AUSTIN CORE TRANSPORTATION PLAN

Phase 1 Engagement Report

November 2022

Created by the Austin Transportation Department

Introduction

The Austin Core Transportation (ACT) Plan is a study of transportation and mobility options in Downtown Austin. The plan will coordinate with and facilitate several major downtown projects, such as Project Connect, I-35 Capital Express Central and the Palm District Planning Initiative. This project is being led by the Austin Transportation Department (ATD).

The ACT Plan study area is shown in Map 1. It consists of the area between Lady Bird Lake to the south, Martin Luther King, Jr Blvd to the north, I-35 to the east, and Lamar Blvd to the west. The Plan will include a list of projects to help us achieve our mobility vision for downtown, as well as an implementation plan. The ACT Plan public engagement process began in the spring of 2022; this report describes activities that took places in the preliminary and first phases of the ACT Plan, which ended on September 30, 2022.

Public Engagement Strategy and Goals

The ACT Plan is using a two-phase planning process. Early in the process, the ACT Plan team identified stakeholders and focus populations and reached out to alert them to this process, as well as to request additional names of people or organizations to whom to reach out. Once stakeholders were identified, Phase 1 began with several goals. It was the first opportunity to learn which right-of-way elements people prefer and what transportation modes they wish to use to travel to, from, and within Downtown. It was also the first opportunity to familiarize people with the ACT Plan, to create awareness about the project, and to validate the technical work around identifying mobility needs within the ACT Plan study area. Phase 2 will follow in the winter of 2022, which will present refined Downtown mobility scenarios to the public.

ACT Plan Phase 1 engagement focused on identifying and including the many different populations of people that access and use Downtown Austin. The ACT Plan team identified many different groups, organizations, interests, and perspectives to inform the ACT Plan's recommendations. Twenty-two different groups were specifically identified as focus populations within Downtown, in addition to the greater Austin community. These populations are listed in Appendix A.

The ACT Plan team gathered input from these groups and included their perspectives when identifying potential projects as part of the plan. In addition to the focus populations, the ACT Plan team also identified more than 70 organizations to connect with based on their relationship to Downtown. Ultimately, the list of organizations, groups, interests, perspectives, and general people were sorted into different categories to help guide engagement throughout the process.

The ACT Plan team developed the following engagement goals prior to launching outreach:

- Engage with, and receive input from, a diverse group of stakeholders
- Ensure historically underserved and underrepresented Downtown stakeholders are centered throughout engagement
- Ensure all options presented to stake holders are realistic alternatives and opportunities that can be feasibly developed downtown
- Operate on an engagement level of Involve and Collaborate based on the International Association for Public Participation's (IAP2) Spectrum of Public Participation (Figure 1)
- Present opportunities to participate in the process in different locations, on different days, and at different times of day to expand opportunities to participate
- Ensure public input opportunities are available in multiple media and utilize multiple streams of information to collaborate with the public
- Create an open dialogue with the project team to respond to questions and provide information as desired by the public
- Provide information in all languages requested by stakeholders and provide information in both English and Spanish to start.

Figure 1. IAP2 Spectrum of Public Participation

IAP2 Spectrum of Public Participation

IAP2's Spectrum of Public Participation was designed to assist with the selection of the level of participation that defines the public's role in any public participation process. The Spectrum is used internationally, and it is found in public participation plans around the world.

INCREASING IMPACT ON THE DECISION

	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

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Phase 1 Public Engagement

ACT Plan Phase 1 public engagement had three arms: a public survey, meetings with focus populations and interested groups, and a Working Group organized by the Downtown Austin Alliance.

The public survey was available online and on paper, in both English and Spanish. An example of the paper survey can be found in Appendix B. It launched on August 1, 2022 and closed on September 30, 2022. The Phase 1 survey asked people's opinions on three aspects of Downtown mobility:

- What type of Downtown mobility on which to focus (I.e., transportation to Downtown, transportation from Downtown, transportation through Downtown, or transportation within Downtown)
- Which right-of-way elements are most important to people Downtown (i.e., building frontages, sidewalks, street tree and furniture zone, curb zone, transit-only lanes, mixed vehicle lanes, and protected bicycle/micromobility lanes)
- How do people currently move around Downtown and what is their ideal way to move around Downtown.

Respondents' answers to these questions will be used to inform our development and selection of preferred street cross-sections downtown.

To ensure that the ACT Plan reached the Phase 1 engagement goals, the ACT Plan team and Austin Transportation Public Information Office staff conducted a media push at the start of the survey. The survey was advertised in the Austin Mobility newsletter as well as at least twenty other newsletters over the course of Phase 1. There were over 20 social media posts about the survey from organizations and City partners, and multiple stories with local news outlets.

In addition to the outreach through newsletters, media, and social media, the ACT Plan team also held meetings with partners, presented to several community groups, and attended many in-person events over the course of Phase 1. The following table (and the map in Appendix C) details the meetings and events the ACT Plan team attended during Phase 1:

Type	Organization	Date	Location
Meeting	Austin Texas Musicians Org Meeting	7/21/2022	242 W 2nd St, Austin, TX 78701
Event	Night Shift #1 Austin Texas Musicians Org	8/2/2022	711 Red River St, Austin, TX 78701
Event	Hot Summer Nights - Red River Cultural District	8/4/2022	912 Red River St, Austin, TX 78701
Event	Hot Summer Nights - Red River Cultural District	8/5/2022	710 Red River St, Austin, TX 78701
Event	Hot Summer Nights - Red River Cultural District	8/6/2022	607 Red River St, Austin, TX 78701
Meeting	Austin Young Chamber Meeting	8/8/2022	Virtual
Meeting	Coalition of Texans with Disabilities Meeting	8/10/2022	1716 San Antonio St, Austin, TX 78701
Meeting	Austin Economic Development Corporation Meeting	8/11/2022	242 W 2nd St, Austin, TX 78701
Meeting	Safe Streets Austin Meeting	8/15/2022	Virtual
Meeting	Austin Public Health Meeting	8/15/2022	Virtual
Meeting	Austin Hotel and Lodging Meeting	8/16/2022	Virtual
Event	Whole Foods Headquarters Office tabling	8/17/2022	501 Bowie St, Austin, TX 78703
Meeting	East Cesar Chavez NPCT Presentation	8/17/2022	41 Navasota St, Austin, TX 78702
Meeting	Austin Texas Restaurant Association Meeting	8/18/2022	Virtual

Event	Hip Hop in the Park Republic Square Event	8/20/2022	422 Guadalupe St, Austin, TX 78701
Event	Austin Hotel & Lodging Hospitality Expo Event	8/22/2022	101 Red River St, Austin, TX 78701
Meeting	ACT Plan DAA Working Group Meeting #2	8/24/2022	515 Congress Ave., Austin, TX 78701
Meeting	ATX Musicians Advisory Panel Presentation - ATX Musicians Org	8/26/2022	Virtual
Event	Pease Nights Event Pease Park	8/26/2022	1100 Kingsbury St, Austin, TX 78703
Meeting	Salvation Army Social Services Center Meeting	8/31/2022	501 E 8th St, Austin, TX 78701
Event	Sustainable Food Center Farmers Market Tabling	9/3/2022	422 Guadalupe St, Austin, TX 78701
Event	Night Shift #2 Austin Texas Musicians Org	9/6/2022	711 Red River St, Austin, TX 78701
Meeting	HACA Meeting	9/9/2022	Virtual
Event	HAAM Day tabling at Waterloo Park	9/13/2022	500 E 12th St, Austin, TX 78701
Meeting	HACA Meeting	9/15/2022	Virtual
Event	Viva Mexico Event Mexican American Cultural Center	9/17/2022	600 River St, Austin, TX 78701
Event	HACA National Night Out	10/4/2022	85 Trinity St, Austin, TX 78701

Public Engagement Phase 1 Results

The Phase 1 survey received a total of 2,129 responses over the two-month engagement period. Survey results were broken down by **30 different demographic groups**, detailing the preferences of Austinites of different genders, races, ages, occupations and income levels (Appendix D). The following key takeaways from the survey stood out to the ACT Plan team upon analysis.

Spaces for people walking:

- Of all street elements respondents would prefer, **sidewalks** scored the highest
  - **66%** of respondents scored sidewalks a 10 on a scale of 1-10
  - Sidewalks (9.09) scored **79%** higher than mixed vehicle lanes (5.08)
  - **26 of 30** demographic groups scored sidewalks as their number 1 priority

Spaces for people biking and using micromobility:

- **Protected bicycle/micromobility lanes** were a high priority for survey respondents
  - **59%** of respondents scored protected bicycle/micromobility lanes a 10 on a scale of 1-10, across all demographic focus populations
  - Protected bicycle/micromobility lanes (8.32) scored **64%** higher than mixed vehicle lanes (5.08)
  - **25 of 30** demographic groups scored protected bicycle/micromobility lanes as an 8 or above
  - **33%** of respondents use a bicycle to get around downtown; in an ideal world, **47%** said they would use a bicycle to get around

Spaces for people taking transit:

- **Transit-only lanes** scored lower than sidewalks and protected bicycle/micromobility lanes but at an average score of **6.36**, still scored **25%** higher than mixed vehicle lanes.
- **21%** of respondents normally take the bus to get around downtown; in an ideal world, **32%** of respondents would take the bus
  - Among non-white respondents, **31%** of respondents take the bus normally, and **46%** would ride the bus in an ideal world

Overall Mobility Goals:

- **56%** of all respondents normally drive alone to get around downtown; in an ideal world **16%** would like to drive alone
- More than half of all respondents (50.6%) ranked moving **within** downtown as most important (as compared to entering or exiting downtown)

Additionally, the figures below display the overall responses received in Phase 1 survey. The first questions asked people what type of downtown mobility is most important to you: How to enter Downtown, how to leave Downtown, how to pass through Downtown, or how to move within Downtown? For this question, a lower number indicates a higher priority.

The planning team looked at these answers in two ways: both the average of the responses (displayed in the blue graph in Figure 2), as well as looking at the top and bottom priority for respondents (shown in gray and orange in Figure 3).

Figure 2 – Downtown Mobility Focus Ratings

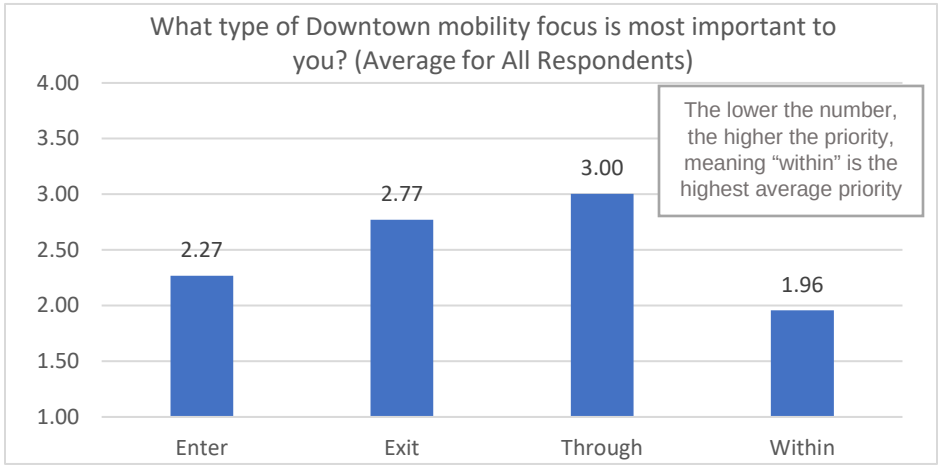
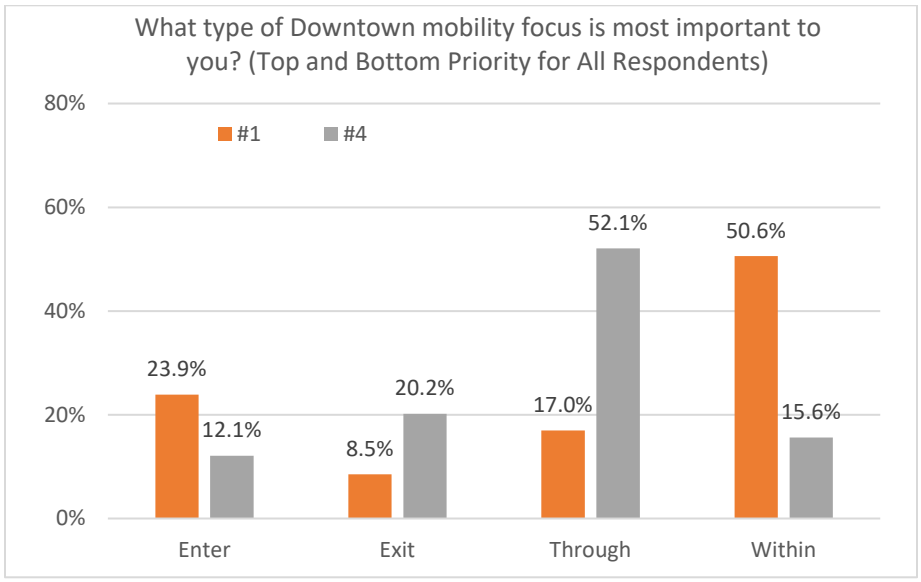


Figure 3 – Downtown Mobility Focus Preferences



The majority of the survey focused on right of way elements. It asked people to identify the importance of seven different elements on a scale of 1-10, 10 being the highest importance. Elements could share scores; this was not a ranking. The planning team also looked at the overall average results for this question (Figure 4, in blue), as well as the top and bottom priorities (Figure 5, in gray and orange).

Figure 4 – Street Element Ratings

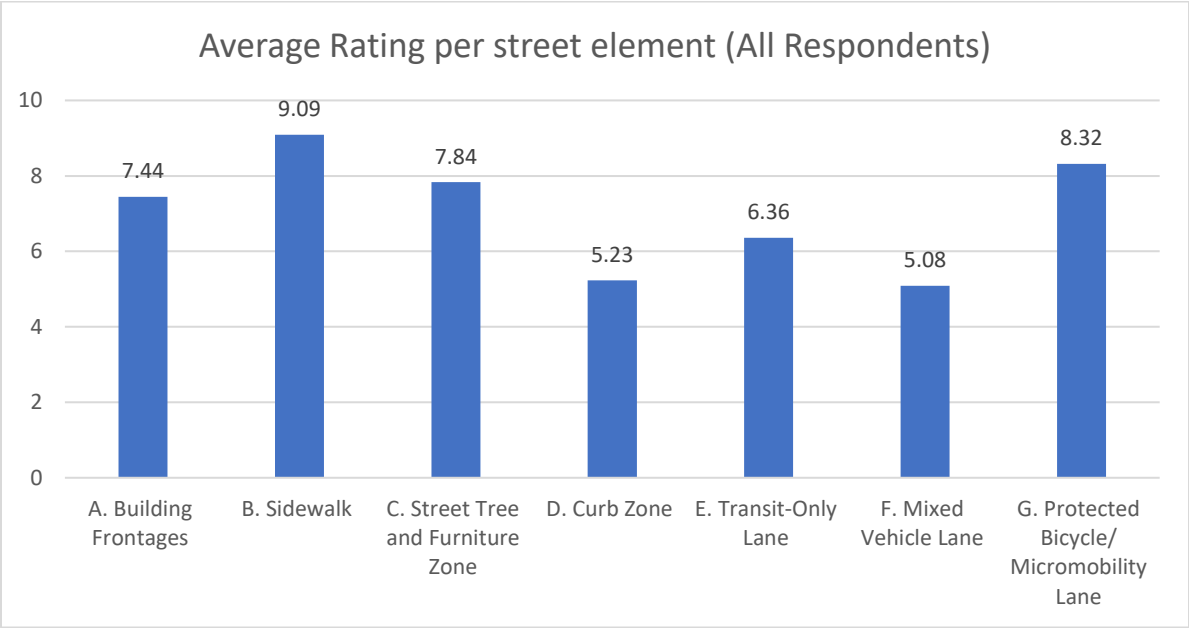
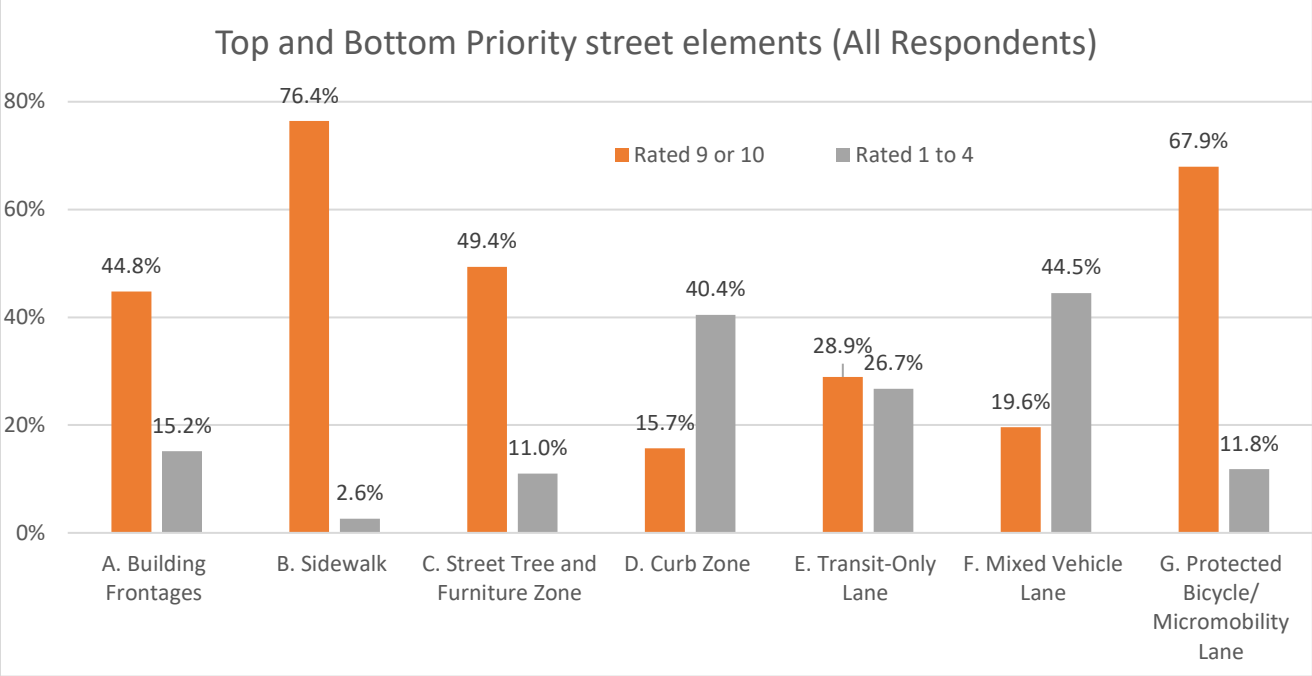


Figure 5 – Street Element Priorities



Next Steps

The ACT Plan team continues to analyze the responses and feedback collected during Phase 1 and will use this information to inform the development of different alternatives to be included in the upcoming Phase 2 survey. Phase 2 is planned to occur in late 2022 and early 2023, and will include both public events and a second public survey with modal network and cross-section options. During Phase 2 engagement the ACT Plan team will also hold meetings with focus populations, interested people and organizations, visit different neighborhoods Downtown, and continue to convene the Working Group. Upon completion of Phase 2 the ACT Plan team will combine the public engagement and technical results to put forth final ACT Plan proposals.

Appendices

Appendix A: ACT Plan Downtown Populations

Appendix B: Paper Survey in English

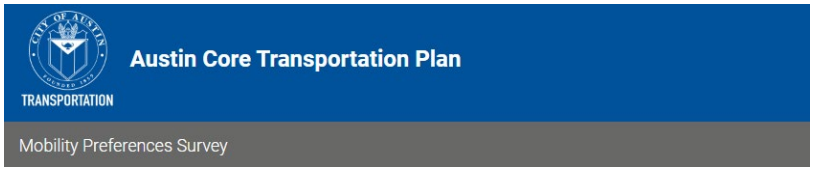
Appendix C: ACT Plan Engagement Events Map

Appendix D: Survey Responses Results Breakdown

Appendix A. ACT Plan Downtown Focus Populations

Downtown Population	Reason for Inclusion
Residents	These people live in the ACT Plan area
Office Workers	Downtown is the primary employment center of Austin. These workers often have a standard schedule and utilize a variety of transportation modes.
Servers	Downtown is home to a growing number of bars and restaurants serving people throughout the day. These industries are a major draw of Downtown.
Musicians, performers, and venue owners and staff	The Live Music Capital of the World relies on the myriad venues spread throughout downtown. Performers may have specific or atypical needs.
Late night staff (e.g., janitorial staff)	Downtown's buildings and hotels have different needs at night. The operation and maintenance of these locations relies on staff who are seeing things from a different perspective.
Delivery drivers	Goods delivery occurs throughout the network (temporally and spatially), and the use of street space by these drivers is a major contributor to congestion. Identifying designs that help this group could ameliorate certain issues downtown.
Ridehail/TNC/taxi drivers	Similar to delivery drivers, ridehail, TNC, and taxi drivers utilize the entirety of the network and contribute to congestion.
Government workers	Downtown is the base for many government workers at multiple levels of government. The Capitol Complex is a node for thousands of commuters.
Construction workers	Downtown's construction and maintenance relies on these workers, who also utilize equipment that requires space.
Hotel staff	Downtown is the major tourist destination in Austin, and these staff arrive at different times throughout the day.
Visitors/tourists	Thousands of visitors come to Austin and spend the majority of their time downtown. It is critical that the network is comprehensible and easily usable for people who have never visited before.
People with physical mobility impairments	All new infrastructure must and should be designed for those with physical mobility impairments in mind. Infrastructure that works for them is infrastructure that works for everybody.
People who are blind	All new infrastructure must and should be designed for people who are blind. Infrastructure that works for them is infrastructure that works for everybody.
People who are deaf	All new infrastructure must and should be designed for people who are deaf. Infrastructure that works for them is infrastructure that works for everybody.
Unhoused and unhoused service providers	There is a large unhoused population in Downtown, as well as the city's main service provider.
Emma S. Barrientos Mexican American Cultural Center community (staff and visitors)	The ESB-MACC is a major cultural anchor downtown. They are a pillar of a network of organizations and businesses Downtown that support Mexican-American Austinites.
Families	As Downtown grows it is important that the area isn't only for young adults, but supports growing families, as well. They may have different needs from the transportation network.
Seniors	As Downtown grows it is important that the area isn't only for young adults, but supports our senior population, as well. They may have different needs from the transportation network.
Building developers	Downtown's growth has been shaped by the new development occurring throughout the ACT Plan area. Future growth and construction could usher in major future changes.
Building managers	How buildings operate once they are built affects the downtown ecosystem. Building managers see the needs and habits of their occupants.
Special Event Organizers	Downtown is home to many high-profile events.
Medical workers	The hospitals and Innovation District bring huge numbers of medical workers to the area, at varying times and with potential different needs.

Appendix B. Paper Survey in English



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The ACT Plan will include a list of projects to help us achieve our mobility vision for downtown, as well as an implementation plan. This survey is the first step in this process to help staff learn more **about the different transportation elements you would like to see in downtown streets, how you travel to and within downtown now, and how you would like to do so in the future**.

Future phases of the ACT Plan will ask for your input on how you want specific streets to look, and ATD anticipates having draft street plans available for input by late 2022.

This survey should take you about 5-10 minutes to complete. If you have any questions or issues regarding the survey or the ACT Plan, please visit our ACT Plan website or email ACTPlan@AustinTexas.gov.

The ACT Plan applies to Downtown Austin, which is bound by Martin Luther King Jr. Boulevard to the north, Lamar Boulevard to the west, Lady Bird Lake to the south and Interstate 35 to the east.

To improve mobility and connectivity, ATD needs to understand why and how people use Downtown streets. To prepare design options that best respond to the needs of our community, we'd like to know which of these ways are most important to you.

Please rank each of these four mobility priorities based on what is most important to you, with 1 as the most important and 4 as the least important. For example, if getting into Downtown quickly and efficiently is most important to you, please rank that 1.

What is most important to you?

RANK the following options 1 to 4, 1 being most important, 4 being least important.

- _____ **How to enter Downtown**
- _____ **How to leave Downtown**
- _____ **How to pass through Downtown (excluding I-35)**
- _____ **How to move within Downtown**

Street Design and Features

Street space is limited, especially Downtown, so ATD staff would like to know which street elements you would prefer to see. A street element refers to the different components that make up our streets, such as vehicle lanes, sidewalks, parking areas and bicycle lanes. As part of the ACT Plan, ATD will work to provide options for evaluation that include the street elements that are most important to our community members.

The below images are intended as guides to display different street elements. **These images are not proposals that will be put forward by the ACT Plan**.

Legend:
A. Building Frontages (street cafes, sandwich boards, seating, etc.)
B. Sidewalk (pedestrian through zone)
C. Street Tree and Furniture Zone (lighting, benches, tree, public art, bicycle parking, scooter and other micromobility parking)
D. Curb Zone (on-street parking, passenger loading, commercial loading, parklets)
E. Transit-Only Lane (vehicle travel dedicated to buses)
F. Mixed Vehicle Lane (travel lanes for all vehicles - private automobiles, buses, and/or bicycles)
G. Protected Bicycle/Scooter Lane (dedicated travel space with behind-the-curb separation from motor vehicle area)

Image 1

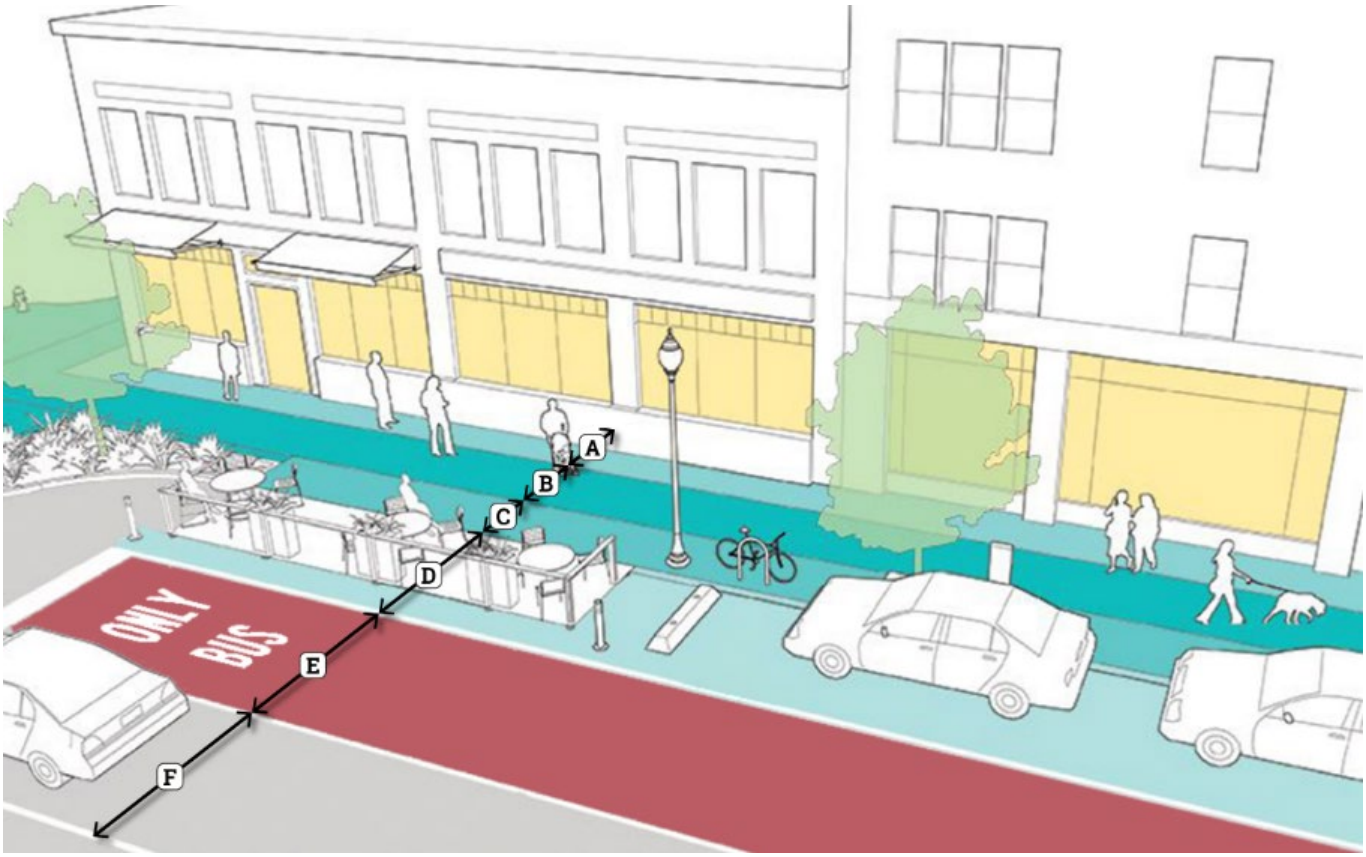


Image 2

We'd like to know how important each individual street element is to you. Please rate each element on a scale from 1-10 stars, with 10 stars representing a strong desire to see that element included on the average street, and 1 star indicating that the element is not important for inclusion.

Ratings can be the same for certain (or all) elements. For example, if both mixed vehicle lanes and sidewalks are the most important to you, you may rate them each as 10 stars.

Please rate each element on a scale from 1-10 stars

*** A. Building Frontages (street cafes, sandwich boards, seating, etc.):** _____ stars out of 10

*** B. Sidewalk (pedestrian through zone):** _____ stars out of 10

*** C. Street Tree and Furniture Zone (lighting, benches, trees, public art, bicycle parking, scooter and micromobliity device parking):** _____ stars out of 10

*** D. Curb Zone (on-street parking, passenger loading, commercial loading, parklets):** ___ stars out of 10

*** E. Transit-Only Lane (vehicle travel dedicated to buses):** _____ stars out of 10

*** F. Mixed Vehicle Lane (travel lanes for all vehicles - private automobiles, buses, bicycles):** ___ stars out of 10

*** G. Protected Bicycle/Micromobility Lane (dedicated travel space with behind-the-curb separation from motor vehicle area):** _____ stars out of 10

Do you live downtown?

- ○ **Yes**
- ○ **No**

Do you work downtown?

- ○ **Yes, I work downtown but from home (full-time)**
- ○ **Yes, I work downtown (outside of my home at least some of the time)**
- ○ **Sometimes. Some of my work is from home or is located downtown, but sometimes I leave downtown for work**
- ○ **No, I work outside downtown**
- ○ **No, I do not currently work**

How do you normally get around downtown?

- ☐ **Bicycle**
- ☐ **Bus**
- ☐ **Carpool/Vanpool**
- ☐ **Drive Alone**
- ☐ **Taxi/rideshare/ridehail/TNC (Uber, Lyft, etc.)**
- ☐ **Scooter**
- ☐ **Walk**
- ☐ **Other (please specify)**

In an ideal world, how would you like to get around downtown?

- ☐ **Bicycle**
- ☐ **Bus**
- ☐ **Carpool/Vanpool**
- ☐ **Drive Alone**
- ☐ **Taxi/rideshare/ridehail/TNC (Uber, Lyft, etc.)**
- ☐ **Scooter**
- ☐ **Train**
- ☐ **Walk**
- ☐ **Other (please specify)**

Is there anything else you would like to tell us about mobility downtown?

The following demographic questions are optional; the information provided helps us tune our engagement to make sure we are hearing from a representative set of Austinites.

If you have any questions about this survey or the ACT Plan, please visit the ACT Plan website or email ACTPlan@AustinTexas.gov.

To stay up to date on the ACT Plan, as well as all other mobility happenings around Austin, please consider subscribing to Austin Mobility News.

In what ZIP code do you live?

What is a major intersection near where you live? Examples: 7th and Chicon, South 1st and Oltorf, Pleasant Valley and Riverside.

Which of the following best represents your gender identity?

- [ ] Female
- [ ] Male
- [ ] Another gender

Which of the following best represents your cultural identity? Select all that apply.

- [ ] Asian cultural identity
- [ ] Black and/or African American
- [ ] Hispanic and/or Latino/Latina/Latinx
- [ ] Native/Indigenous
- [ ] White
- [ ] Other

What is your yearly household income?

- 0-$25,000
- $25-000-$49,999
- $50,000-$74,999
- $75,000-$99,999
- $100,000-$149,999
- $150,000+

Do you identify as someone with a disability?

- Yes, I have a cognitively- or intellectually-related disability
- Yes, I have a hearing-related disability
- Yes, I have a vision-related disability
- Yes, I have a mobility-related disability
- No, I do not identify as having a disability.

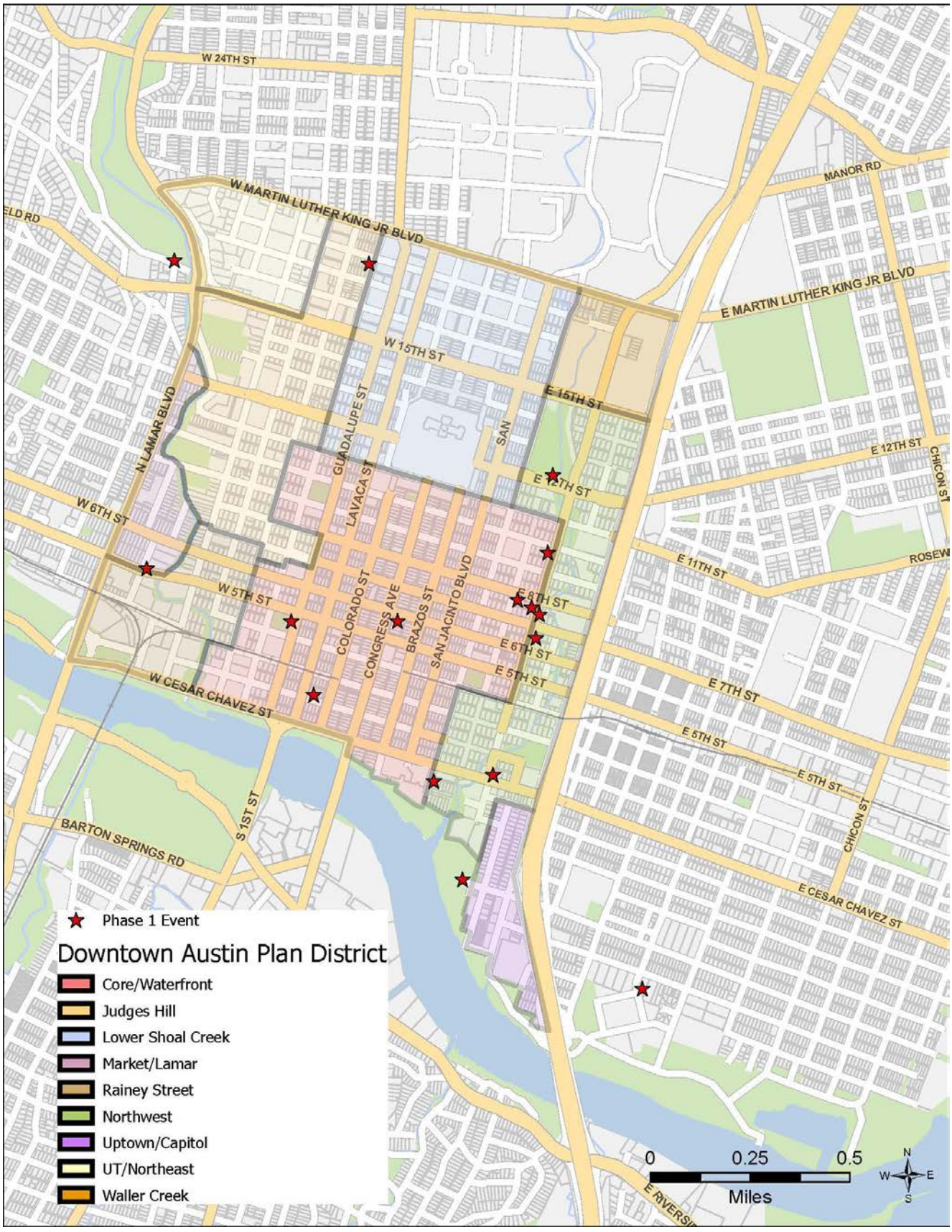
What is your age?

- Under 15 years old
- 15-24 years old
- 25-34 years old
- 35-44 years old
- 45-54 years old
- 55-64 years old
- 65 years old and older

Please indicate which, if any, group(s) you are part of.

- Construction workers (working or has worked downtown)
- Delivery drivers (delivering downtown)
- Hotel staff (located downtown)
- Janitorial and other late-night staff (located downtown and not included in other listed groups)
- Musicians/performers/entertainers (who have performed downtown)
- Office workers (located downtown)
- Performance and entertainment venue staff (located downtown)
- People with physical mobility impairments
- People who are blind or deaf
- People aged 65 or older
- Restaurant and bar staff (located downtown)
- Rideshare, taxi, TNC or pedicab drivers
- State workers (located downtown)
- Social service providers (working with downtown populations)

Appendix C: ACT Plan Engagement Events Map



Appendix D: Survey Responses Results Breakdown

The following figures detail survey results broken down by the following key demographics:

- Respondents who live downtown
- Respondents who work downtown
- Gender:
    - Identifies as Woman
    - Identifies as Man
- Ethnicity/Cultural Identity:
    - Asian
    - Black and/or African American
    - Hispanic/Latinx
    - Native/Indigenous
    - White
- Household Income:
    - Under $50K
    - Over $100K
- People with a Disability
- Age:
    - 15-24 years old
    - 25-34 years old
    - 35-44 years old
    - 45-54 years old
    - 55-64 years old
    - 65 years and older

Figure 6: Average rating per street element – Lives Downtown

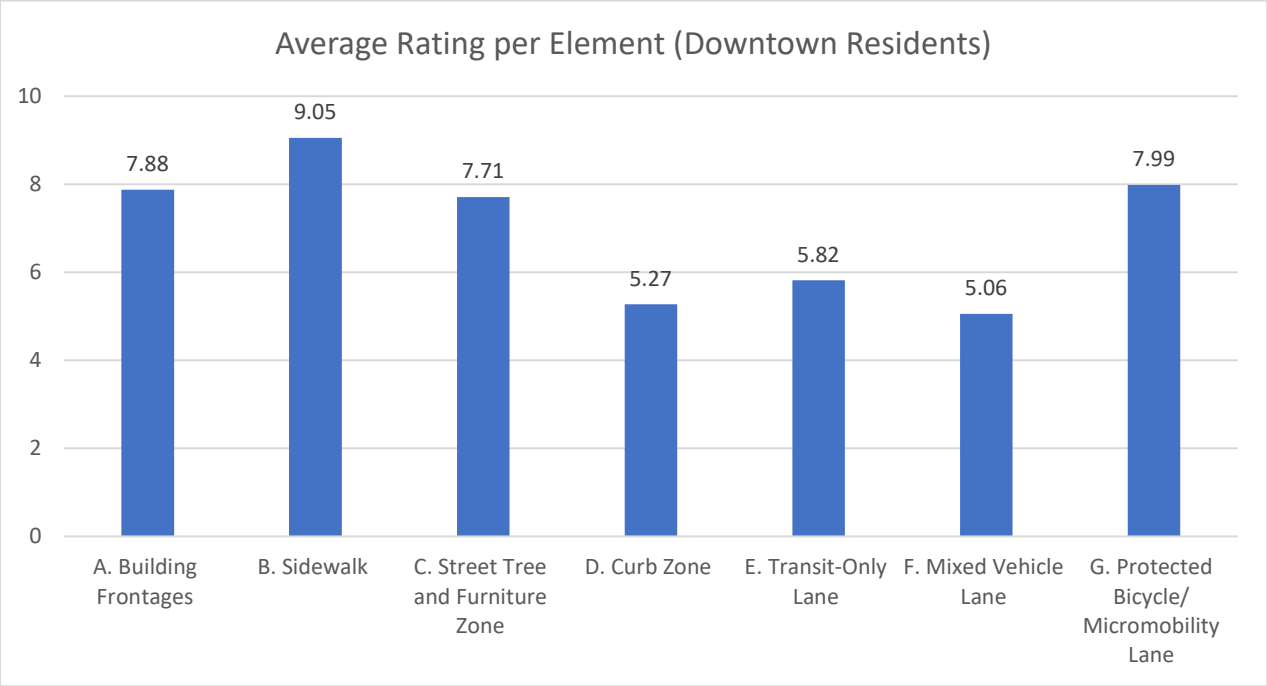


Figure 7: Top and bottom priority street element – Lives Downtown

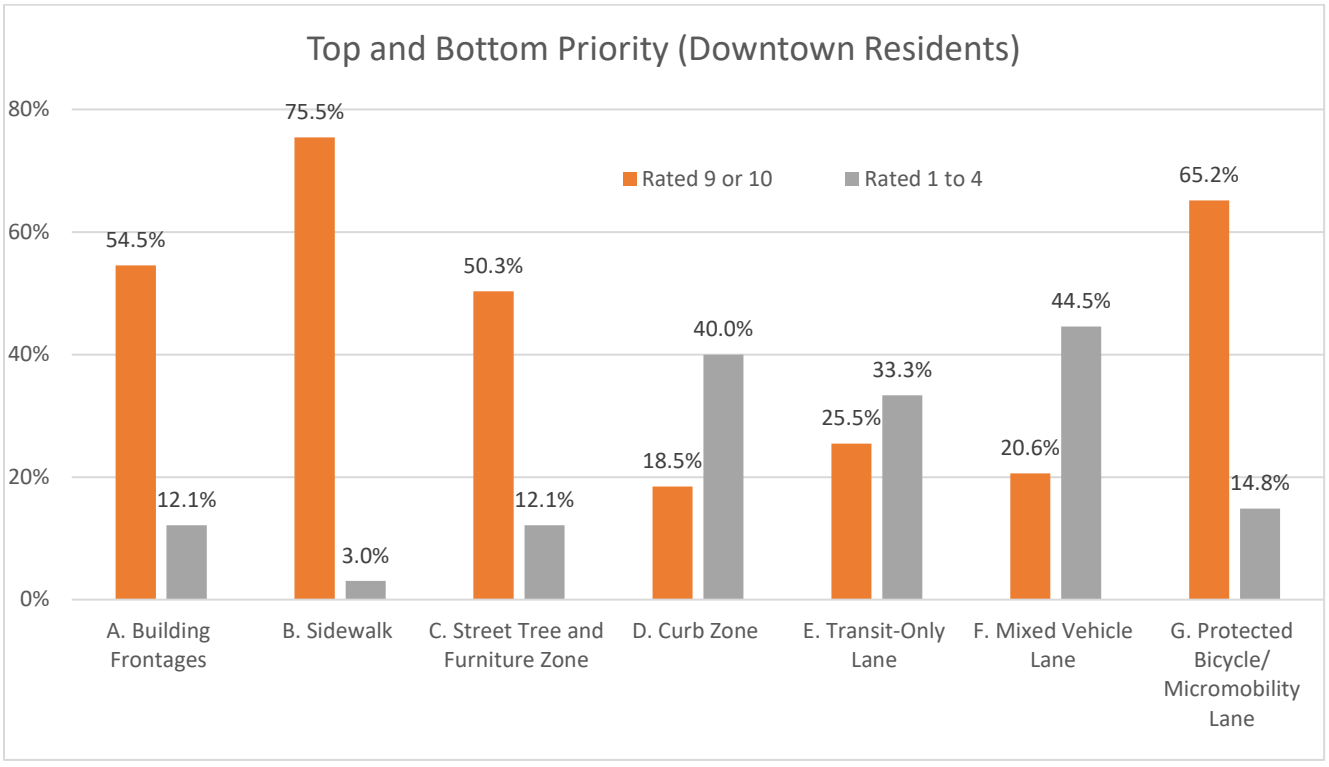


Figure 8: Average rating per street element – Works Downtown

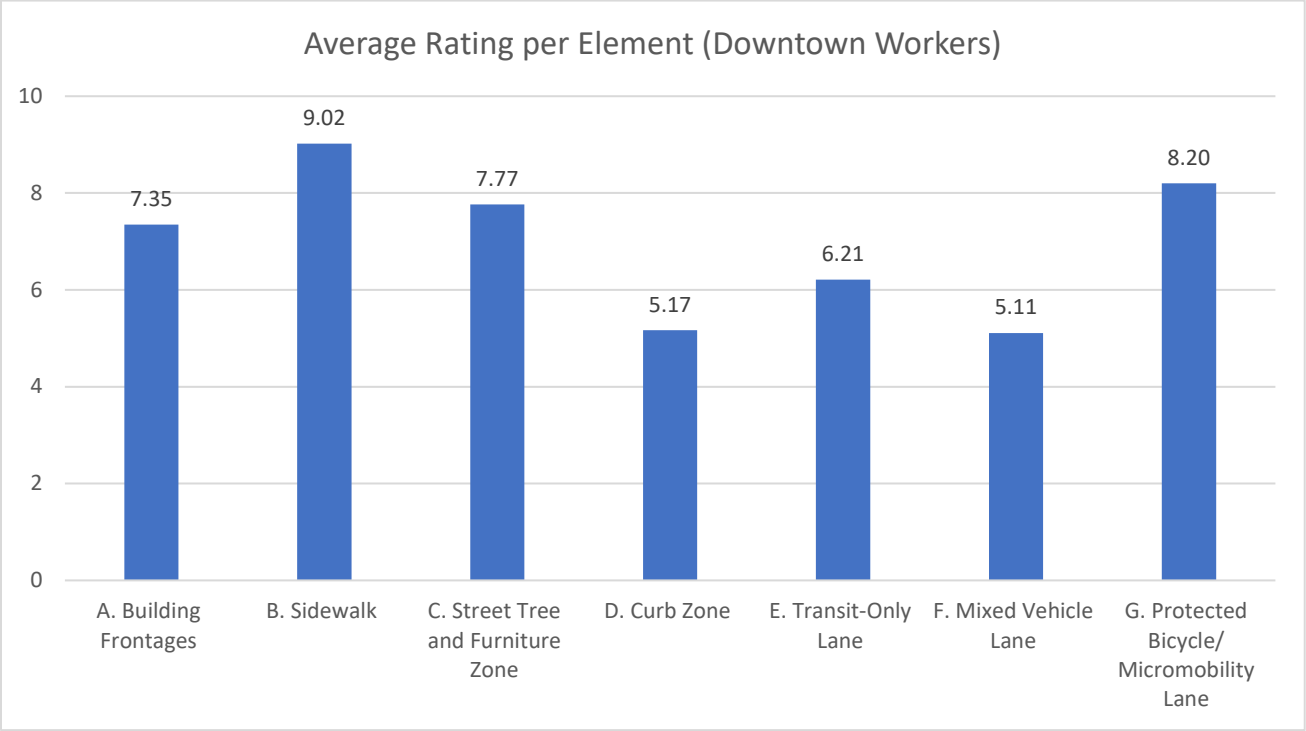


Figure 9: Top and bottom priority street element – Works Downtown

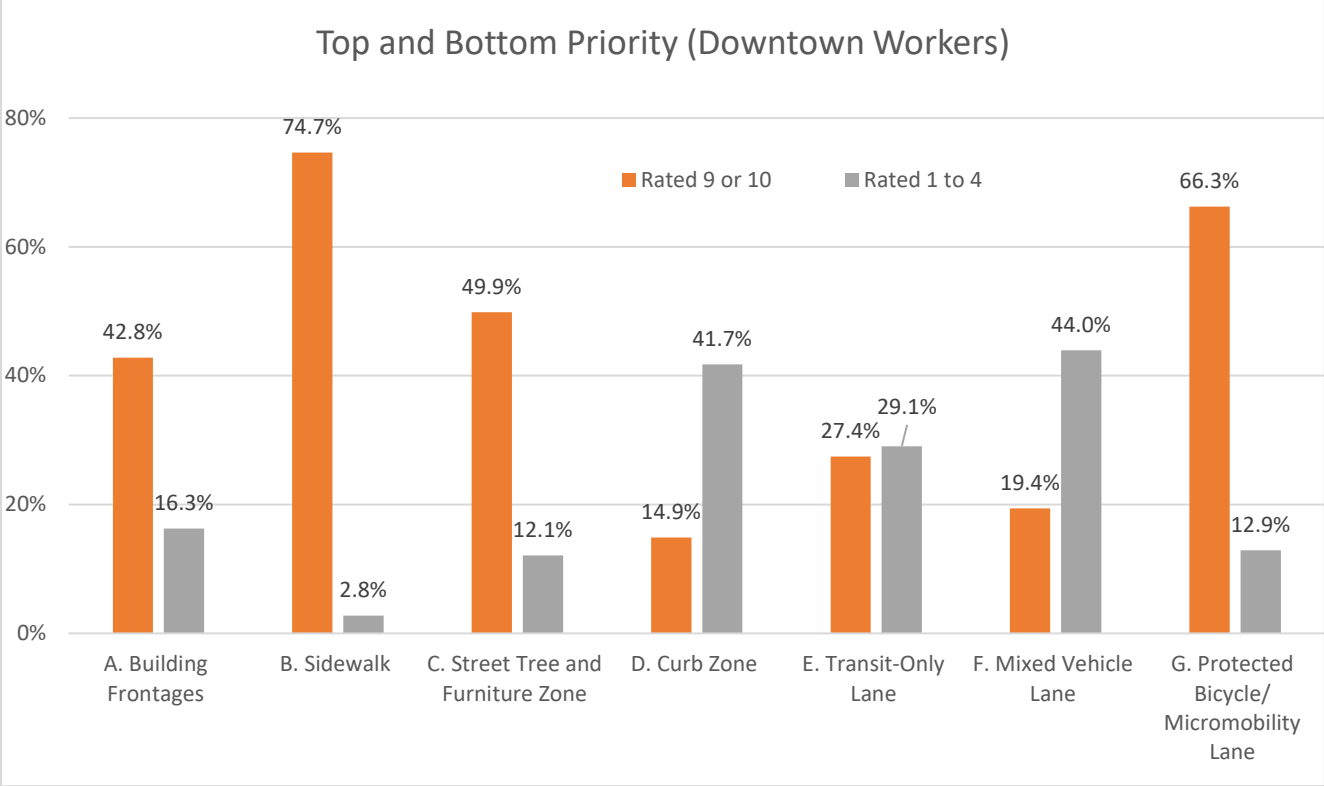


Figure 10: Average rating per street element – Gender: Identifies as woman

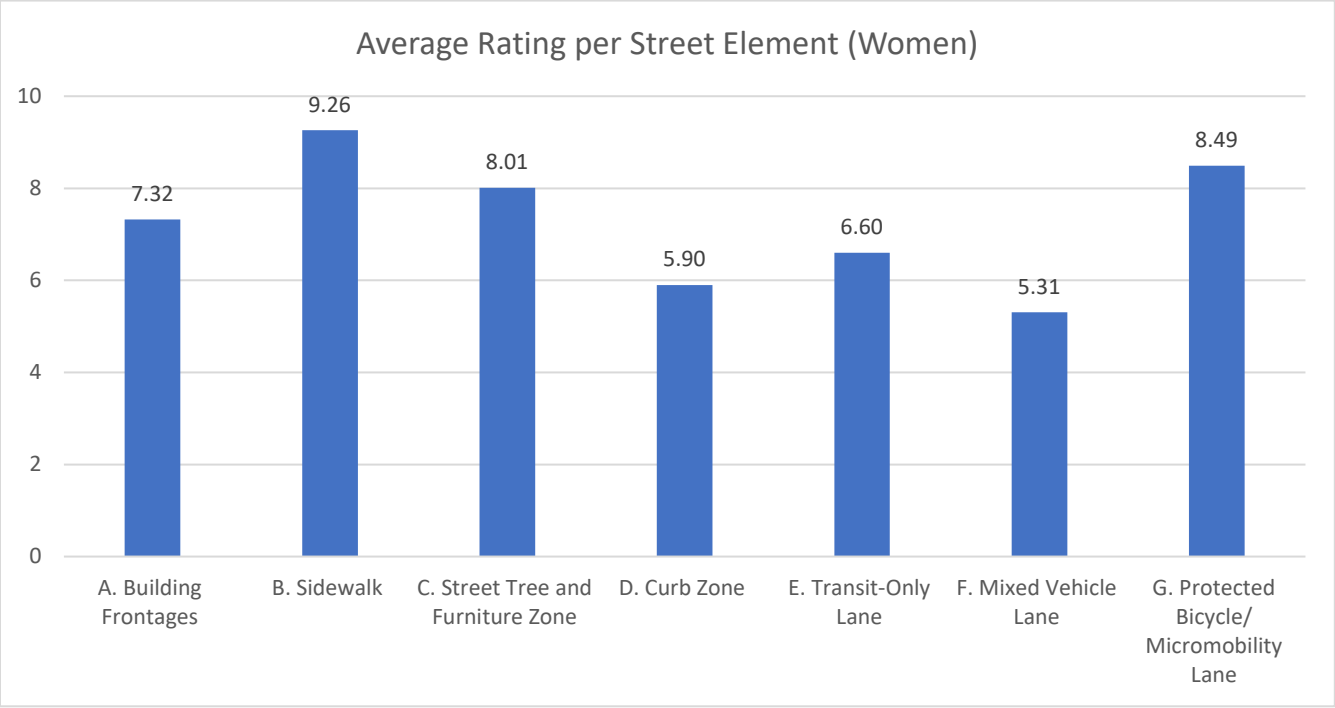


Figure 11: Top and bottom priority street element – Gender: Identifies as woman

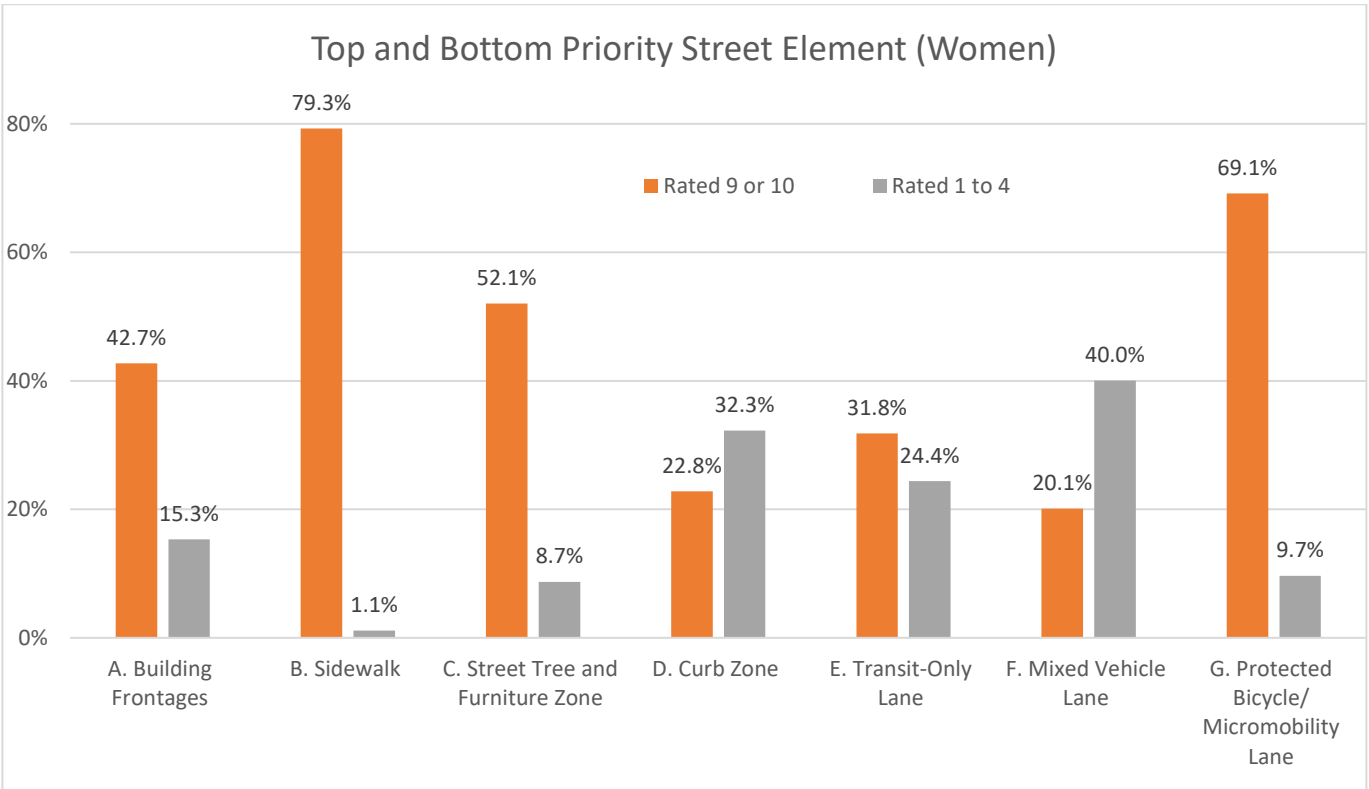


Figure 12: Average rating per street element – Gender: Identifies as man

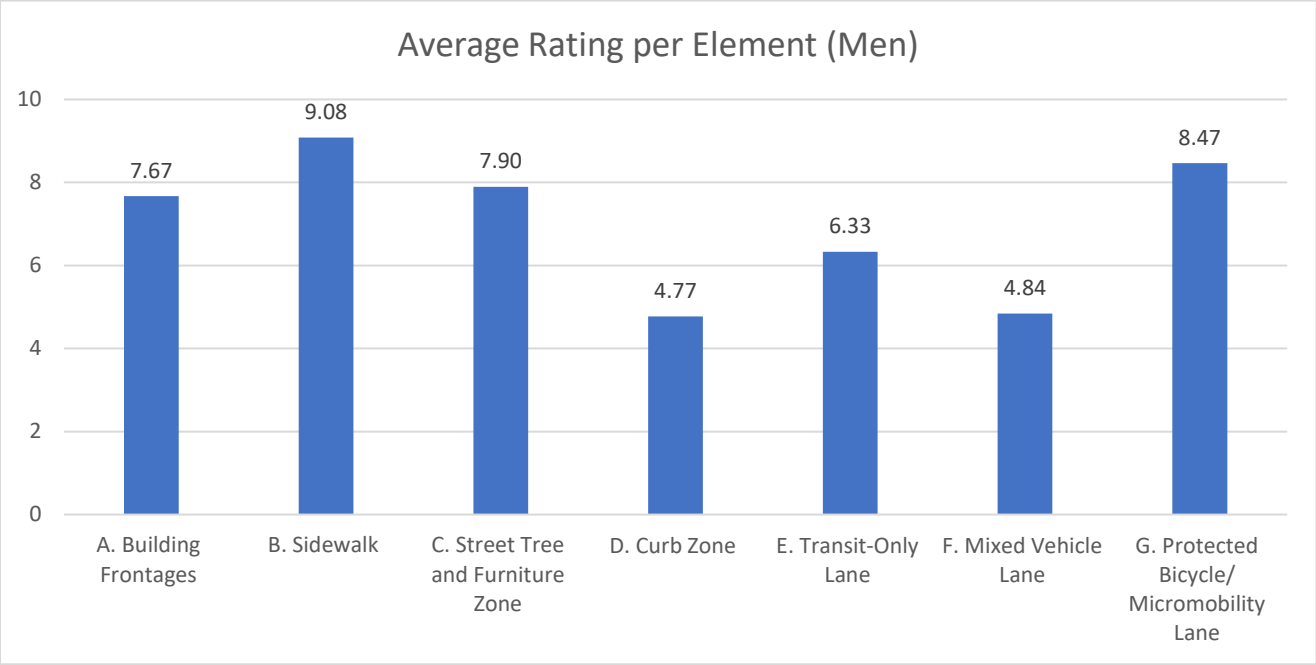


Figure 13: Top and bottom priority street element – Gender: Identifies as man

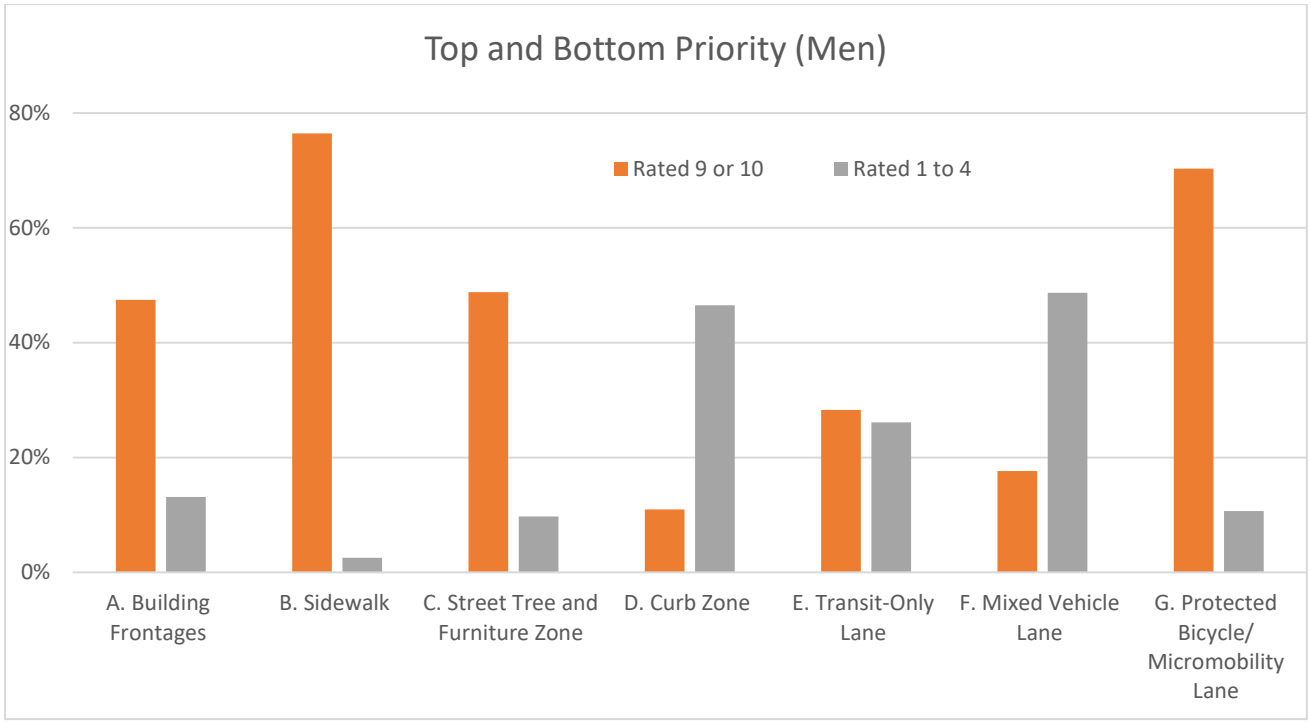


Figure 14: Average rating per street element – Ethnicity/Cultural Identity: Asian

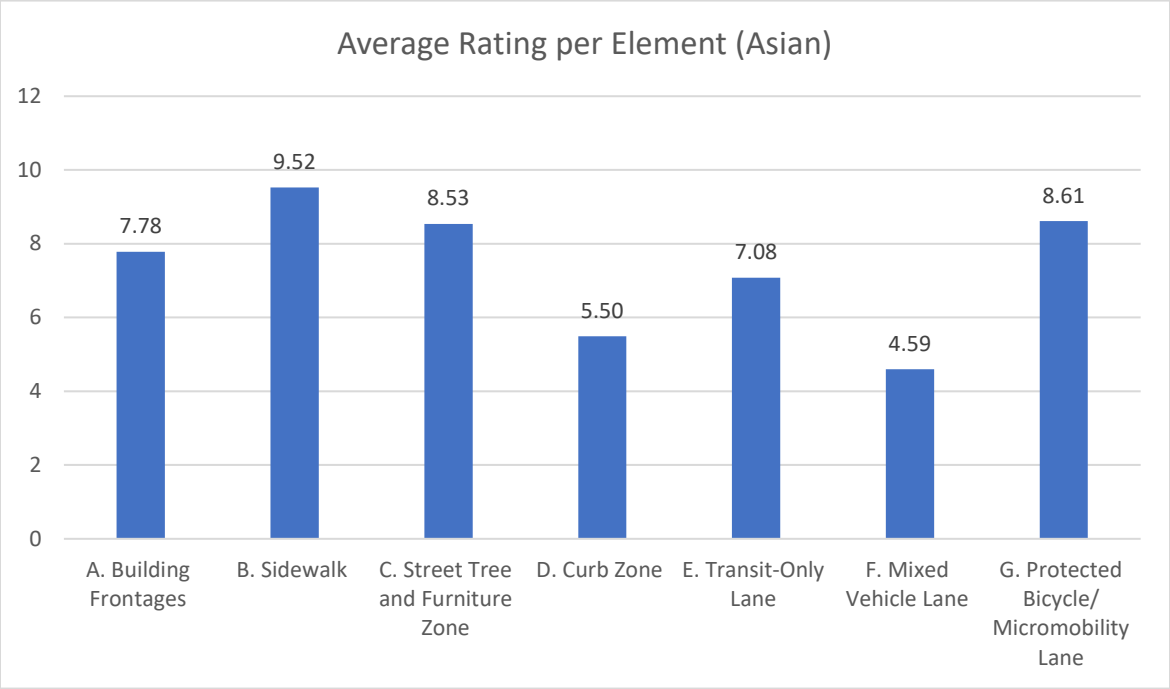


Figure 15: Top and bottom priority street element – Ethnicity/Cultural Identity: Asian

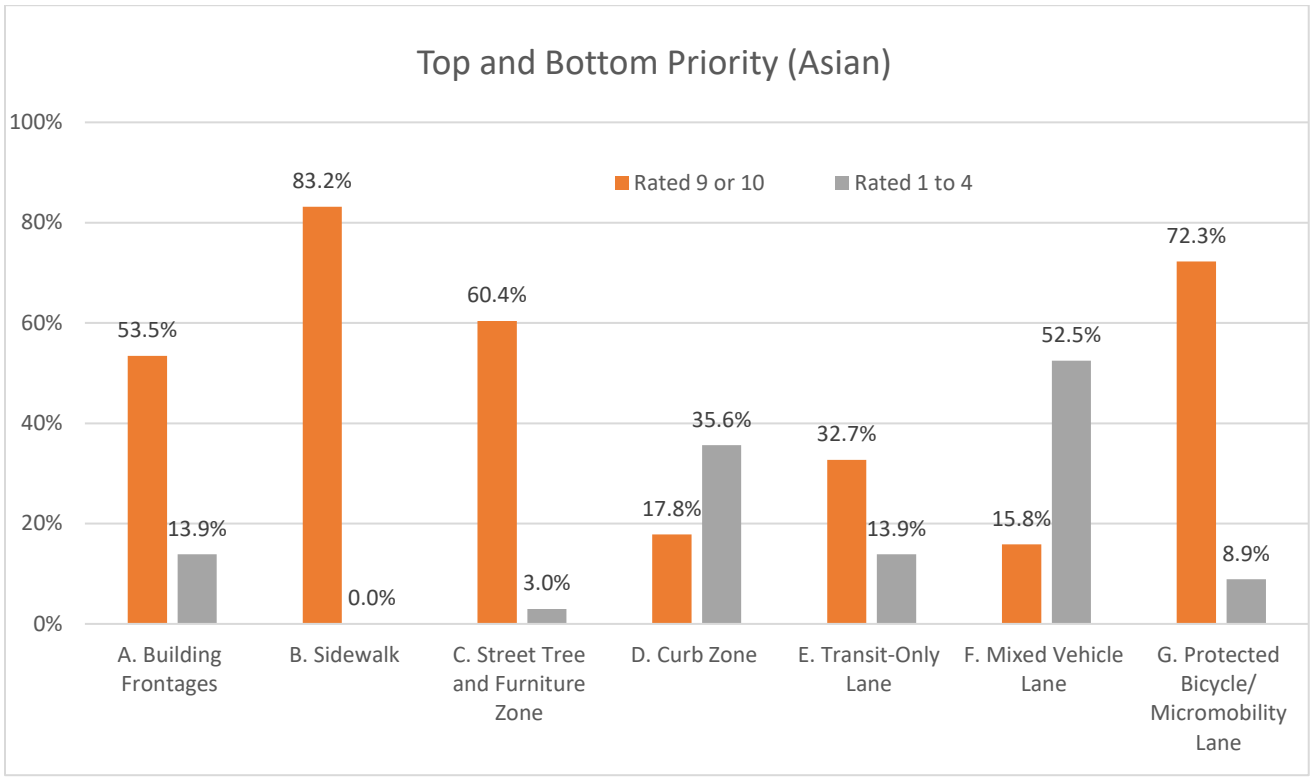


Figure 16: Average rating per street element - Ethnicity/Cultural Identity: Black and/or African American

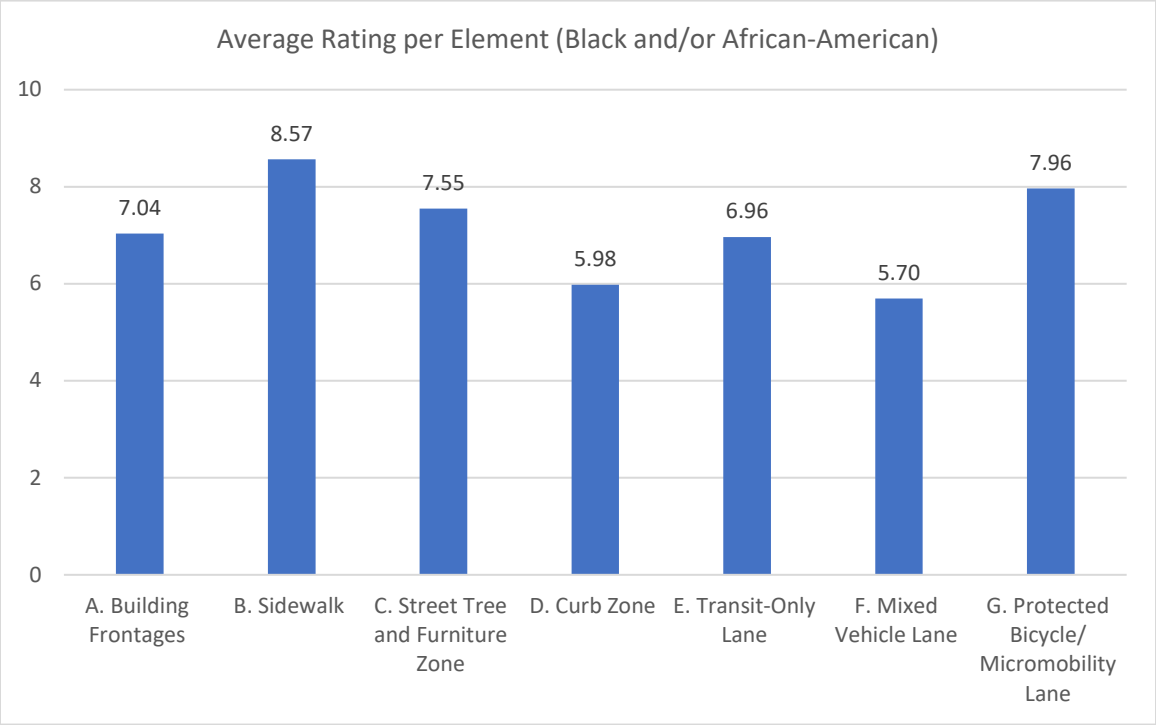


Figure 17: Top and bottom priority street element - Ethnicity/Cultural Identity: Black and/or African American

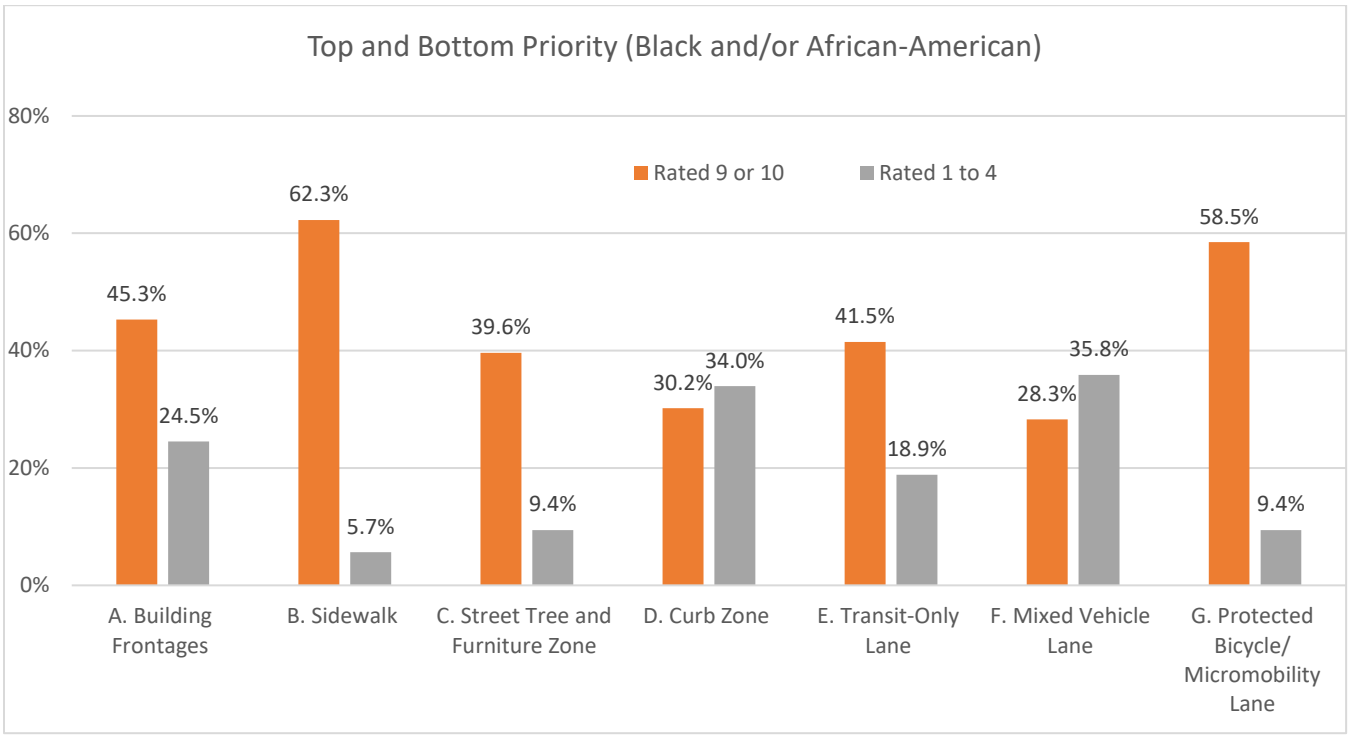


Figure 18: Average rating per street element - Ethnicity/Cultural Identity: Hispanic and/or Latino/Latina/Latinx

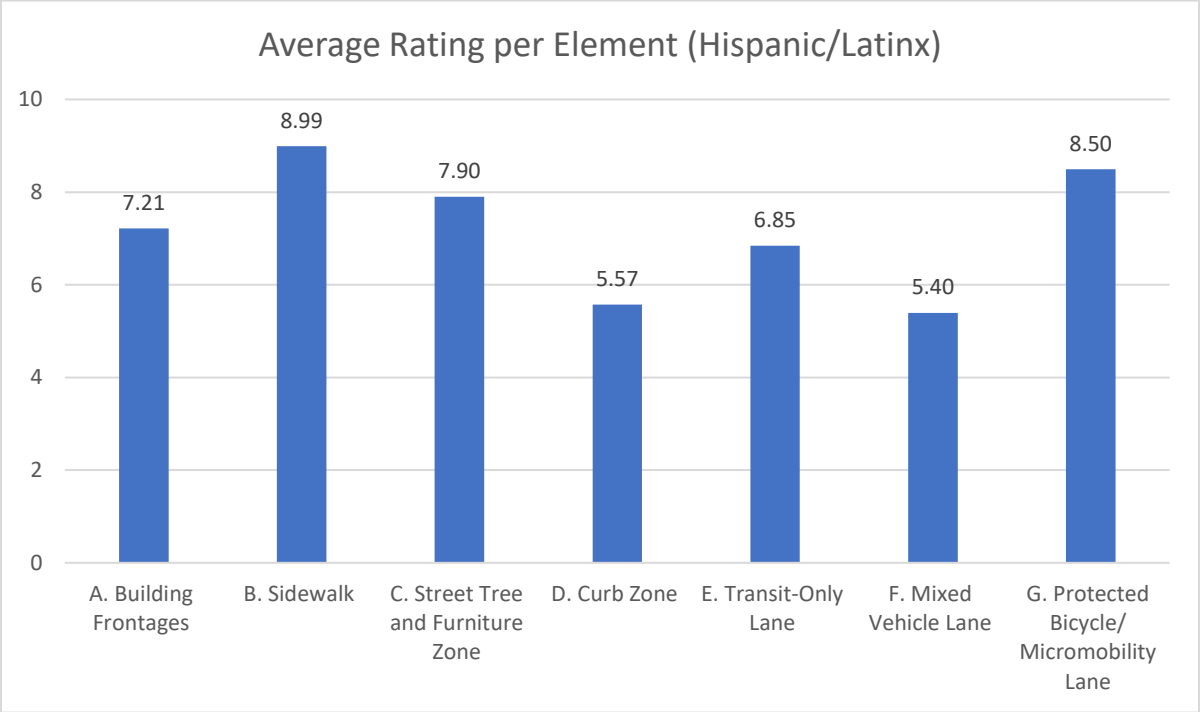


Figure 19: Top and bottom priority street element - Ethnicity/Cultural Identity: Hispanic and/or Latino/Latina/Latinx

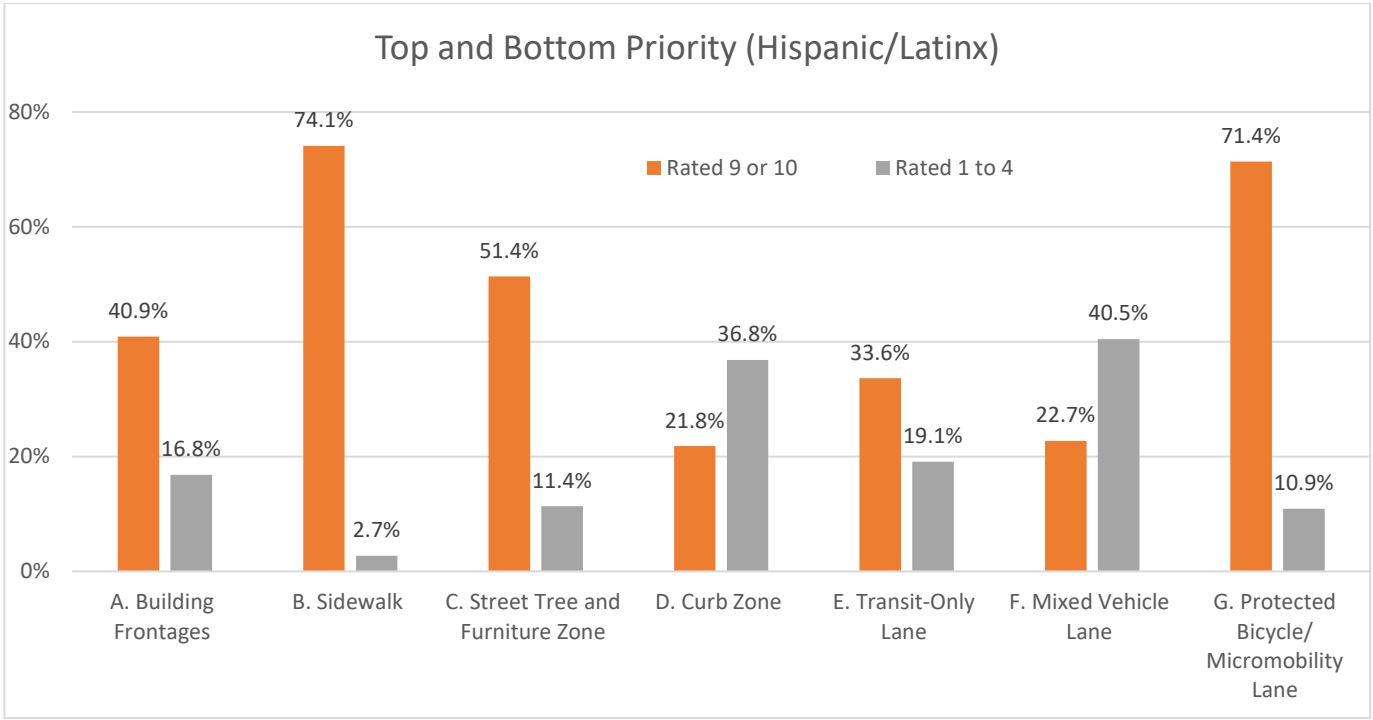


Figure 20: Average rating per street element - Ethnicity/Cultural Identity: Native/Indigenous

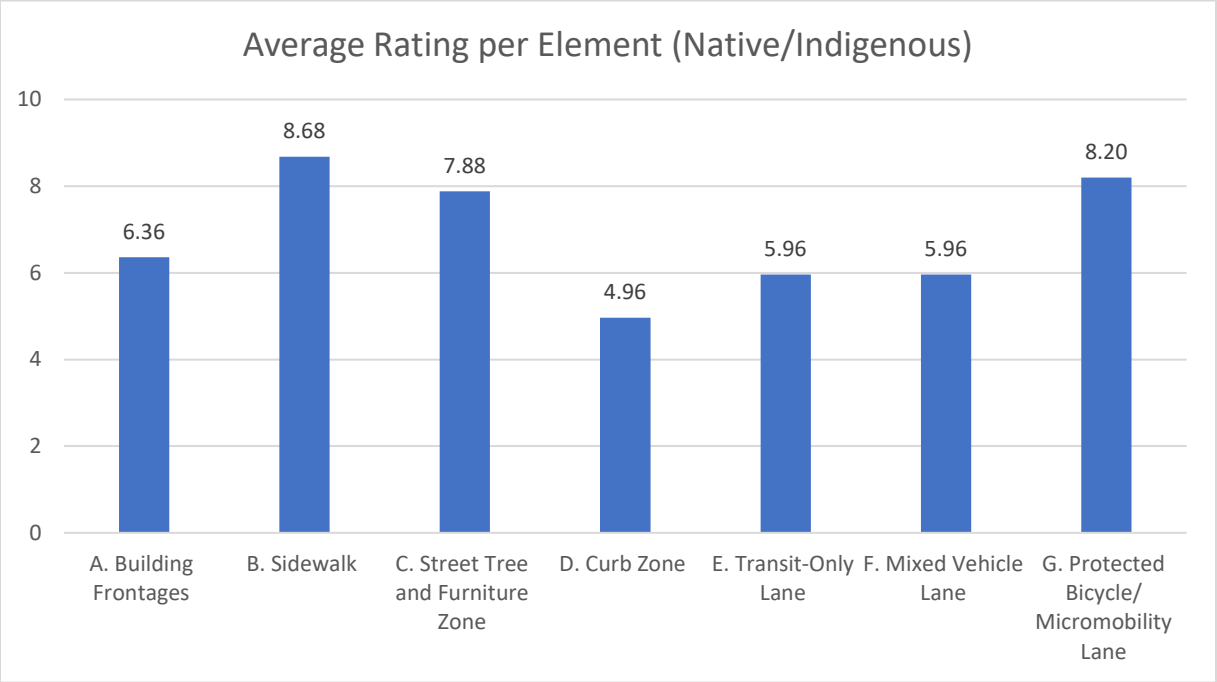


Figure 21: Top and bottom priority street element - Ethnicity/Cultural Identity: Native/Indigenous

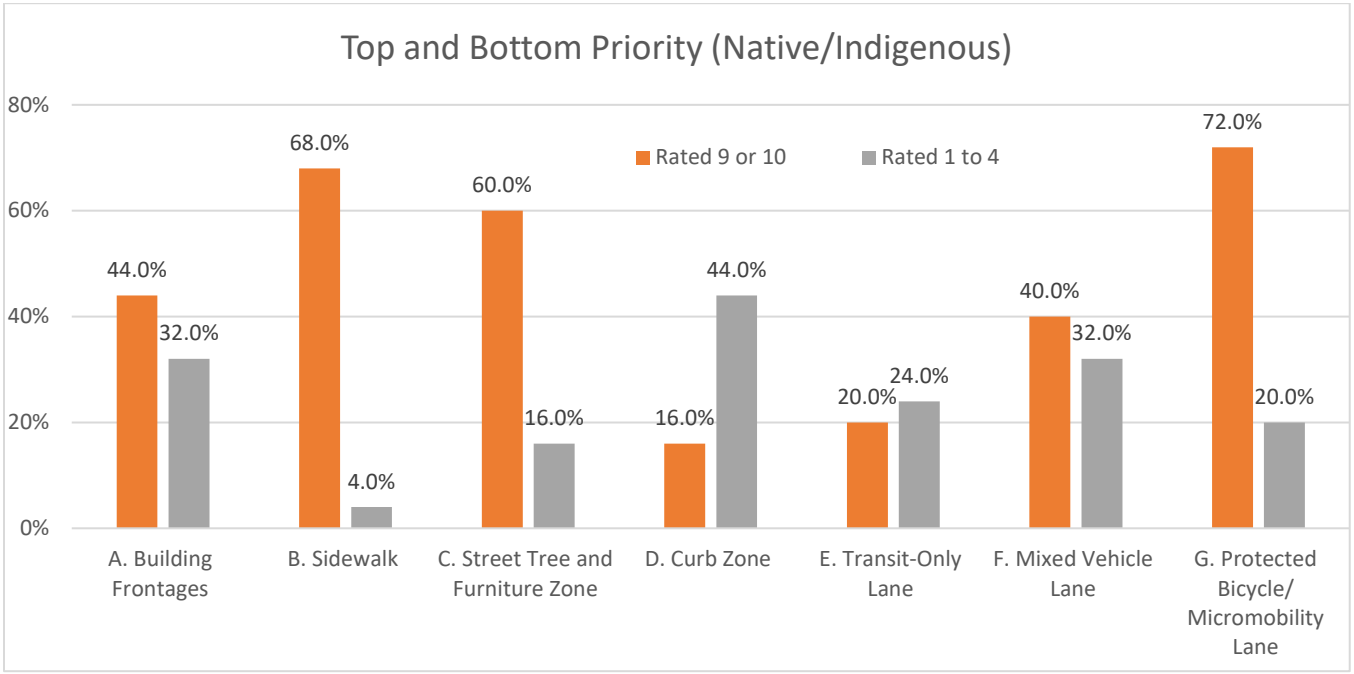


Figure 22: Average rating per street element – Ethnicity/Cultural Identity: White

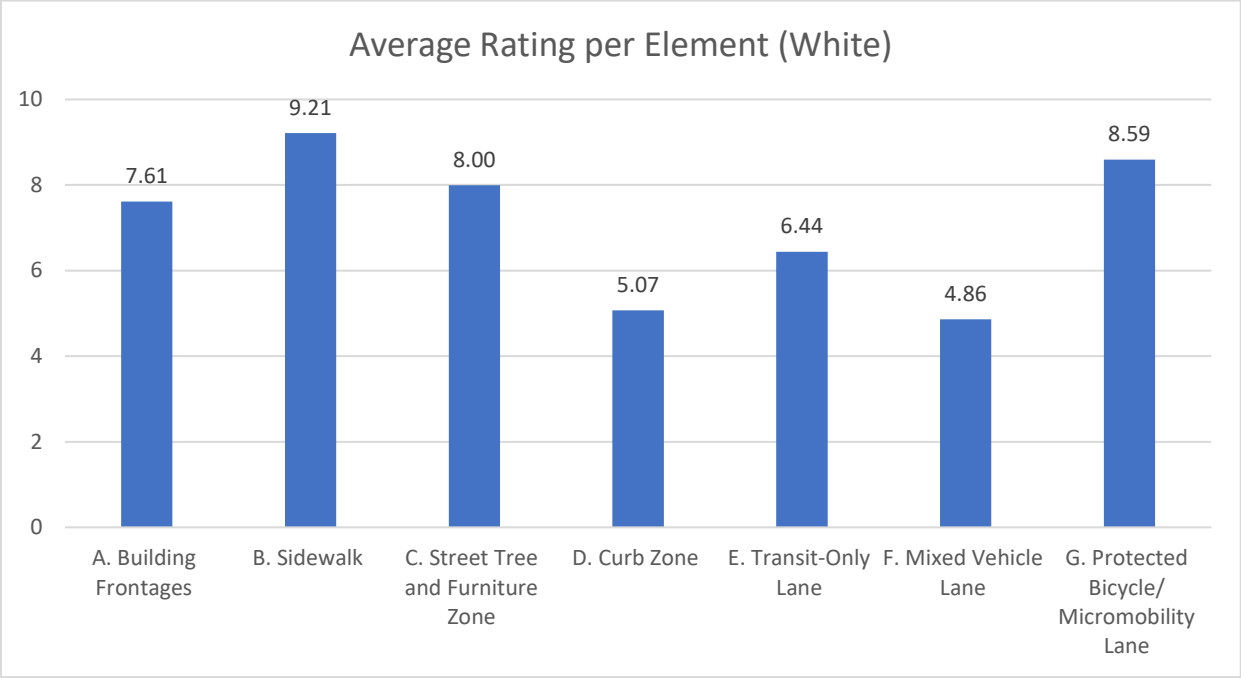


Figure 23: Top and bottom priority street element – Ethnicity/Cultural Identity: White

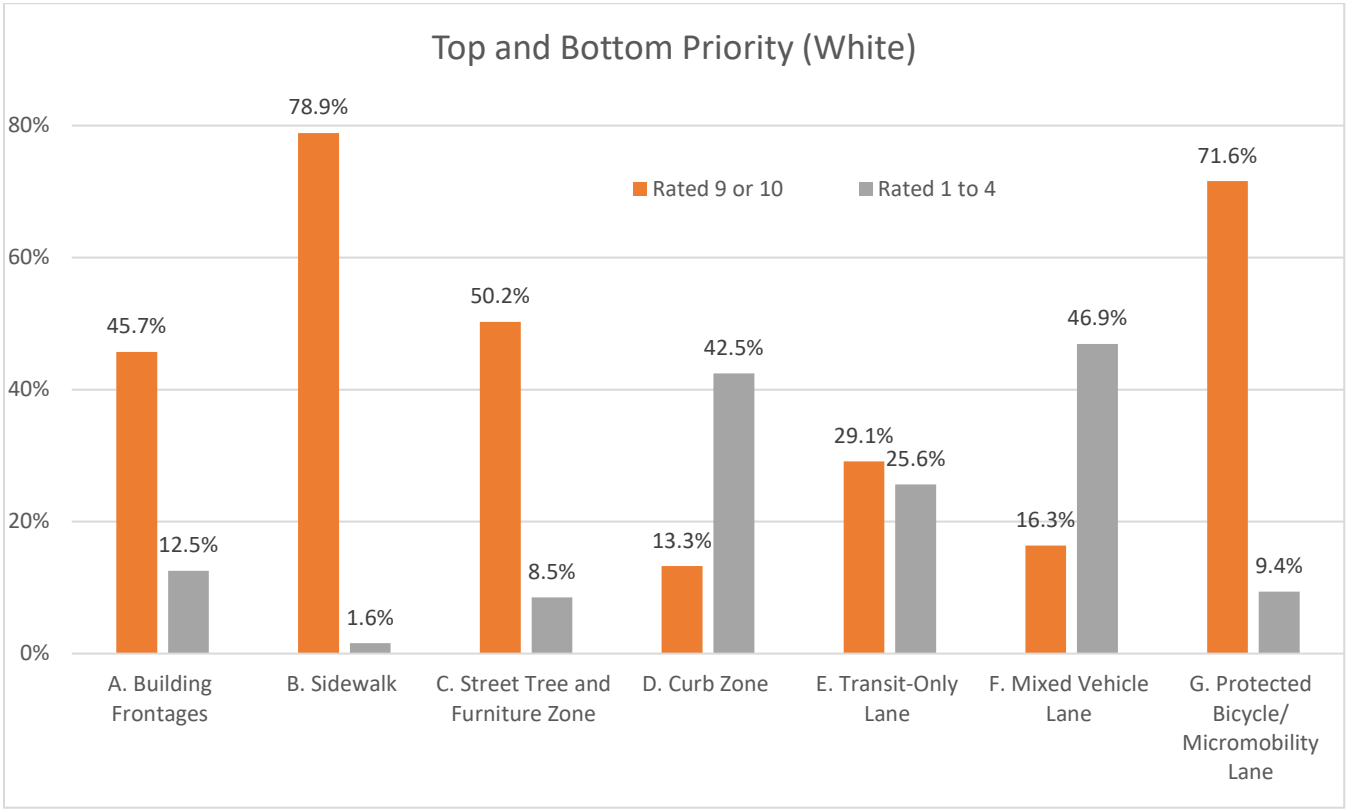


Figure 24: Average rating per street element – Household Income: Under $50K

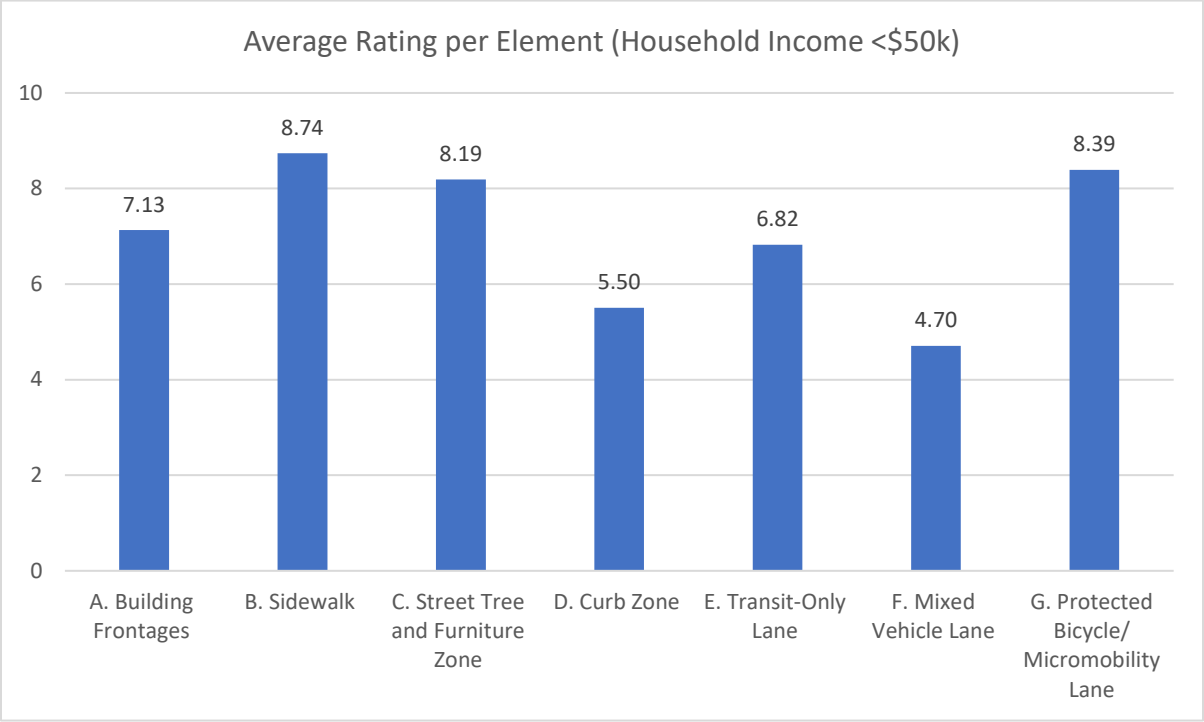


Figure 25: Top and bottom priority street element – Household Income: Under $50K

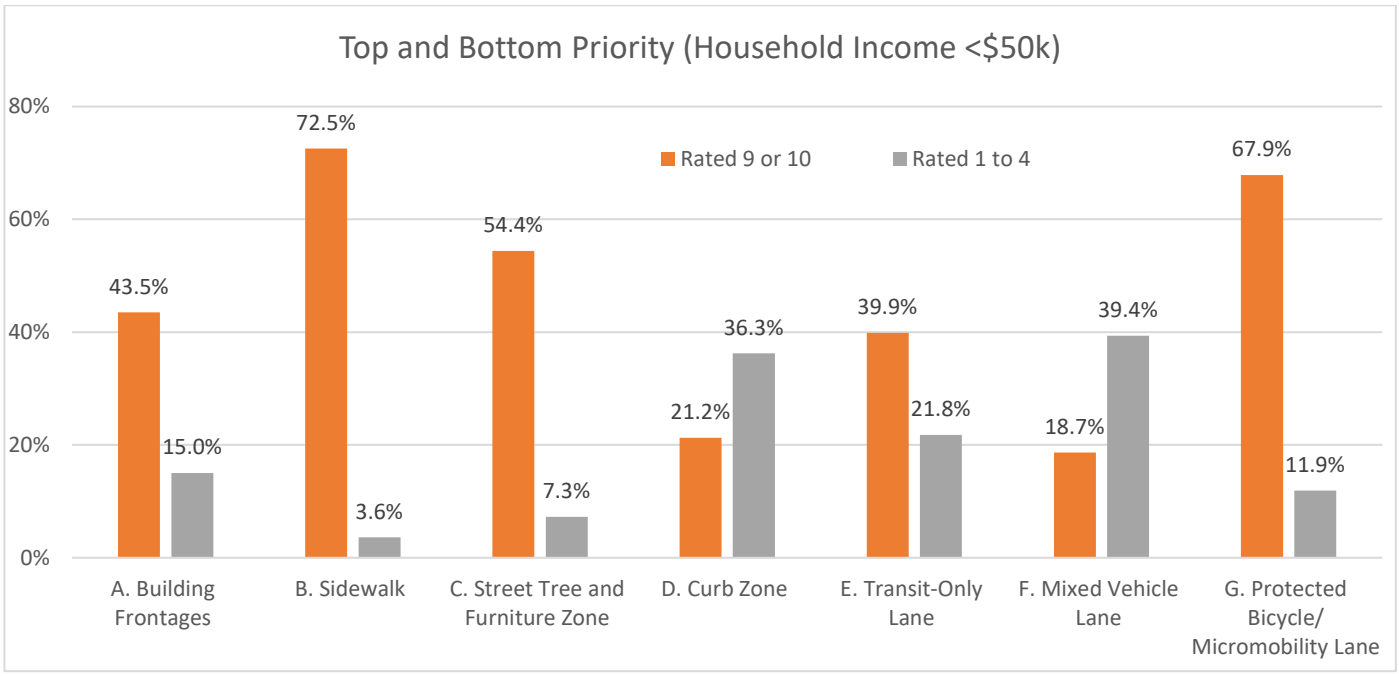


Figure 26: Average rating per street element – Household Income: Over $100K

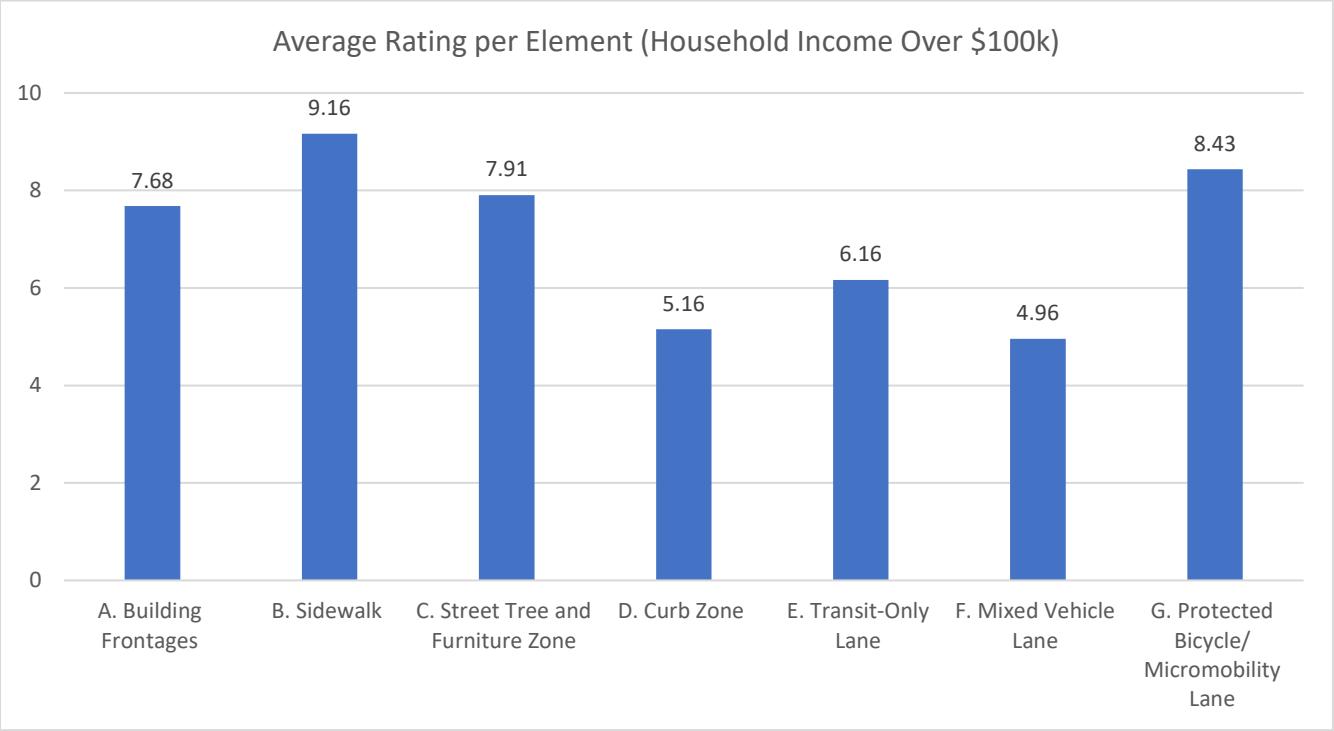


Figure 27: Top and bottom priority street element – Household Income: Over $100K

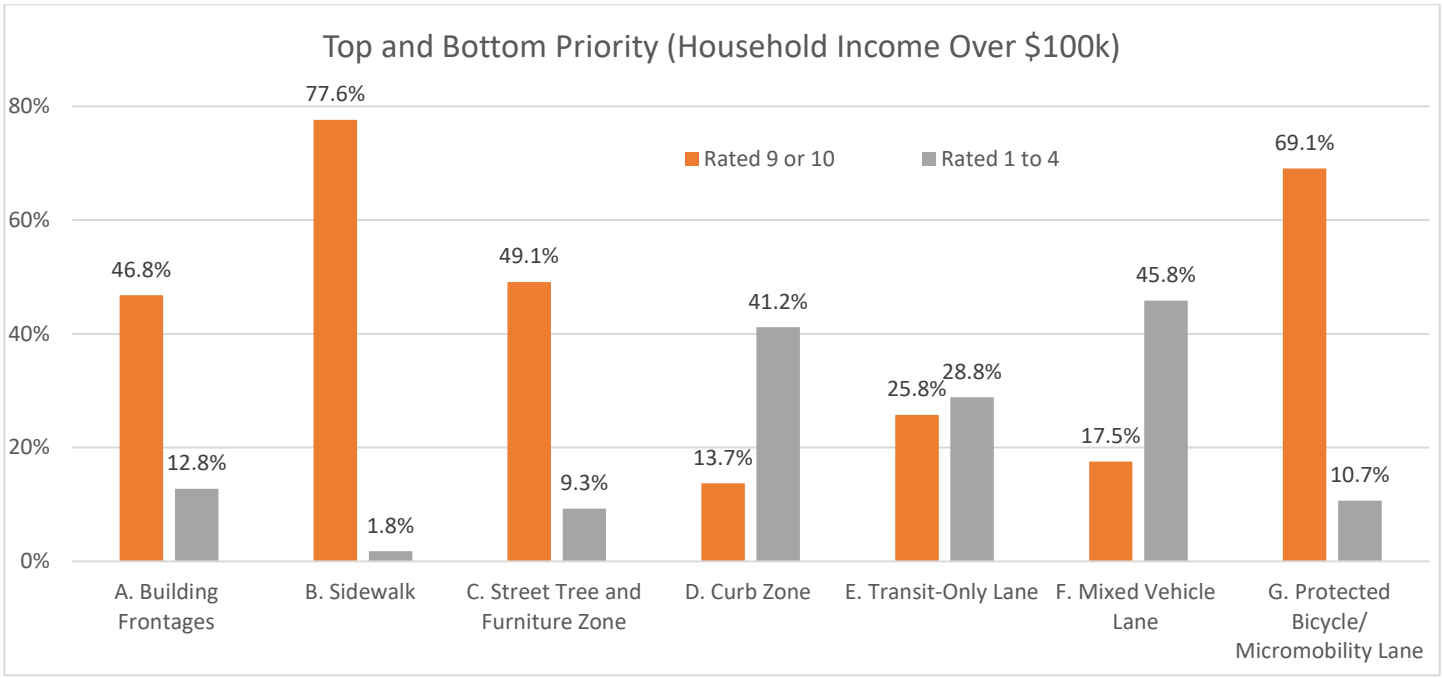


Figure 28: Average rating per street element – Identifies as someone with a disability

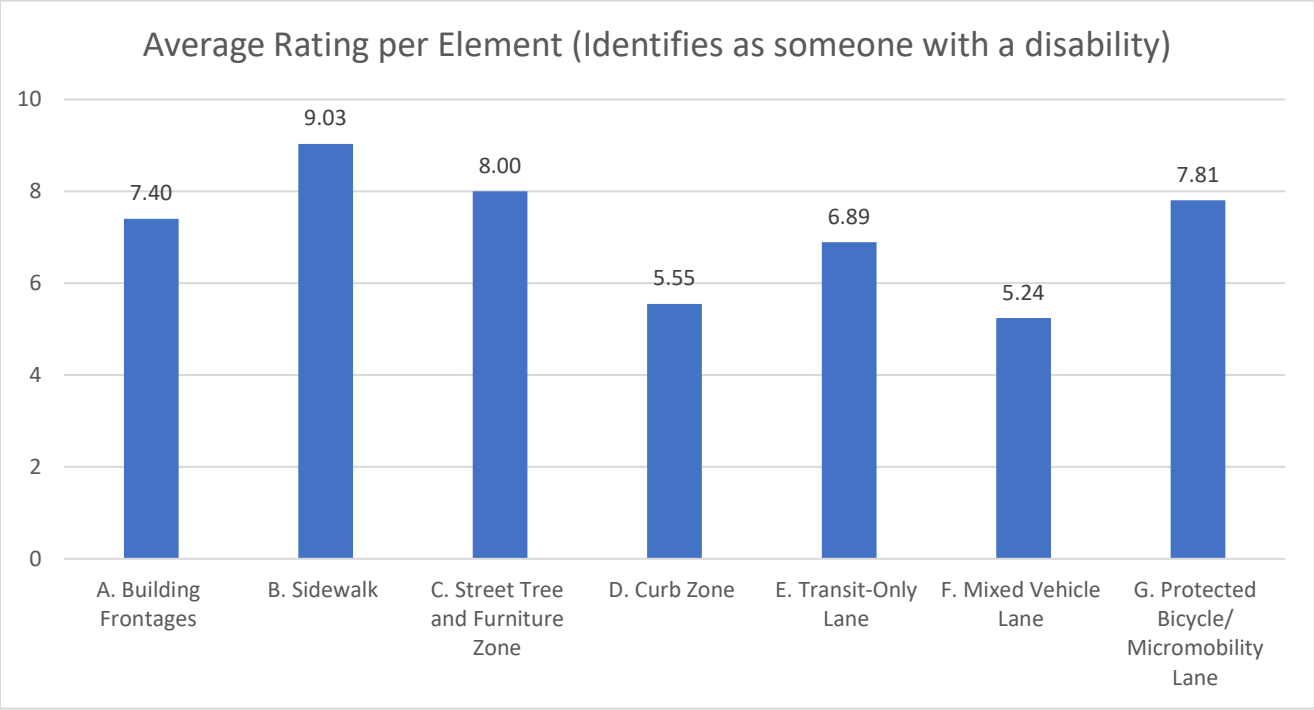


Figure 29: Top and bottom priority street element - Identifies as someone with a disability

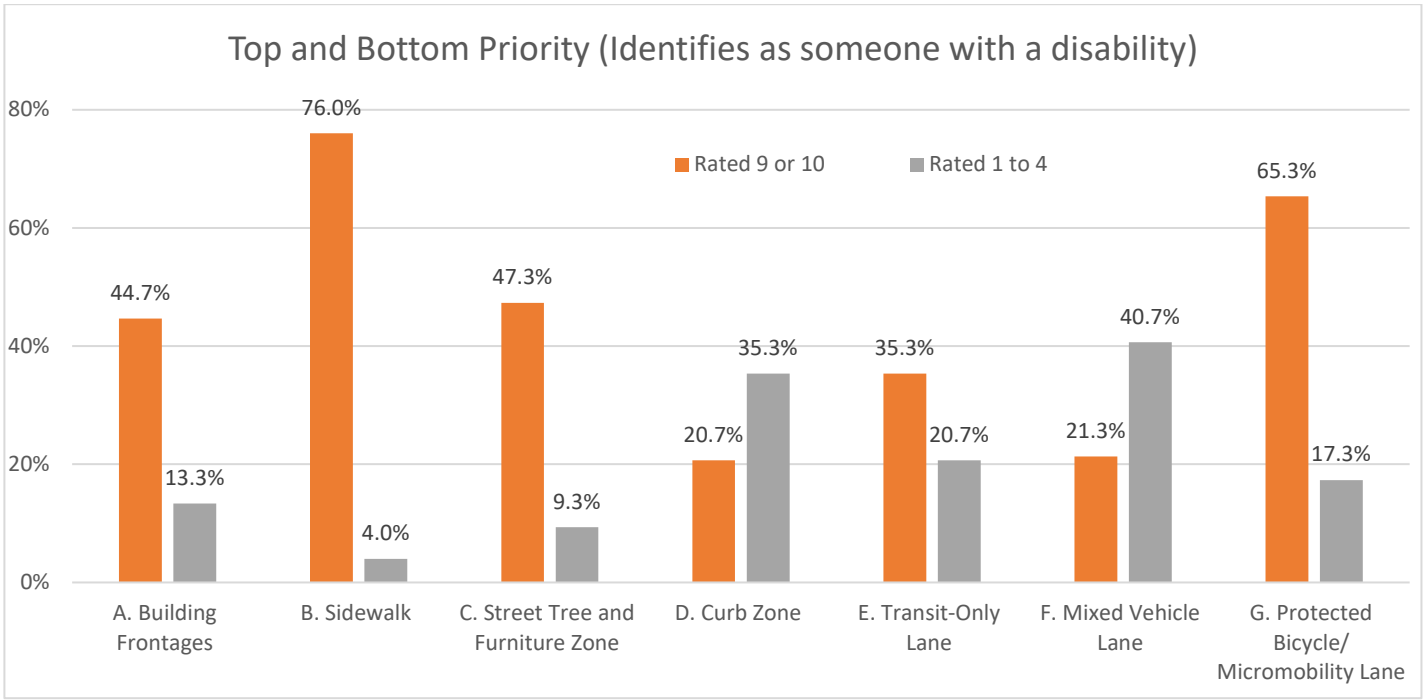


Figure 30: Average rating per street element – Age: 15-24

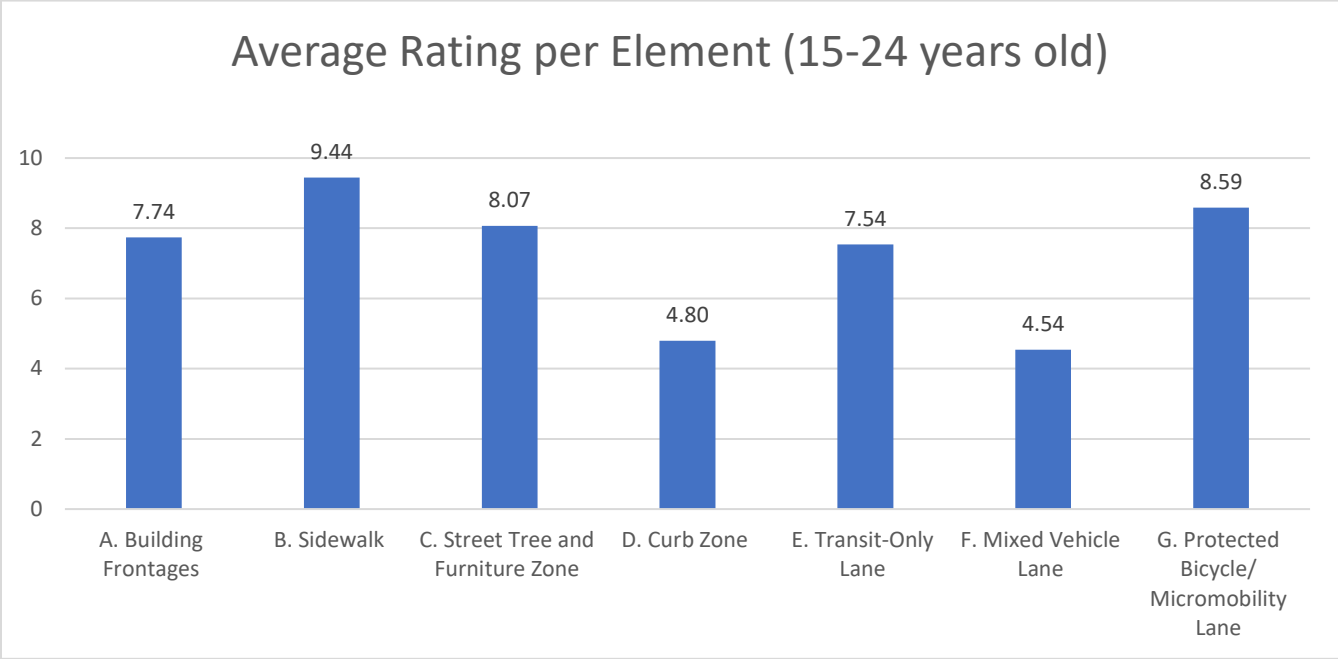


Figure 31: Top and bottom priority street element – Age: 15-24

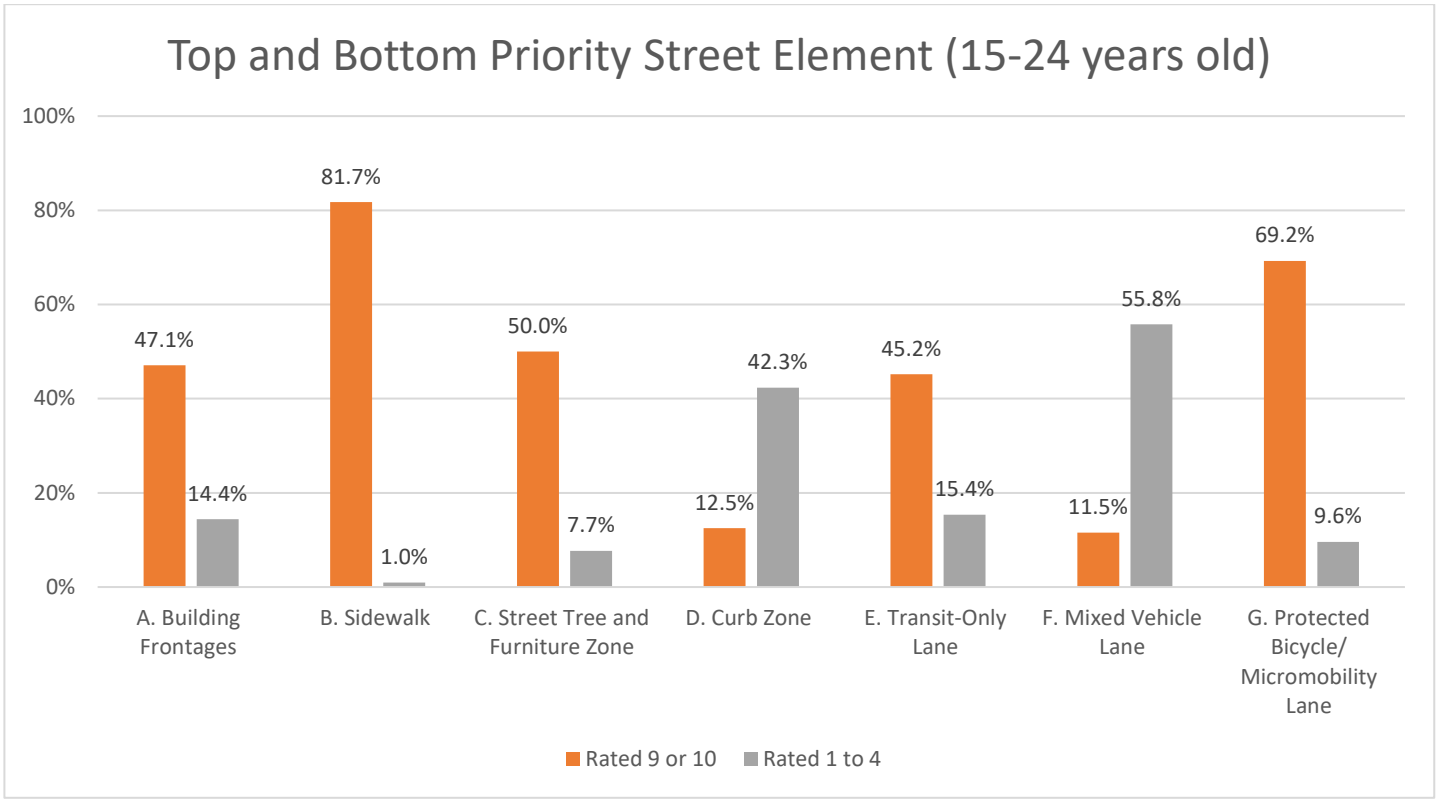


Figure 32: Average rating per street element – Age: 25-34

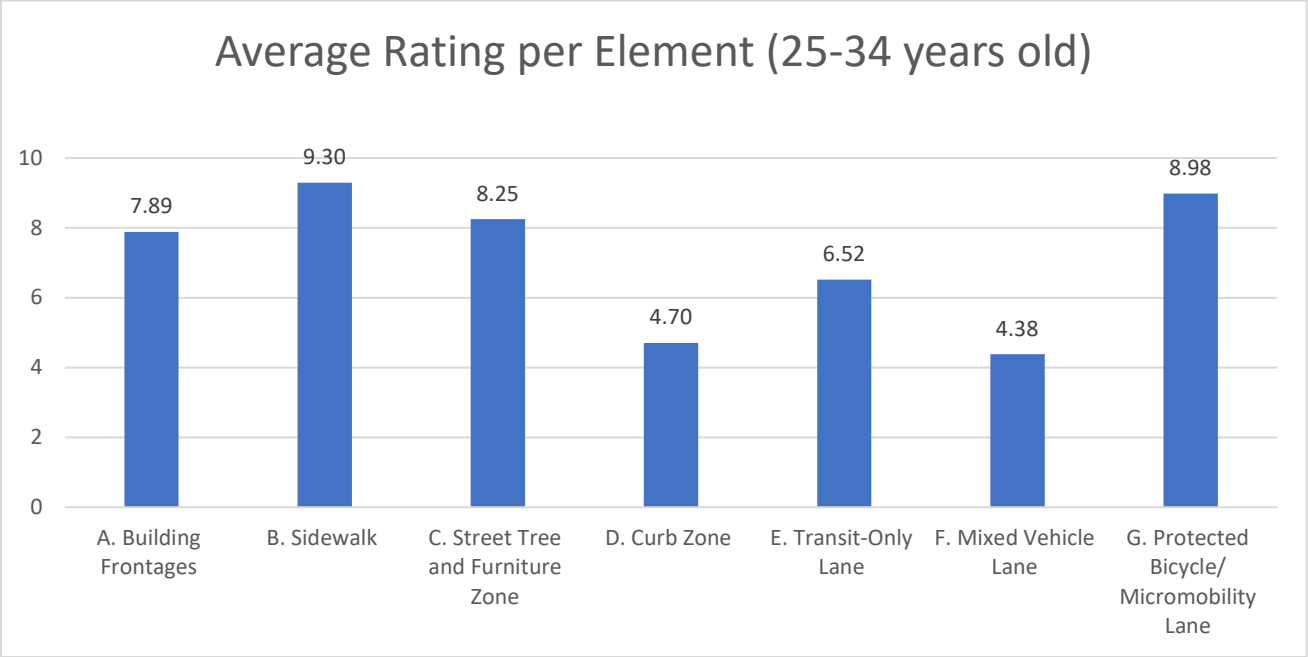


Figure 33: Top and bottom priority street element – Age: 25-34

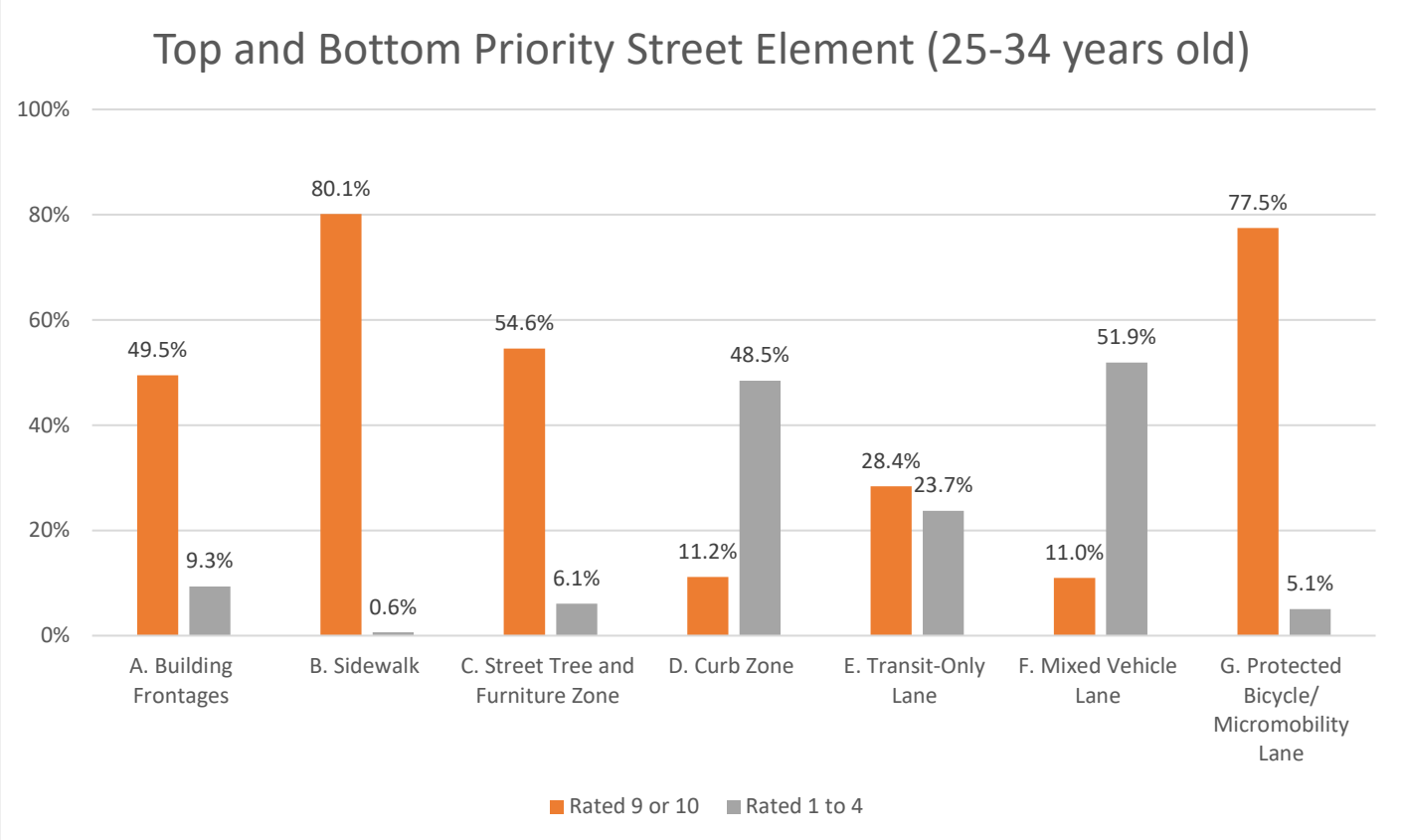


Figure 34: Average rating per street element – Age: 35-44

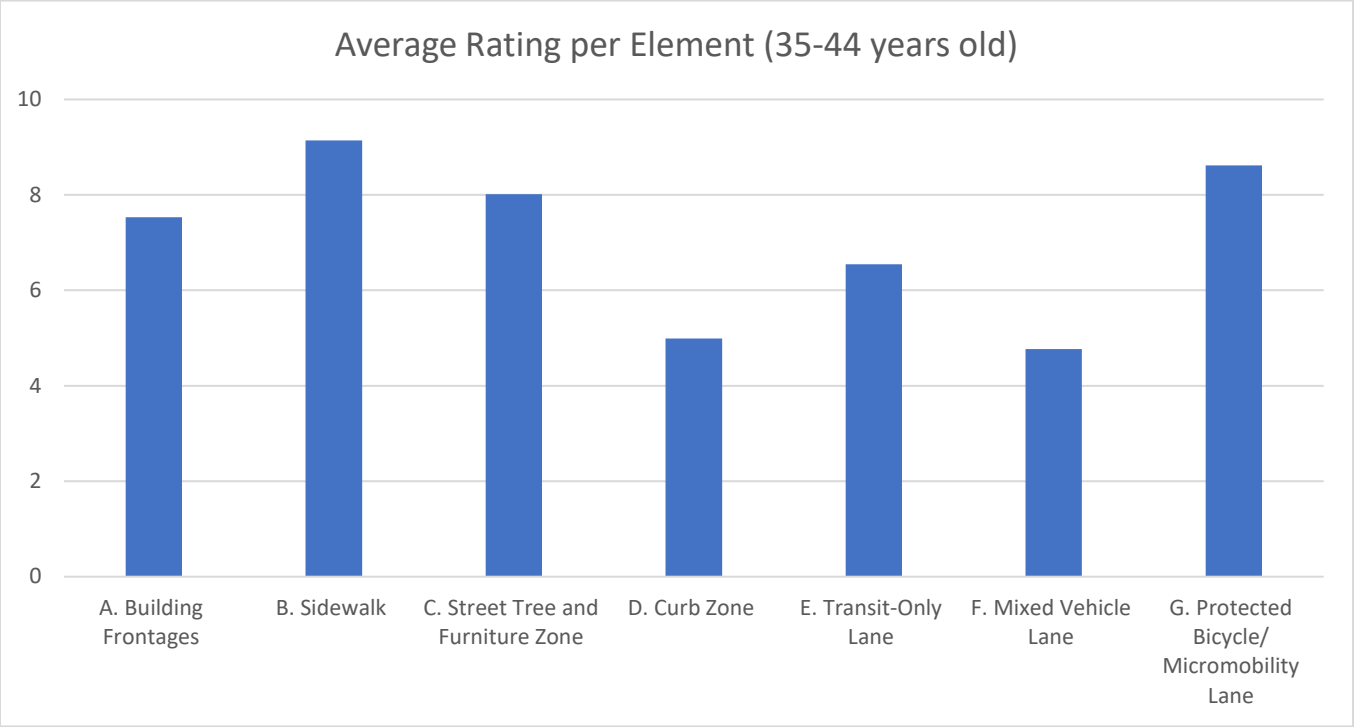


Figure 35: Top and bottom priority street element – Age: 35-44

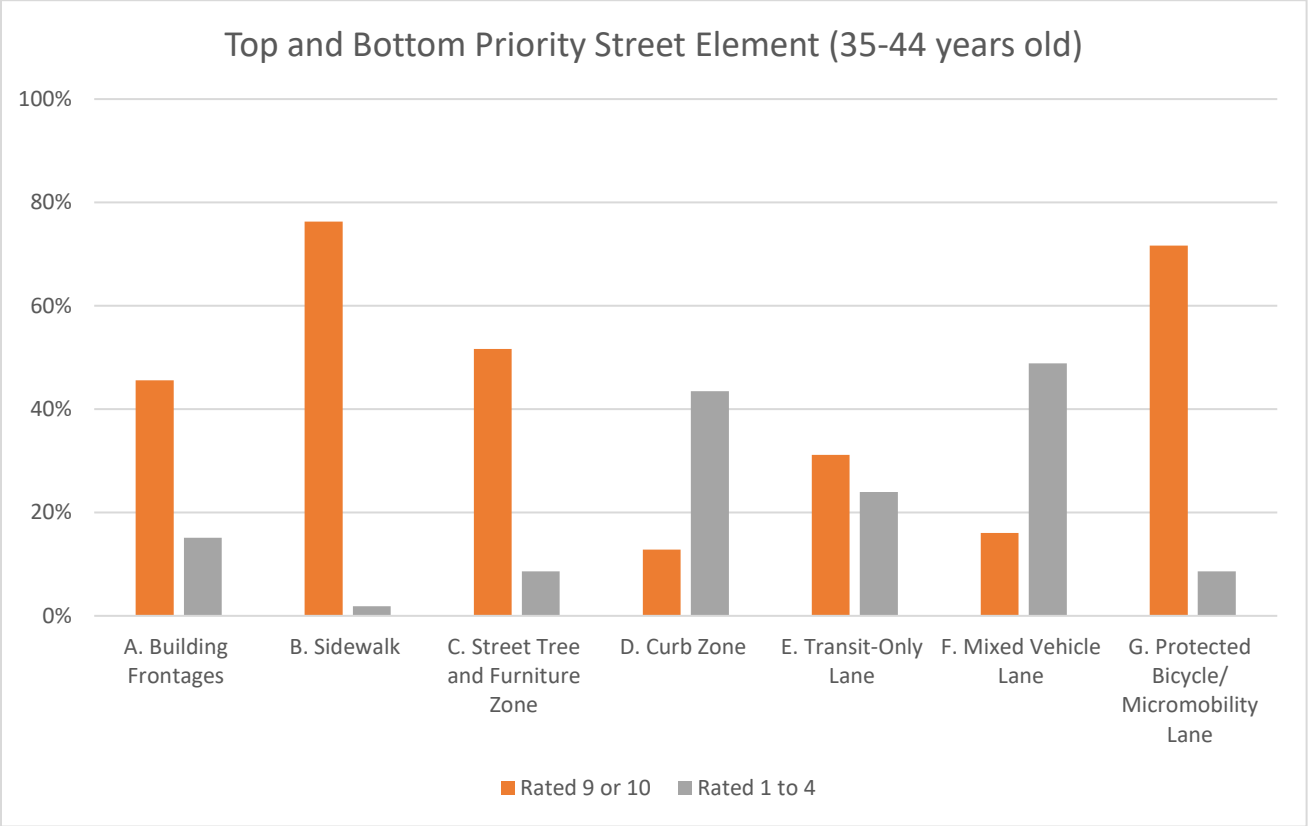


Figure 36: Average rating per street element – Age: 45-54

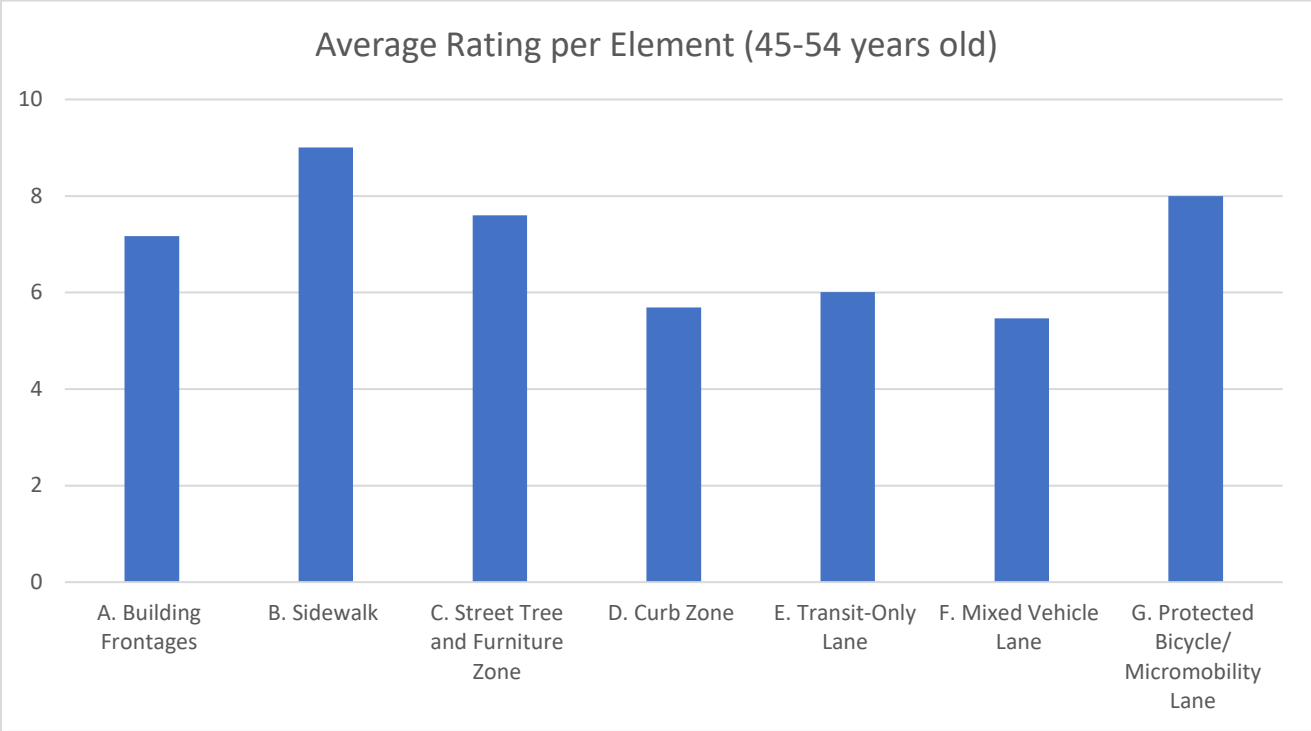


Figure 37: Top and bottom priority street element – Age: 45-54

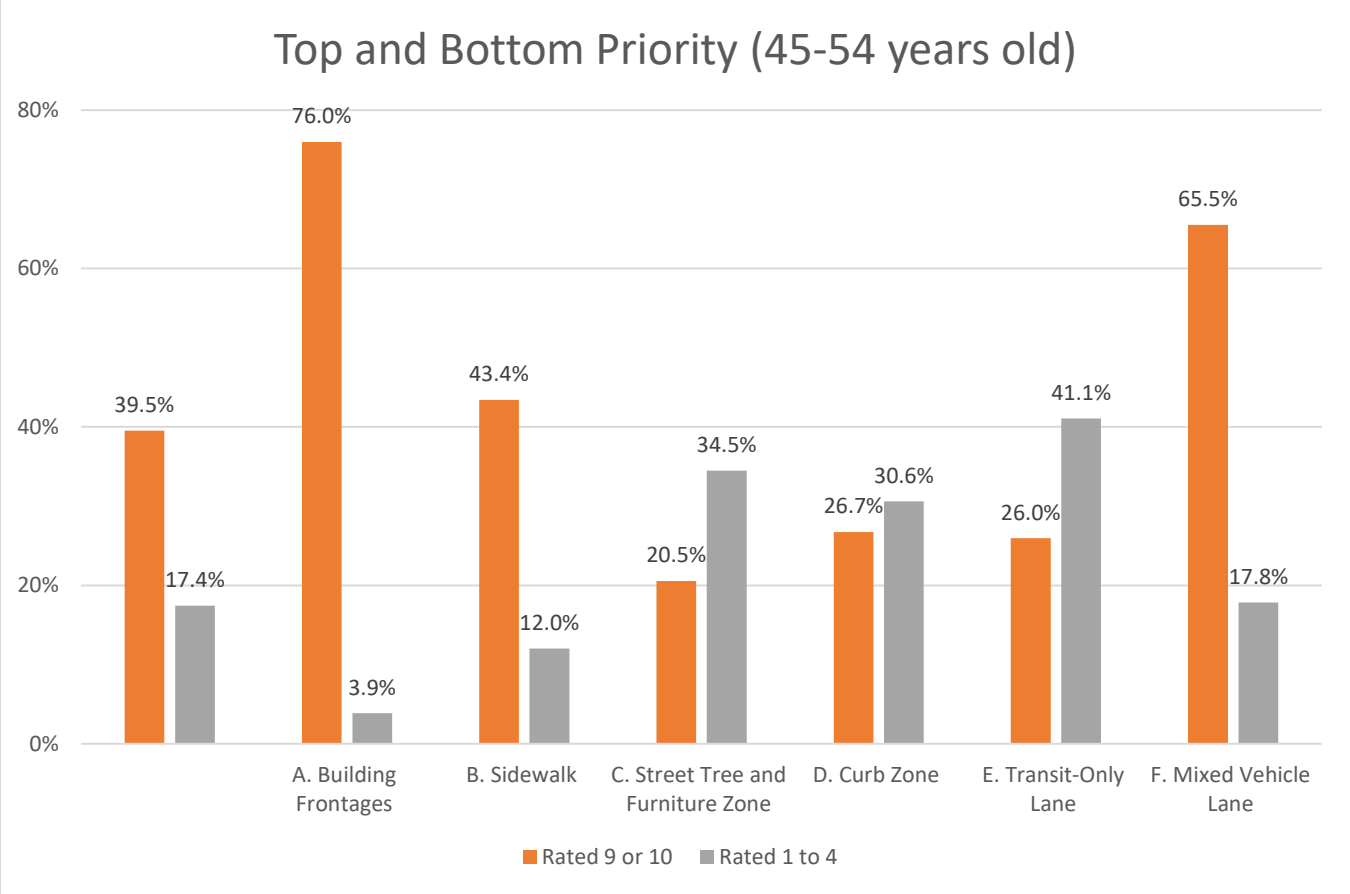


Figure 38: Average rating per street element – Age: 55-64

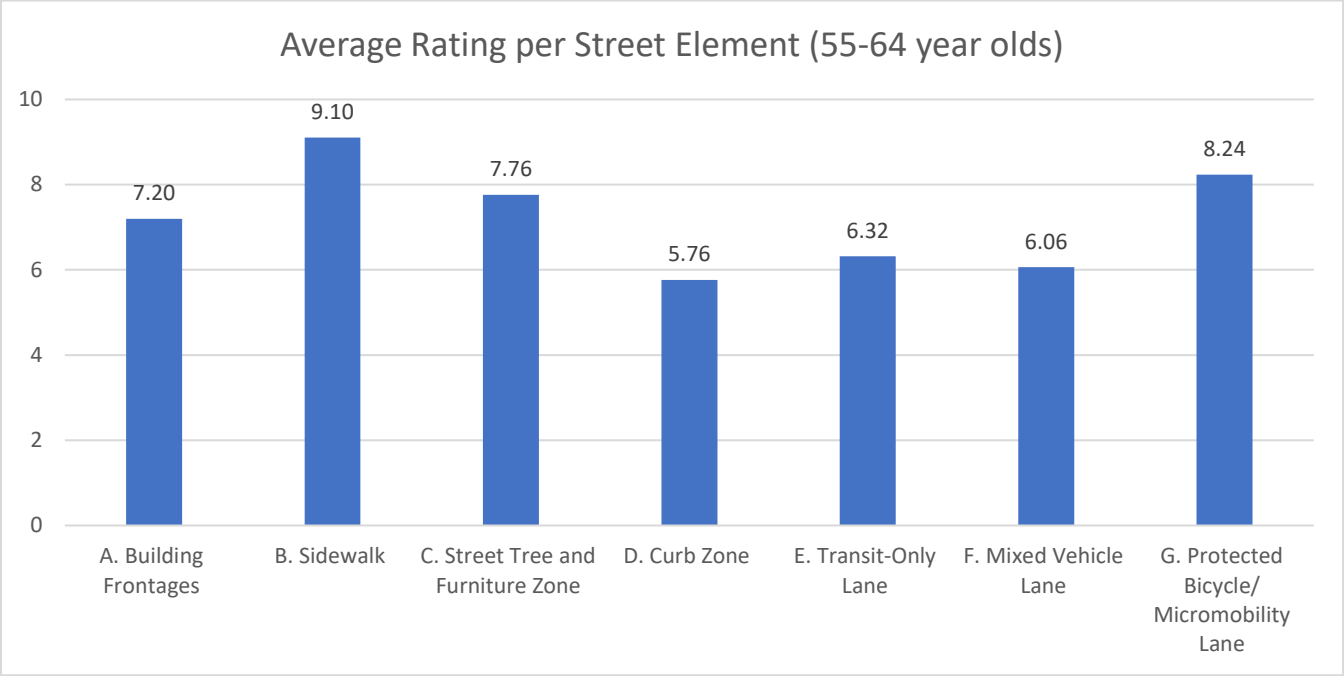


Figure 39: Top and bottom priority street element – Age: 55-64

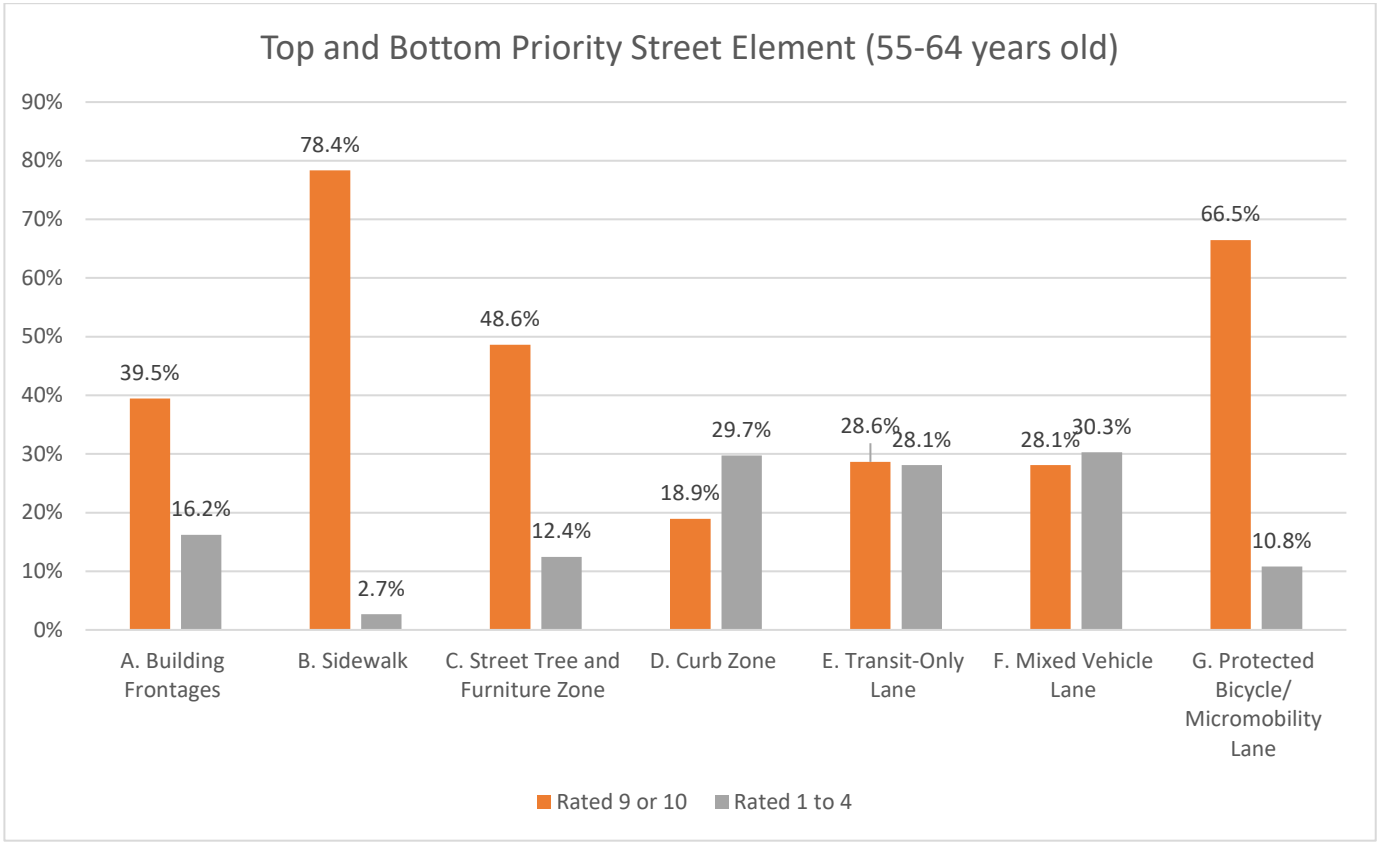


Figure 40: Average rating per street element – Age: 65 and older

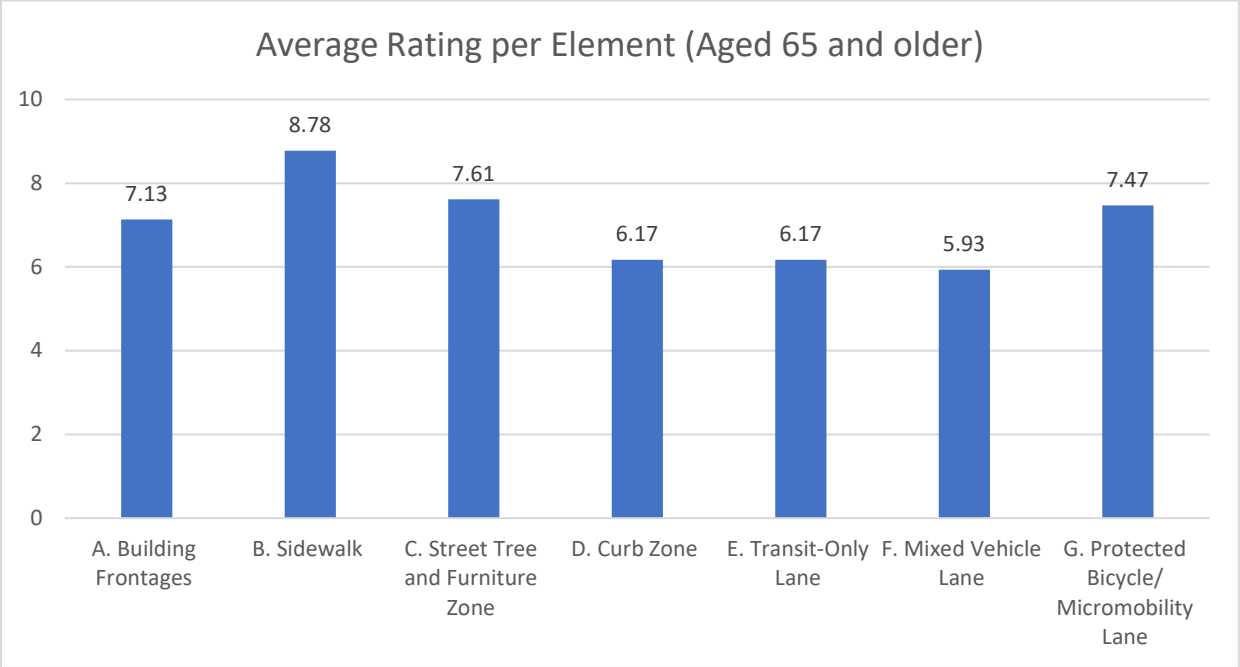
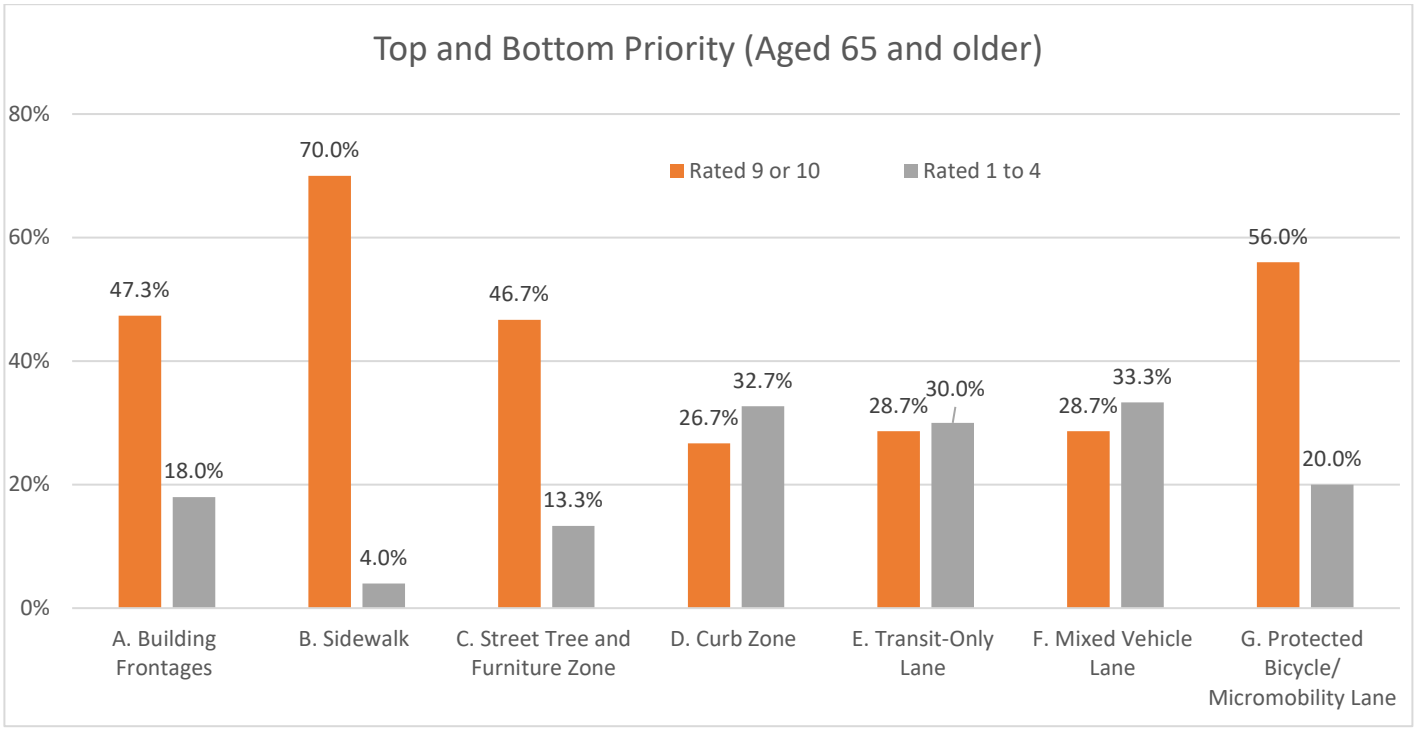



Figure 41: Top and bottom priority street element – Age: 65 and older