MEMORANDUM

TO: Susan Daniels, Capital Program Consultant, Capital Planning Office

FROM: Annick Beaudet, Program Consultant, Public Works Department

DATE: March 20, 2012

SUBJECT: 2012 Proposed Bond Bicycle & Trail Projects

CC: Howard Lazarus, Director, PWD, James, Snow, Assistant Director, PWD, Keri Juarez, Assistant Director, PWD, Michael Trimble, Officer, CPO, Michael Curtis, Division Manager, PWD, Molly Scarborough, Program Consultant, CPO, and Nadia Barrera, Project Coordinator, PWD

ATTCH: Bicycle Plan Project Prioritization Matrix

The purpose of this memorandum is to provide additional information about the above referenced projects. In 2009, the City Council adopted a bicycle project prioritization matrix as part of the Bicycle Master Plan. Staff utilized the matrix to prioritize the bike/urban trail projects identified through the needs assessment done for the proposed 2012 bond program. The results are provided below:

Category	Rank	Location	Estimate
Bicycle and Urban Trail			
Urban Trail	1	Mopac Bicycle Bridge Phase 1 and 2 *This is for construction contingency on grant funds received from the State. If not used request to roll into the Urban Trail IDIQ Project.	$ 4,000,000
Bicycle	2	Bicycle Lane Striping ($500k for 7 years, starting in 2013)	$ 3,250,000
Bicycle	3	Urban Trail Grant Match and IDIQ	$ 4,900,000
Urban Trail	4	Bicycle Grant Match & IDIQ General Bike Plan Implementation	$ 2,000,000
Bicycle	5	Pleasant Valley Road Bicycle Facilities - Longhorn Dam to Lakeshore	$ 950,000
Urban Trail	6	Austin to Manor Trail Phase 2	$ 5,200,000
Urban Trail	7	Country Club Creek, Riverside to Oltorf	$ 1,200,000
Total			**$ 21,500,000**

Please contact me should there be any questions about the project or the prioritization process.

Project Street: _____
Project Location (from, to): _____
Facility Type: _____

Criteria	Number	Multiplier	Score
Proximity to Attractors/Destinations			
Number of Major Employers within 1/2 mile from route *(Major employer = over 250 at one location)*	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) *(Transit facilities = park and ride, or rail station)*	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) *(Public Places = parks, libraries, other civic uses)*	0	15	0
Direct access to shopping centers (yes=1, no=0) *(Retail center = atleast 40,000 sq. ft. or retail space)*	0	10	0
		Total	0
Direct access means that the proposed route is adjacent to or intersects with the destination.			
Residential Population of Census Tract Within 1/2 mile			
Insert 1 for population range, only one may be selected.			
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
Connectivity			
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
A barrier is defined as a large structural impediment to bicycle access which may or may not be outside of the City of Austin's jurisdiction.			
Community Support			
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
Community feedback defined by input during the 2008 Bicycle Plan Update planning process.			
Grand Total			**0**