

# **A**PPENDIX **E**: BICYCLE NETWORK **PRIORITIZATION MATRIX**



#### Appendix E :: Bicycle Network Prioritization Matrix

## INTRODUCTION

The bicycle facility improvements should be prioritized based on their characteristics to promote the goals of this Bicycle Plan. This Prioritization Matrix was created to identify high prioritization projects for the purposes of applying for grant funds.

The Prioritzation Matrix identifies and weights several factors that influence the need for a bicycle facility. These criteria are group into four categories: Proximity to Attractors / Destinations; Residential Population; Connectivity; and Community Support.

After all bicycle network facility recommendations have been prioritized based on this criteria, it will be possible to generally categorize them as "very high", "high", "medium", or "low", relative to other projects.

The prioritization matrix should not be used to determine the chronological order of implementing recommended facility improvements. If an opportunity arises through other roadway projects, land development, etc., to implement a recommended bicycle network facility improvement, that opportunity should be taken regardless of its rank by the prioritization matrix.

### SCORING CATEGORIES & CRITERIA

#### Proximity to Attractors / Destinations



Street Smarts Task Force Seven Rating Criteria of Barriers in Austin (endorsed by the

City Bicycle Program)

- 1. Barrier danger / difficulty level
- 2. Distance required to avoid barrier
- 3. Proximity to "green" route (easy-use route)
- 4. Proximity to major attractor
- 5. Proximity to mass transit, bus, park and ride, rail plan
- 6. Current level of route use
- 7. Difficulty of solution (cost magnitude to implement)

The rating criteria used by the SSTF influenced criteria of this Prioritization Matrix.

A route's proximity to a destination, such as schools and employment centers, will influence bicycle use. These attractors and destinations include: major employers (greater than 250 at one location); schools; transit stops; existing or planned transit facility (such as a park and ride or rail station); the Central Business District, University of Texas and other higher education institutions; public places, such as libraries, parks, etc; and shopping centers.

#### **Residential Population**

One's residence represents the origin of a bicycle trip. This matrix assumes that the potential to generate a bicycle trip increases with higher residential population. Residential population is based on the 2000 Census blocks within a 1/2 mile buffer around the facility.

#### Connectivity

Reducing gaps and barriers and improving connectivity of the bicycle network is a primary objective of this bicycle plan. Therefore, projects that increase connectivity and/or completes barriers and gaps in the existing network are prioritized.

#### **Community Support**

Nobody knows better where the bicycle network is lacking than the bicycling community, and the Bicycle Plan reflects the needs and desires of the bicycling community in Austin. Therefore, routes that have been identified by the community, including the Street Smarts Task Force; neighborhood plans; or other community feedback, are prioritized.

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Appendix E :: Bicycle Network Prioritization Matrix

## Project Street:

**Project Location** (from, to):

Facility Type:

Proximity to Attractors/Destinations   Number of Major Employers within 1/2 mile from route 0   (Major employer - over 250 at one location) 0   Number of public and private schools (grades K-12) within 1/2 mile 0   from route 0   Transit Stop within 1/2 mile(yes=1, no=0) 0   Direct access to existing or planned transit facility (yes=1, no=0) 0   Direct access to Central Business District 0   (yes=1, no=0) 0   Direct access to other higher education institution (yes=1, no=0) 0   Direct access to other higher education institution (yes=1, no=0) 0   Direct access to public places (yes=1, no=0) 0   Direct access to bublic places (yes=1, no=0) 0   Direct access to shopping centers (yes=1, no=0) 0   Direct access to shopping centers (yes=1, no=0) 0   Residential Population of Census Tract Within 1/2 mile 1   Insert 1 for population range, only one may be selected. Population ≥ 4,000   Population ≥ 1,000 0 0   Population ≥ 500 < 1,000 0 0   Population ≥ 500 < 1,000 0 0   Completes barrier in route (yes=1, no=0) 0	er Multiplier	Score
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