Prioritize recommendations based on potential benefit.

Each project was evaluated on four factors: demand, safety, equity, and stakeholder input. Using available data and a geospatial analysis program, the above scoring system was used to calculate a Benefit Score for each proposed project.

Step 2: Adjust for existing conditions.

To further prioritize projects, the Benefit Score was divided in half for recommendations that improve existing facilities (as opposed to creating new connections/facilities).

Step 3: Calculate overall benefit score.

The Overall Benefit score for each project is a combination of the results of Steps 1 and 2. Projects were then sorted into five Overall Benefit categories: very high, high, medium, low, and very low. Both Overall Benefit and Estimated Cost:Benefit will be used to prioritize improvements. However, to use Safe Routes to School’s limited resources most effectively, the program is also considering other factors to determine which projects will move forward, as well as project implementation order. These factors include final cost estimates, feasibility, leveraging / cost-sharing opportunities, and more.
NEXT STEPS

From Planning to Implementation

The prioritization process described here was used to score each project in all districts. Generally, projects will be selected for implementation using the following guiding principles:

- Implement projects that have a High or Very High Overall Benefit or a High or Very High Estimated Cost:Benefit
- Make meaningful improvements for walking and bicycling near as many schools as possible
- For 2016 Mobility Bond funding, per City Council direction, balance funding equally per Council District
- Leverage other available sources of funding to implement additional projects

The City of Austin has already started examining the feasibility of recommendations and, in some cases, has initiated design/construction for certain projects. Go to AustinTexas.gov/SafeRoutes to learn more and get updates about upcoming Safe Routes to School projects in each City Council District.
137 SCHOOL WALK AUDITS +
PUBLIC ENGAGEMENT +
PRIORITY ZATION =

A ROAD MAP TO
A SAFER AUSTIN

BY THE NUMBERS

4,654
Recommended projects
with an approximate cost* of over
$825,000,000**

*Costs opinions are order-of-magnitude, planning-level estimates based on local bid tabulations for similar project types. Planning-level cost opinions do not take into consideration localized specifics of each project such as right-of-way acquisition, significant utility relocation, etc. They are useful for aggregate-level consideration, but individual project costs estimates will change as projects advance through further study and design.

** Costs for projects located outside the City are not included in this figure.
There are a total of 278 "other" recommendations with a total cost of $17,757,000 throughout the City. Common "other" recommendations include maintenance of vegetation and existing infrastructure, parking and circulation studies on school campuses, informational signage, and bike parking.
City Council Districts

Recommendations in the Safe Routes to School Citywide Summary Report are listed by City Council District. The maps in this report only show the location and generalized project type for projects that scored “Very High” and “High” in terms of their potential benefit, using the prioritization process described on page 12. Detailed reports for each Council District are available at AustinTexas.gov/SafeRoutes.

Note: Recommended improvements are made at a planning level to address identified safety concerns. Further feasibility study will be required, and recommended approach may not prove feasible. Alternate approaches to solve the safety concern may prove feasible or more cost effective.
Citywide Summary Report

Council District Recommendations

COUNCIL DISTRICT COMPARISON

NUMBER OF PROJECTS
by Austin City Council District

ESTIMATED TOTAL COST*
by Austin City Council District

The Safe Routes to School portion of the 2016 Mobility Bond allocates funding equally among the City's ten Council Districts - $2.75 million dollars for infrastructure projects in each one. The walk audits uncovered differences in needs among the districts, and needs much greater than $2.5 million per district. The graphs above show the total number of project recommendations in each district, as well as the total estimated cost of these projects. Since project types vary in cost and complexity, the districts with the most projects do not necessarily have the highest projected costs.

*Numbers are reported in millions of dollars. Costs for projects located outside the City are not included in this figure.

Figure 4: Estimated Cost Allocations per District
### Elementary Schools
- Andrews (AISD)
- Blackshear (AISD)
- Bluebonnet Trail (MISD)
- Campbell (AISD)
- Copperfield (PfISD)
- Graham (AISD)
- Harris (AISD)
- Jordan (AISD)
- Norman (AISD)
- Oak Meadows (MISD)
- Overton (AISD)
- Pecan Springs (AISD)
- Pioneer Crossing (MISD)
- Sims (AISD)
- Winn (AISD)

### Middle Schools
- Garcia (AISD)
- Kealing (AISD)
- Sadler Means (AISD)

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## District 1

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Miles of Project / Number of Projects</th>
<th>Ballpark Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Control/ Intersection Reconfiguration</td>
<td>58 projects</td>
<td>$11,754,000</td>
</tr>
<tr>
<td>Ramp/ Curb Extension/ Crosswalk</td>
<td>134 projects</td>
<td>$7,937,000</td>
</tr>
<tr>
<td>Over/Underpass</td>
<td>5 projects</td>
<td>$8,827,000</td>
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<tr>
<td>Off-Street Trail</td>
<td>12.5 miles</td>
<td>$16,628,000</td>
</tr>
<tr>
<td>Bike Lane/ Buffered Bike Lane/ Protected Bike Lane</td>
<td>40.7 miles</td>
<td>$9,563,000</td>
</tr>
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<td>Sidepath</td>
<td>11.8 miles</td>
<td>$24,720,000</td>
</tr>
<tr>
<td>Neighborhood Bikeway/ Traffic Calming</td>
<td>12.3 miles</td>
<td>$1,161,000</td>
</tr>
<tr>
<td>New/Improved Sidewalk</td>
<td>84.8 miles</td>
<td>$36,748,000</td>
</tr>
<tr>
<td>Other</td>
<td>54 projects</td>
<td>$4,413,000</td>
</tr>
</tbody>
</table>

See AustinTexas.gov/SafeRoutesD1 for more information and full District 1 report.
This report shows only the projects that scored "Very High" and "High" in terms of their potential benefit, using the prioritization process described on page 12.
Elementary Schools
- Blazier (AISD)
- Del Valle (DVISD)
- Hillcrest (DVISD)
- Houston (AISD)
- Langford (AISD)
- Odom (AISD)
- Palm (AISD)
- Perez (AISD)
- Pleasant Hill (AISD)
- Rodriguez (AISD)
- Smith (DVISD)
- Uphaus Early Childhood Center (AISD)
- Widen (AISD)
- Williams (AISD)

Middle Schools
- Bedichek (AISD)
- Del Valle (DVISD)
- Mendez (AISD)
- Ojeda* (DVISD)

**DISTRICT 2**

<table>
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<tr>
<th>Project Type</th>
<th>Miles of Project / Number of Projects</th>
<th>Ballpark Cost Estimate</th>
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<tbody>
<tr>
<td>Traffic Control/ Intersection Reconfiguration</td>
<td>35 projects</td>
<td>$4,831,000</td>
</tr>
<tr>
<td>Ramp/ Curb Extension/ Crosswalk</td>
<td>127 projects</td>
<td>$4,085,000</td>
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<tr>
<td>Over/Underpass</td>
<td>0 projects</td>
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<td>Off-Street Trail</td>
<td>3.4 miles</td>
<td>$6,958,000</td>
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<tr>
<td>Bike Lane/ Buffered Bike Lane/ Protected Bike Lane</td>
<td>53.9 miles</td>
<td>$15,908,000</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>61.4 miles</td>
<td>$48,687,000</td>
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<tr>
<td>Neighborhood Bikeway/ Traffic Calming</td>
<td>7.7 miles</td>
<td>$397,000</td>
</tr>
<tr>
<td>New/Improved Sidewalk</td>
<td>39.5 miles</td>
<td>$14,165,000</td>
</tr>
<tr>
<td>Other</td>
<td>38 projects</td>
<td>$2,085,000</td>
</tr>
</tbody>
</table>

*School is located outside of Austin city limits, but a significant portion of the school attendance zone is within the City.

See AustinTexas.gov/SafeRoutesD2 for more information and full District 2 report.
This report shows only the projects that scored "Very High" and "High" in terms of their potential benefit, using the prioritization process described on page 12.
Elementary Schools
• Allison (AISD)
• Baty (DVISD)
• Brooke (AISD)
• Dawson (AISD)
• Galindo (AISD)
• Govalle (AISD)
• Linder (AISD)
• Metz (AISD)
• Oak Springs (AISD)
• Ortega (AISD)
• Sanchez (AISD)
• St. Elmo (AISD)
• Zavala (AISD)

Middle School
• Martin (AISD)

DISTRICT 3

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<tr>
<th>Project Type</th>
<th>Miles of Project / Number of Projects</th>
<th>Ballpark Cost Estimate</th>
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<tr>
<td>Traffic Control/Intersection Reconfiguration</td>
<td>58 projects</td>
<td>$3,314,000</td>
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<tr>
<td>Ramp/Curb Extension/Crosswalk</td>
<td>189 projects</td>
<td>$3,751,000</td>
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<tr>
<td>Over/Underpass</td>
<td>2 projects</td>
<td>$3,595,000</td>
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<tr>
<td>Off-Street Trail</td>
<td>8.4 miles</td>
<td>$10,988,000</td>
</tr>
<tr>
<td>Bike Lane/Buffered Bike Lane/Protected Bike Lane</td>
<td>32.5 miles</td>
<td>$7,941,000</td>
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<tr>
<td>Sidewalk</td>
<td>15.4 miles</td>
<td>$27,455,000</td>
</tr>
<tr>
<td>Neighborhood Bikeway/Traffic Calming</td>
<td>2.3 miles</td>
<td>$212,000</td>
</tr>
<tr>
<td>New/Improved Sidewalk</td>
<td>51.1 miles</td>
<td>$31,522,000</td>
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<tr>
<td>Other</td>
<td>32 projects</td>
<td>$740,000</td>
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</table>

See AustinTexas.gov/SafeRoutesD3 for more information and full District 3 report.
This report shows only the projects that scored “Very High” and “High” in terms of their potential benefit, using the prioritization process described on page 12.
Elementary Schools
• Barrington (AISD)
• Blanton (AISD)
• TA Brown (AISD)
• Cook (AISD)
• Guerrero Thompson (AISD)
• Hart (AISD)
• McBee (AISD)
• Padrón (AISD)
• Pickle (AISD)
• Reilly (AISD)
• Walnut Creek (AISD)
• Webb Primary (AISD)
• Wooldridge (AISD)

Middle Schools
• Dobie (AISD)
• Webb (AISD)

DISTRICT 4

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Miles of Project / Number of Projects</th>
<th>Ballpark Cost Estimate</th>
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</thead>
<tbody>
<tr>
<td>Traffic Control/ Intersection Reconfiguration</td>
<td>55 projects</td>
<td>$3,268,000</td>
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<tr>
<td>Ramp/ Curb Extension/ Crosswalk</td>
<td>153 projects</td>
<td>$3,455,000</td>
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<tr>
<td>Over/Underpass</td>
<td>1 project</td>
<td>$3,185,000</td>
</tr>
<tr>
<td>Off-Street Trail</td>
<td>13.6 miles</td>
<td>$5,812,000</td>
</tr>
<tr>
<td>Bike Lane/ Buffered Bike Lane/ Protected Bike Lane</td>
<td>22.3 miles</td>
<td>$7,970,000</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>5.5 miles</td>
<td>$12,371,000</td>
</tr>
<tr>
<td>Neighborhood Bikeway/ Traffic Calming</td>
<td>17.0 miles</td>
<td>$1,343,000</td>
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<tr>
<td>New/Improved Sidewalk</td>
<td>43.0 miles</td>
<td>$30,420,000</td>
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<td>Other</td>
<td>15 projects</td>
<td>$199,000</td>
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See AustinTexas.gov/SafeRoutesD4 for more information and full District 4 report.
This report shows only the projects that scored “Very High” and “High” in terms of their potential benefit, using the prioritization process described on page 12.
Elementary Schools
- Barton Hills (AISD)
- Casey (AISD)
- Cowan (AISD)
- Cunningham (AISD)
- Joslin (AISD)
- Kocurek (AISD)
- Sunset Valley* (AISD)
- Zilker (AISD)

Middle School
- Paredes (AISD)

**DISTRICT 5**

<table>
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<tr>
<th>Project Type</th>
<th>Miles of Project / Number of Projects</th>
<th>Ballpark Cost Estimate</th>
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<tbody>
<tr>
<td>Traffic Control/ Intersection Reconfiguration</td>
<td>22 projects</td>
<td>$1,441,000</td>
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<tr>
<td>Ramp/ Curb Extension/ Crosswalk</td>
<td>131 projects</td>
<td>$2,712,000</td>
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<tr>
<td>Over/Underpass</td>
<td>0 projects</td>
<td>N/A</td>
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<tr>
<td>Off-Street Trail</td>
<td>7.3 miles</td>
<td>$8,622,000</td>
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<tr>
<td>Bike Lane/ Buffered Bike Lane/ Protected Bike Lane</td>
<td>20.1 miles</td>
<td>$7,013,000</td>
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<td>Sidewalk</td>
<td>18.7 miles</td>
<td>$41,360,000</td>
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<tr>
<td>Neighborhood Bikeway/ Traffic Calming</td>
<td>1.0 miles</td>
<td>$98,000</td>
</tr>
<tr>
<td>New/Improved Sidewalk</td>
<td>51.1 miles</td>
<td>$30,818,000</td>
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<td>Other</td>
<td>22 projects</td>
<td>$485,000</td>
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*School is located outside of Austin city limits, but a significant portion of the school attendance zone is within the City.

See AustinTexas.gov/SafeRoutesD5 for more information and full District 5 report.
This report shows only the projects that scored “Very High” and “High” in terms of their potential benefit, using the prioritization process described on page 12.
Elementary Schools
- Anderson Mill (RRISD)
- Canyon Creek (RRISD)
- Davis (AISD)
- Elsa England* (RRISD)
- Forest North (RRISD)
- Grandview Hills (LISD)
- Jollyville (RRISD)
- Live Oak (RRISD)
- Patsy Sommer (RRISD)
- Pond Springs (RRISD)
- Purple Sage (RRISD)
- River Place (LISD)
- Rutledge (LISD)
- Spicewood (RRISD)

Middle Schools
- Canyon Vista (RRISD)
- Deerpark (RRISD)
- Noel Grisham (RRISD)
- Pearson Ranch* (RRISD)

DISTRICT 6

<table>
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<th>Project Type</th>
<th>Miles of Project / Number of Projects</th>
<th>Ballpark Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Control/Intersection Reconfiguration</td>
<td>39 projects</td>
<td>$3,201,000</td>
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<tr>
<td>Ramp/Curb Extension/Crosswalk</td>
<td>323 projects</td>
<td>$3,023,000</td>
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<td>Over/Underpass</td>
<td>0 projects</td>
<td>N/A</td>
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<tr>
<td>Off-Street Trail</td>
<td>12.4 miles</td>
<td>$12,776,000</td>
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<tr>
<td>Bike Lane/Buffered Bike Lane/Protected Bike Lane</td>
<td>31.8 miles</td>
<td>$9,399,000</td>
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<td>Sidewalk</td>
<td>5.2 miles</td>
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<td>Neighborhood Bikeway/Traffic Calming</td>
<td>0.4 miles</td>
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<td>New/Improved Sidewalk</td>
<td>21.7 miles</td>
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<td>Other</td>
<td>17 projects</td>
<td>$381,000</td>
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See AustinTexas.gov/SafeRoutesD6 for more information and full District 6 report.

*School is located outside of Austin city limits, but a significant portion of the school attendance zone is within the City.
Figure 10: Council District 6

This report shows only the projects that scored “Very High” and “High” in terms of their potential benefit, using the prioritization process described on page 12.
### Elementary Schools
- Brentwood (AISD)
- Delco Primary (PfISD)
- Dessau (PfISD)
- Gullett (AISD)
- Parmer Lane (PfISD)
- Pillow (AISD)
- River Oaks (PfISD)
- Summit (AISD)
- Wooten (AISD)

### Middle Schools
- Burnet (AISD)
- Dessau (PfISD)
- Lamar (AISD)
- Westview (PfISD)

## DISTRICT 7

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Miles of Project / Number of Projects</th>
<th>Ballpark Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Control/Intersection Reconfiguration</td>
<td>40 projects</td>
<td>$3,475,000</td>
</tr>
<tr>
<td>Ramp/Curb Extension/Crosswalk</td>
<td>194 projects</td>
<td>$3,459,000</td>
</tr>
<tr>
<td>Over/Underpass</td>
<td>0 projects</td>
<td>N/A</td>
</tr>
<tr>
<td>Off-Street Trail</td>
<td>3.6 miles</td>
<td>$7,994,000</td>
</tr>
<tr>
<td>Bike Lane/Buffered Bike Lane/Protected Bike Lane</td>
<td>23.9 miles</td>
<td>$7,313,000</td>
</tr>
<tr>
<td>Sideway</td>
<td>23.2 miles</td>
<td>$50,573,000</td>
</tr>
<tr>
<td>Neighborhood Bikeway/Traffic Calming</td>
<td>5.9 miles</td>
<td>$623,000</td>
</tr>
<tr>
<td>New/Improved Sidewalk</td>
<td>48.6 miles</td>
<td>$36,717,000</td>
</tr>
<tr>
<td>Other</td>
<td>19 projects</td>
<td>$384,000</td>
</tr>
</tbody>
</table>

See AustinTexas.gov/SafeRoutesD7 for more information and full District 7 report.
This report shows only the projects that scored “Very High” and “High” in terms of their potential benefit, using the prioritization process described on page 12.
### Distric 8

#### Elementary Schools
- Baldwin (AISD)
- Baranoff (AISD)
- Boone (AISD)
- Cedar Creek (EISD)
- Clayton (AISD)
- Forest Trail* (EISD)
- Kiker (AISD)
- Mills (AISD)
- Oak Hill (AISD)
- Patton (AISD)

#### Middle Schools
- Covington (AISD)
- Gorzycki (AISD)
- Hill Country* (EISD)
- Small (AISD)

### Project Types

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Miles of Project / Number of Projects</th>
<th>Ballpark Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Control/ Intersection Reconfiguration</td>
<td>26 projects</td>
<td>$8,267,000</td>
</tr>
<tr>
<td>Ramp/ Curb Extension/ Crosswalk</td>
<td>113 projects</td>
<td>$3,055,000</td>
</tr>
<tr>
<td>Over/Underpass</td>
<td>0 projects</td>
<td>N/A</td>
</tr>
<tr>
<td>Off-Street Trail</td>
<td>6.7 miles</td>
<td>$14,808,000</td>
</tr>
<tr>
<td>Bike Lane/ Buffered Bike Lane/ Protected Bike Lane</td>
<td>29.8 miles</td>
<td>$10,574,000</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>15.9 miles</td>
<td>$22,138,000</td>
</tr>
<tr>
<td>Neighborhood Bikeway/ Traffic Calming</td>
<td>6.1 miles</td>
<td>$578,000</td>
</tr>
<tr>
<td>New/Improved Sidewalk</td>
<td>17.2 miles</td>
<td>$10,643,000</td>
</tr>
<tr>
<td>Other</td>
<td>25 projects</td>
<td>$3,607,000</td>
</tr>
</tbody>
</table>

See AustinTexas.gov/SafeRoutesD8 for more information and full District 8 report.

*School is located outside of Austin city limits, but a significant portion of the school attendance zone is within the City.*
This report shows only the projects that scored “Very High” and “High” in terms of their potential benefit, using the prioritization process described on page 12.
Elementary Schools
- Becker (AISD)
- Lee (AISD)
- Maplewood (AISD)
- Mathews (AISD)
- Pease (AISD)
- Ridgetop (AISD)
- Travis Heights (AISD)

Middle Schools
- Lively (AISD)

### DISTRICT 9

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Miles of Project / Number of Projects</th>
<th>Ballpark Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Control/Intersection Reconfiguration</td>
<td>14 projects</td>
<td>$2,122,000</td>
</tr>
<tr>
<td>Ramp/Curb Extension/Crosswalk</td>
<td>94 projects</td>
<td>$5,242,000</td>
</tr>
<tr>
<td>Over/Underpass</td>
<td>0 projects</td>
<td>N/A</td>
</tr>
<tr>
<td>Off-Street Trail</td>
<td>2.6 miles</td>
<td>$3,426,000</td>
</tr>
<tr>
<td>Bike Lane/Buffered Bike Lane/Protected Bike Lane</td>
<td>14.0 miles</td>
<td>$8,684,000</td>
</tr>
<tr>
<td>Sideway</td>
<td>2.8 miles</td>
<td>$6,088,000</td>
</tr>
<tr>
<td>Neighborhood Bikeway/Traffic Calming</td>
<td>11.8 miles</td>
<td>$1,373,000</td>
</tr>
<tr>
<td>New/Improved Sidewalk</td>
<td>33.0 miles</td>
<td>$25,480,000</td>
</tr>
<tr>
<td>Other</td>
<td>18 projects</td>
<td>$536,000</td>
</tr>
</tbody>
</table>

See AustinTexas.gov/SafeRoutesD9 for more information and full District 9 report.
This report shows only the projects that scored “Very High” and “High” in terms of their potential benefit, using the prioritization process described on page 12.
Elementary Schools
- Bridge Point (EISD)
- Bryker Woods (AISD)
- Casis (AISD)
- Doss (AISD)
- Highland Park (AISD)
- Hill (AISD)
- Kathy Caraway (RRISD)
- Laurel Mountain (RRISD)

Middle Schools
- Four Points (LISD)
- Murchison (AISD)
- O Henry (AISD)

### DISTRICT 10

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Miles of Project / Number of Projects</th>
<th>Ballpark Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Control/ Intersection Reconfiguration</td>
<td>31 projects</td>
<td>$5,850,000</td>
</tr>
<tr>
<td>Ramp/ Curb Extension/ Crosswalk</td>
<td>109 projects</td>
<td>$5,298,000</td>
</tr>
<tr>
<td>Over/Underpass</td>
<td>0 projects</td>
<td>N/A</td>
</tr>
<tr>
<td>Off-Street Trail</td>
<td>0.8 miles</td>
<td>$1,809,000</td>
</tr>
<tr>
<td>Bike Lane/ Buffered Bike Lane/ Protected Bike Lane</td>
<td>32.2 miles</td>
<td>$5,533,000</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>6.5 miles</td>
<td>$14,548,000</td>
</tr>
<tr>
<td>Neighborhood Bikeway/ Traffic Calming</td>
<td>1.5 miles</td>
<td>$162,000</td>
</tr>
<tr>
<td>New/Improved Sidewalk</td>
<td>42.1 miles</td>
<td>$28,691,000</td>
</tr>
<tr>
<td>Other</td>
<td>38 projects</td>
<td>$4,927,000</td>
</tr>
</tbody>
</table>

See AustinTexas.gov/SafeRoutesD10 for more information and full District 10 report.
This report shows only the projects that scored “Very High” and “High” in terms of their potential benefit, using the prioritization process described on page 12.
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Acknowledgments

This report is made possible through the Austin 2016 Mobility Bond. For more information, please contact:

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Consultant Team
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