

City of Austin Public Works
Safe Routes to School

Citywide Summary Report

of the 2016 Mobility Bond
Council District Infrastructure Reports

December 2019

CITY OF AUSTIN
austin
MOTION
2016 MOBILITY BOND



PUBLIC WORKS
SAFE ROUTES
TO SCHOOL

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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.¹ In 2017, the National Household Travel Survey found that 11 percent of kindergarten through eighth grade children usually bike or walk to school.² In 2016, the Center reported that walking trips to and from school increased from less than 14 percent in 2008 to 17 percent in 2014.³



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.⁴ 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.⁵ 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.⁶ In recent years, around 17 percent of students in the City of Austin have walked, ridden a bicycle, or ridden a scooter to school.⁶

Sources:

(1) Walk & Bike to School. Retrieved from <http://www.walkbiketoschool.org/registration/pastevents.php>.

(2) National Household Travel Survey, 2017.

(2) National Center for Safe Routes to School. Retrieved from <http://www.saferoutesinfo.org/>.

(3) "Associations Between Active School Transport and Physical Activity, Body Composition, and Cardiovascular Fitness: A Systematic Review of 68 Studies," Larouche, R., et.al.

(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



0 1 2 3 4 mi

*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.



Photo: Walk Audit at Bryker Woods Elementary

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

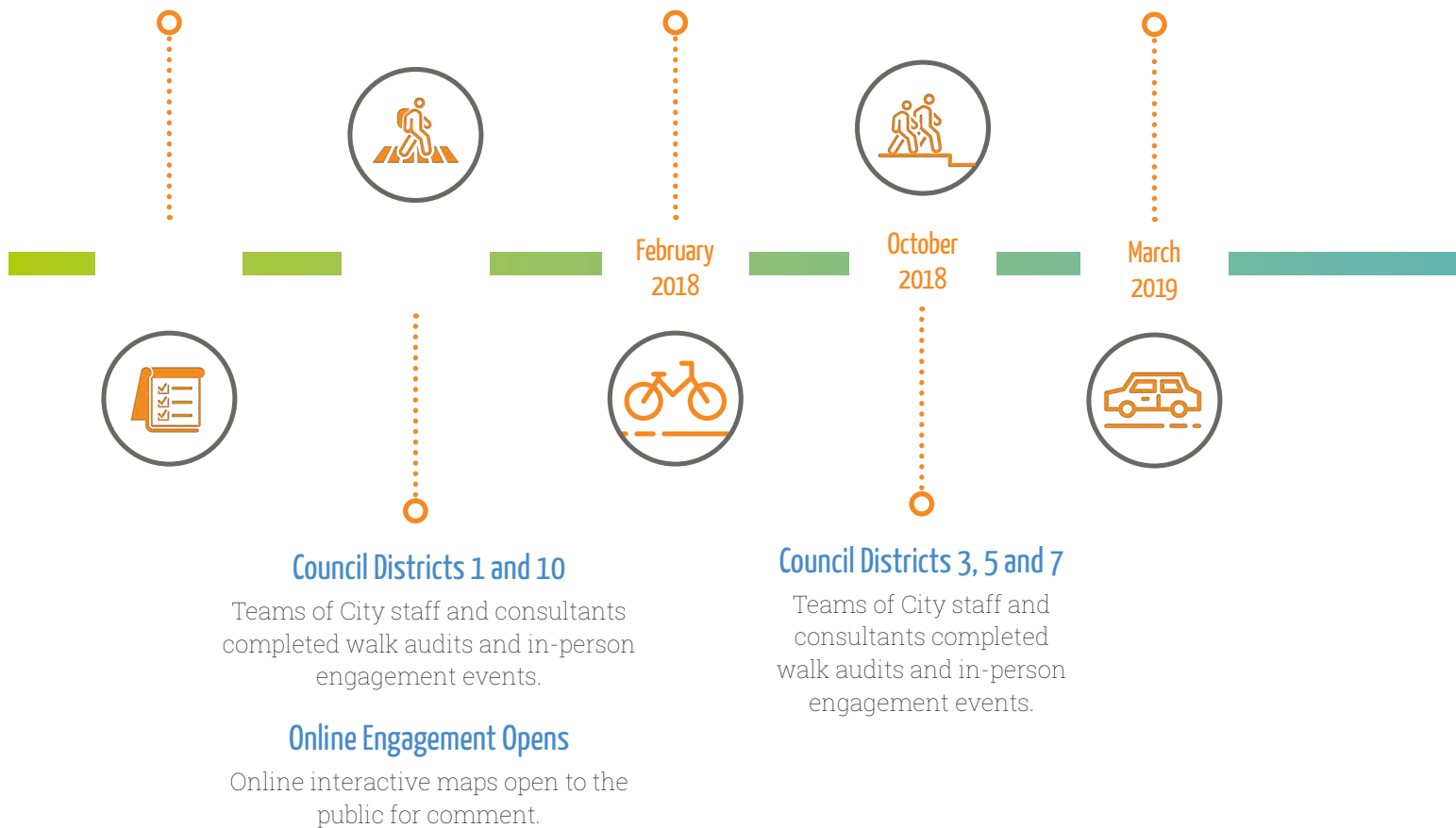
Consultants met with City staff to create a strategic plan for conducting walk audits at all Austin elementary and middle schools.

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

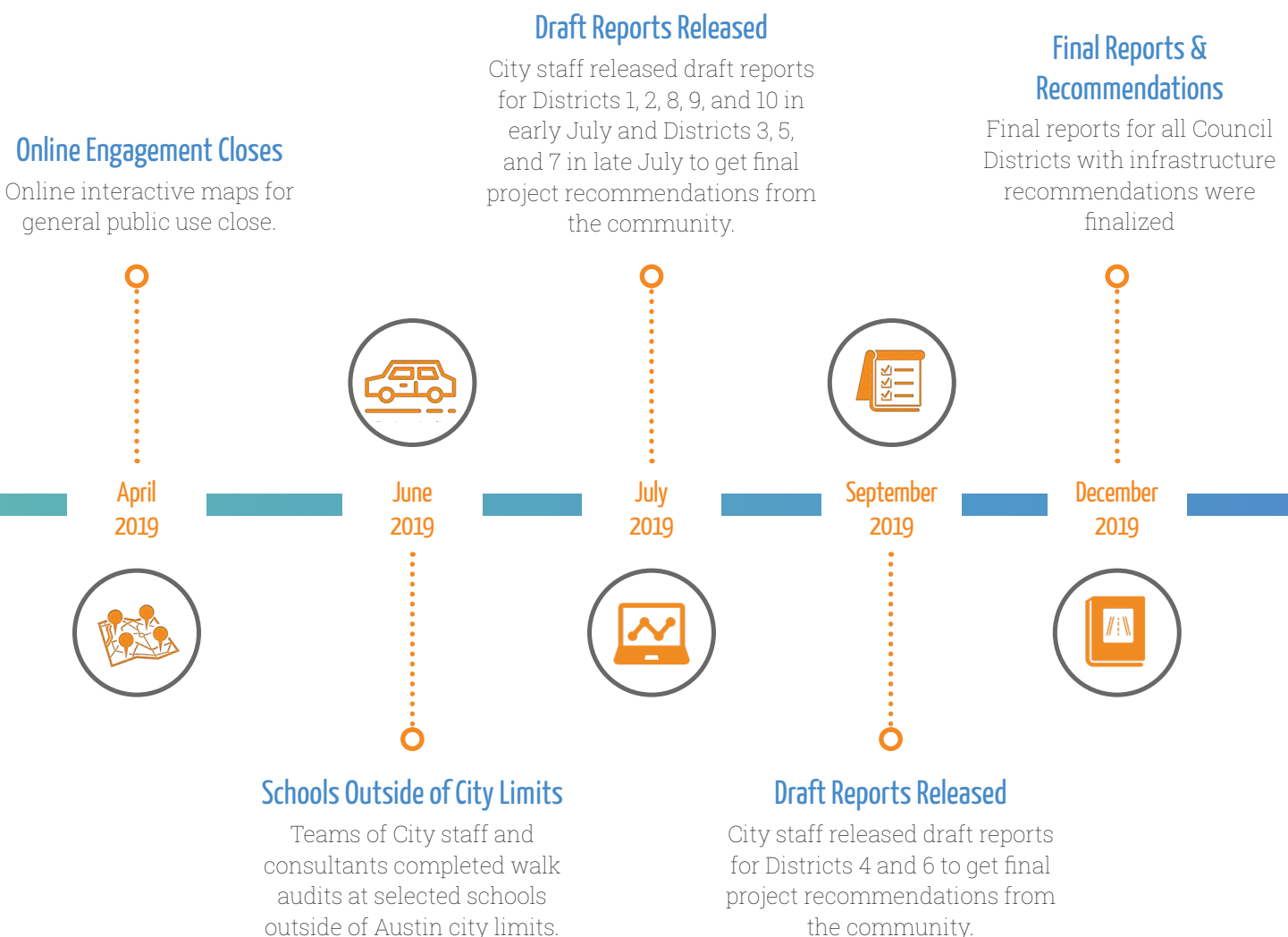
Teams of City staff and consultants completed walk audits and in-person engagement events.



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.

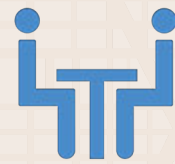
PUBLIC ENGAGEMENT SUMMARY



50 Pop-Up
Engagement Events



358 Total
Participants



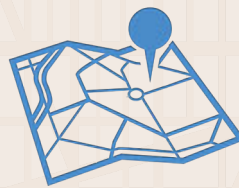
5 Open House
Meetings



Over 750 Total
Comments



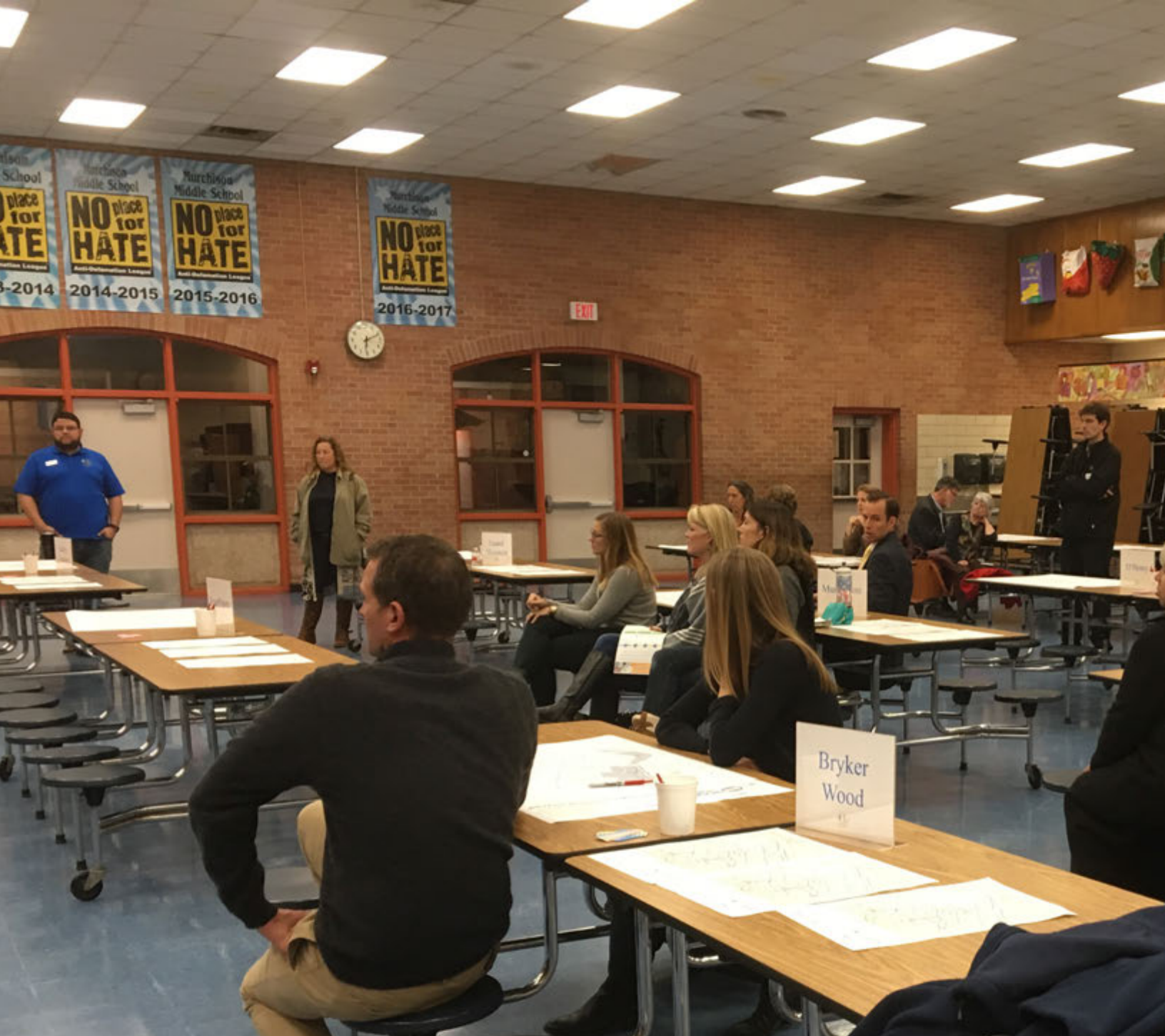
137 Schools
Audited



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

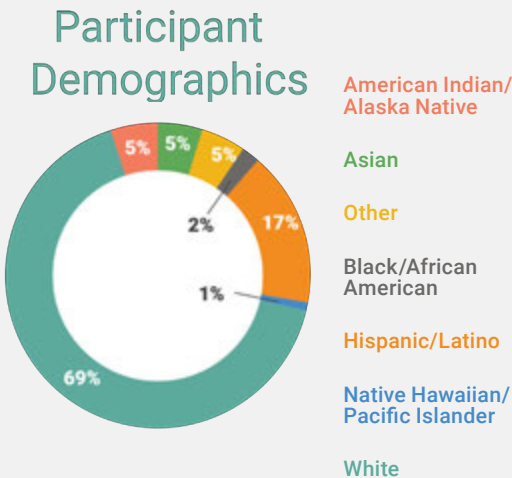
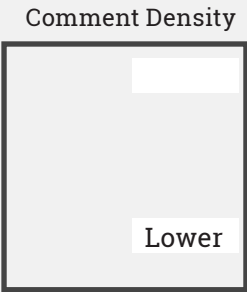


Figure 1: Online Map Responses



“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.

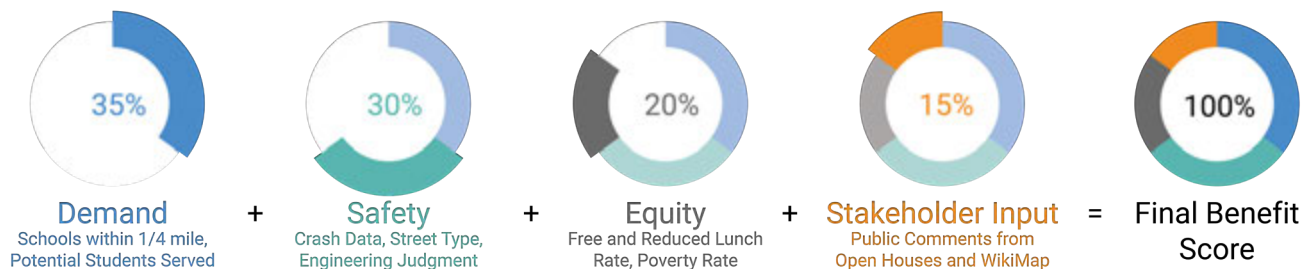


Figure 2: Prioritization for Recommendations

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.

Photo: Students crossing the street from Joslin Elementary



NEXT STEPS




Photo: Bike racks at Mills Elementary

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.

A faint, light orange outline map of the city of Austin, Texas, serves as the background for the entire page. The map shows the city's irregular shape and major road corridors.

137 SCHOOL WALK AUDITS + PUBLIC ENGAGEMENT + PRIORITIZATION = 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.

Traffic Control/ Intersection Reconfiguration



378 projects

\$47,523,000

Ramp/ Curb Extension/ Crosswalk



1,567 projects

\$42,017,000

Over/Underpass



8 projects

\$15,607,000

Off-Street Trail



214 projects

\$89,912,000

PROJECT RECOMMENDATIONS

Bike Lane/Buffered Bike Lane/ Protected Bike Lane



253 projects

\$89,898,000

Sidepath



134 projects

\$259,551,000

Neighborhood Bikeway/ Traffic Calming



116 projects

\$5,969,000

New/Improved Sidewalk



1,714 projects

\$256,819,000

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.

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02

COUNCIL DISTRICT RECOMMENDATIONS



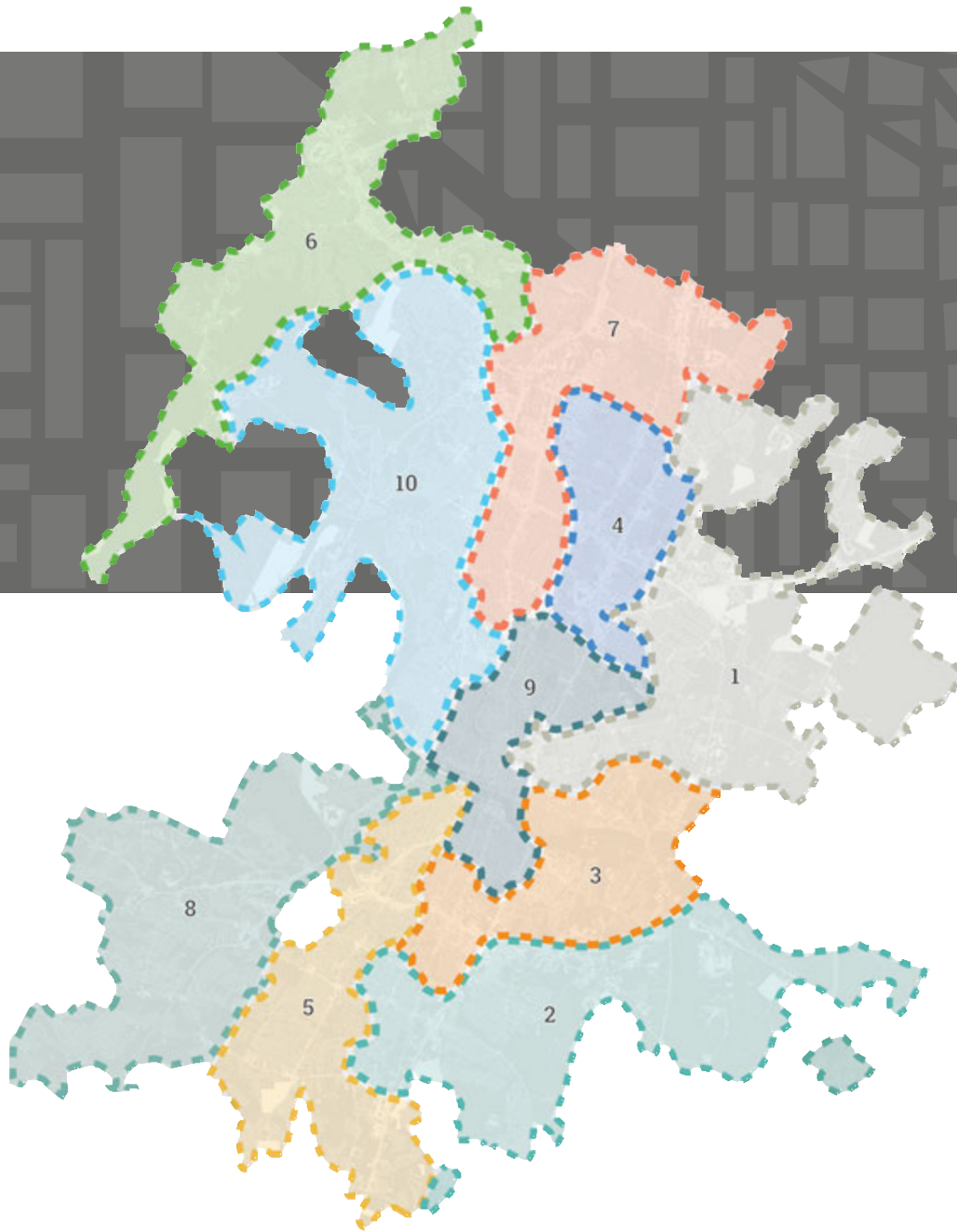


Figure 3: Austin City Council Districts

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](https://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.

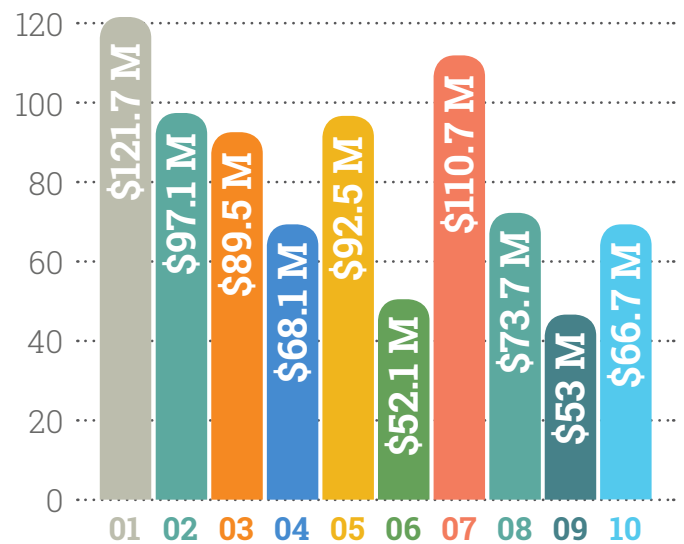
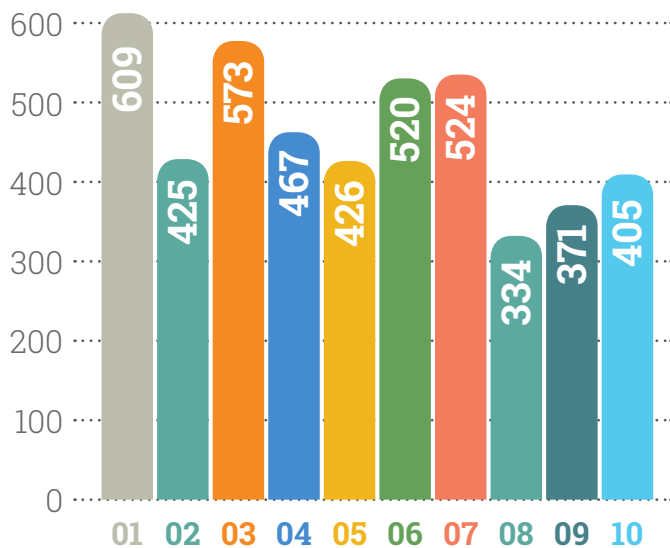
COUNCIL DISTRICT COMPARISON

NUMBER OF PROJECTS

by Austin City Council District

ESTIMATED TOTAL COST*

by Austin City Council District



*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

City Council District Comparison

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.



DISTRICT 1

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)

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

See [AustinTexas.gov/SafeRoutesD1](https://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.

Figure 5: Council District 1



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

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

See [AustinTexas.gov/SafeRoutesD2](https://austintexas.gov/saferoutesd2) for more information and full District 2 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.

Figure 6: Council District 2



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

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

See [AustinTexas.gov/SafeRoutesD3](https://austintexas.gov/SafeRoutesD3) for more information and full District 3 report.

3

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.

Figure 7: Council District 3



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

Project Type	Miles of Project / Number of Projects	Ballpark Cost Estimate
Traffic Control/ Intersection Reconfiguration	55 projects	\$3,268,000
Ramp/ Curb Extension/ Crosswalk	153 projects	\$3,455,000
Over/Underpass	1 project	\$3,185,000
Off-Street Trail	13.6 miles	\$5,812,000
Bike Lane/ Buffered Bike Lane/ Protected Bike Lane	22.3 miles	\$7,970,000
Sidepath	5.5 miles	\$12,371,000
Neighborhood Bikeway/ Traffic Calming	17.0 miles	\$1,343,000
New/Improved Sidewalk	43.0 miles	\$30,420,000
Other	15 projects	\$199,000

See [AustinTexas.gov/SafeRoutesD4](https://austintexas.gov/SafeRoutesD4) for more information and full District 4 report.

4

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.

Figure 8: Council District 4



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

Project Type	Miles of Project / Number of Projects	Ballpark Cost Estimate
Traffic Control/ Intersection Reconfiguration	22 projects	\$1,441,000
Ramp/ Curb Extension/ Crosswalk	131 projects	\$2,712,000
Over/Underpass	0 projects	N/A
Off-Street Trail	7.3 miles	\$8,622,000
Bike Lane/ Buffered Bike Lane/ Protected Bike Lane	20.1 miles	\$7,013,000
Sidepath	18.7 miles	\$41,360,000
Neighborhood Bikeway/ Traffic Calming	1.0 miles	\$98,000
New/Improved Sidewalk	51.1 miles	\$30,818,000
Other	22 projects	\$485,000

See [AustinTexas.gov/SafeRoutesD5](https://austintexas.gov/saferoutesd5) for more information and full District 5 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.

Figure 9: Council District 5



DISTRICT 6

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)
- Deepark (RRISD)
- Noel Grisham (RRISD)
- Pearson Ranch* (RRISD)

Project Type	Miles of Project / Number of Projects	Ballpark Cost Estimate
Traffic Control/ Intersection Reconfiguration	39 projects	\$3,201,000
Ramp/ Curb Extension/ Crosswalk	323 projects	\$3,023,000
Over/Underpass	0 projects	N/A
Off-Street Trail	12.4 miles	\$12,776,000
Bike Lane/ Buffered Bike Lane/ Protected Bike Lane	31.8 miles	\$9,399,000
Sidepath	5.2 miles	\$11,611,000
Neighborhood Bikeway/ Traffic Calming	0.4 miles	\$22,000
New/Improved Sidewalk	21.7 miles	\$11,615,000
Other	17 projects	\$381,000

See [AustinTexas.gov/SafeRoutesD6](https://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.

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.

Figure 10: Council District 6



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

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

See [AustinTexas.gov/SafeRoutesD7](https://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.

Figure 11: Council District 7



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

See [AustinTexas.gov/SafeRoutesD8](https://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.

Figure 12: Council District 8



Elementary Schools

- Becker (AISD)
- Lee (AISD)
- Maplewood (AISD)
- Mathews (AISD)
- Pease (AISD)
- Ridgetop (AISD)
- Travis Heights (AISD)

Middle Schools

- Lively (AISD)

DISTRICT 9

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

See [AustinTexas.gov/SafeRoutesD9](https://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.

Figure 13: Council District 9



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

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

See [AustinTexas.gov/SafeRoutesD10](https://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.

Figure 14: Council District 10

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Consultant Team

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MOTION
2016 MOBILITY BOND



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TO SCHOOL