



# 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 Prioritization 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

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.



#### 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.

Appendix E :: Bicycle Network Prioritization Matrix

Project Street:

Project Location (from, to):

Facility Type:

Criteria	Number	Multiplier	Score
<b>Proximity to Attractors/Destinations</b>			
Number of Major Employers within 1/2 mile from route <i>(Major employer = over 250 at one location)</i>	0	30	0
Number of public and private schools (grades K-12) within 1/2 mile from route	0	25	0
Transit Stop within 1/2 mile(yes=1, no=0)	0	5	0
Direct access to existing or planned transit facility (yes=1, no=0) <i>(Transit facilities = park and ride, or rail station)</i>	0	20	0
Direct access to Central Business District (yes=1, no=0)	0	20	0
Direct access to University of Texas at Austin (yes=1, no=0)	0	20	0
Direct access to other higher education institution (yes=1, no=0)	0	15	0
Direct access to public places (yes=1, no=0) <i>(Public Places = parks, libraries, other civic uses)</i>	0	15	0
Direct access to shopping centers (yes=1, no=0) <i>(Retail center = atleast 40,000 sq. ft. or retail space)</i>	0	10	0
Total			0
<i>Direct access means that the proposed route is adjacent to or intersects with the destination.</i>			
<b>Residential Population of Census Tract Within 1/2 mile</b>			
<i>Insert 1 for population range, only one may be selected.</i>			
Population > 8,000	0	30	0
Population ≥ 4,000 < 8,000	0	25	0
Population ≥ 1,000 < 4,000	0	20	0
Population ≥ 500 < 1,000	0	15	0
Population < 500	0	10	0
Total			0
<b>Connectivity</b>			
Completes barrier in route (yes=1, no=0)	0	50	0
Completes gap in route (yes=1, no=0)	0	30	0
Number of existing or planned bicycle routes connected by the proposed bicycle route	0	20	0
Directness of route (most direct=1, otherwise, 0)	0	15	0
Identified as regional super route (yes=1, no=0)	0	10	0
Total			0
<i>A barrier is defined as ana large structural impediment to bicycle access which may or may not be outside of the City of Austin's jurisdiction.</i>			
<b>Community Support</b>			
Recommended by Street Smarts Task Force (yes = 1, no = 0)	0	30	0
Recommended by community feedback (yes = 1, no = 0)	0	25	0
Adopted in Neighborhood Plan (yes = 1, no = 0)	0	20	0
Total			0
<i>Community feedback defined by input during the 2008 Bicycle Plan Update planning process.</i>			
<b>Grand Total</b>			<b>0</b>



# AUSTIN BIC



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