



# SRTS Infrastructure Program Overview





## Mission

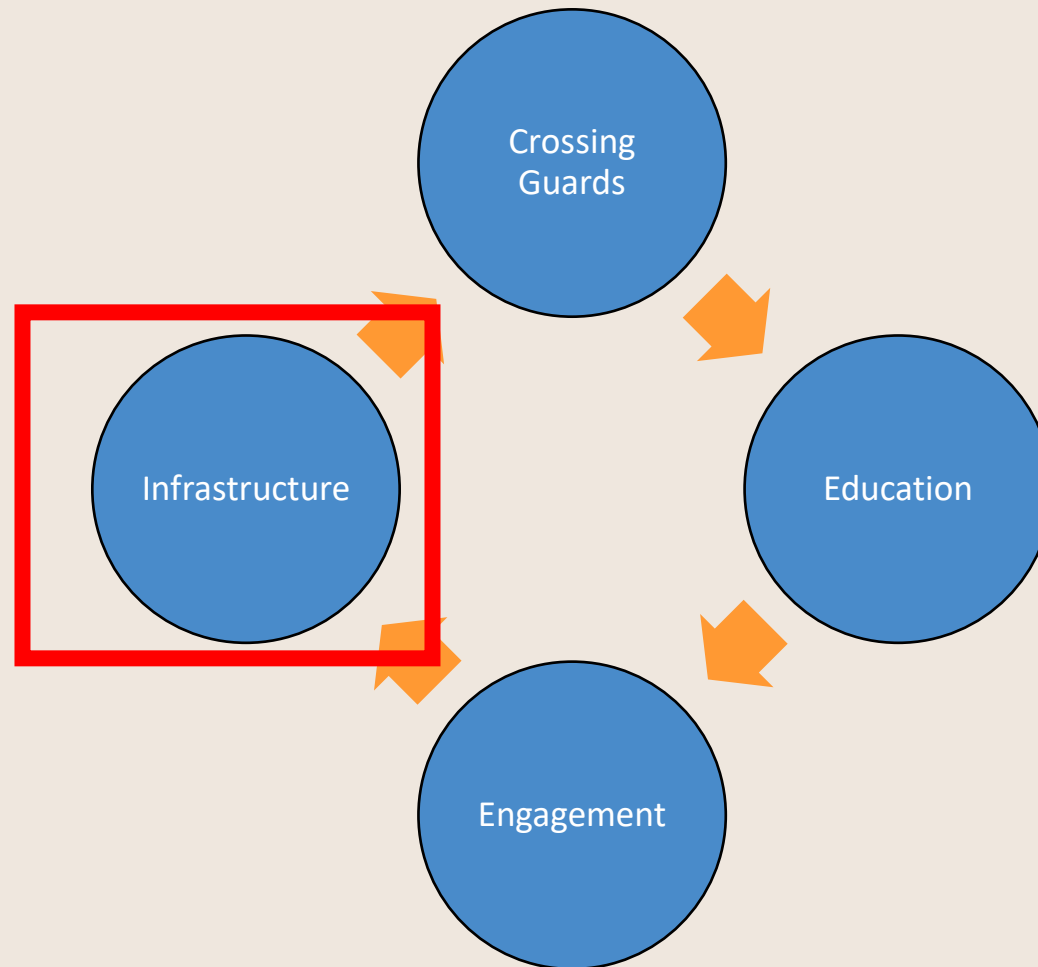
**To increase the number of students walking and biking to school by creating a safer, healthier and more equitable environment that fosters human-powered transportation**



## Vision

**Engage with the community to create a safer, healthier and more equitable environment that fosters human powered transportation as the first choice for City of Austin students**

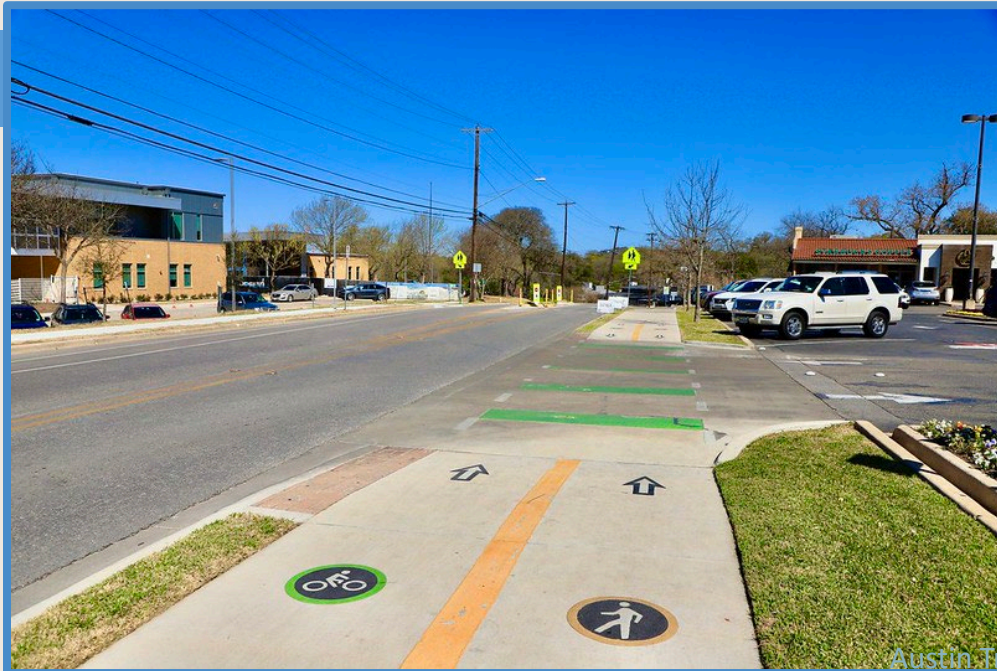
# SAFE ROUTES TO SCHOOL PROGRAMMING





## 2016 Bond Funding

\$27,500,000 divided evenly among the ten City Council Districts to allow the City to address Safe Routes to School. The Safe Routes to School Program is a partnership with local school districts to address safety concerns of routes to school and encourage children and families to bike or walk to school. Improvements may include infrastructure options that create a safer environment such as sidewalks, traffic calming devices, protected bicycle facilities, and urban trails.



## 2020 Bond Funding

\$20,000,000 was allocated to address barriers identified in the SRTS Infrastructure Reports with a focus on Very High and High Benefit and/or Cost Benefit Projects. To help address equity concerns, SRTS is allocating at least \$1,000,000 of the 2020 Bond to improvements near charter schools which have historically been built in Low SES areas around Austin.

# PROJECT RECOMMENDATIONS FROM INFRASTRUCTURE REPORT



Type	# of Projects	Estimated Cost
New/Improved Sidewalk	1,714	\$256,819,000
Ramp/Curb Extension/Crosswalk	1,567	\$42,017,000
Traffic Control/Intersection Reconfiguration	378	\$47,523,000
*Other	278	\$17,757,000
Bike Lane/Buffered Bike Lane/Protected Bike Lane	253	\$89,898,000
Off-Street Trail	214	\$89,912,000
Shared Use Path	134	\$259,551,000
Neighborhood Bikeway/Traffic Calming	116	\$5,969,000
Over/Underpass	8	\$15,607,000
<b>Total:</b>	<b>4,662</b>	<b>\$825,053,000</b>



*\*Common "other" recommendations include maintenance of vegetation and existing infrastructure, parking and circulation studies on school campuses, informational signage, and bike parking.*

# BENEFIT ANALYSIS



## Demand (35%):

- Schools within .5 miles
- Students Served (Network Analysis)

## Safety (30%):

- Bike/Ped Crashes
- Functional Class Score
- Engineering Judgement

## Equity (20%):

- Free and reduced eligibility rate
- Poverty Rate

## Stakeholder Input (15%):

- WikiMap Comments
- Public Comment



# INFRASTRUCTURE REPORT BREAKDOWN

- Background
- Process
- Overall Benefit and Estimated Cost:Benefit Chart
- Recommendations by School



Project ID	Project w/in 1/2 mi (ped) or 2 mi (bike) and attendance boundary of:	Location	Issue	Recommendation + = parking removal required ~ = private property acquisition required	Overall Benefit Category	Estimated Cost:Benefit Category
4B - 001	BLANTON, BERTHA SADLER MEANS	WELLINGTON DR	Desired bike route, No bike facility	Add neighborhood bikeway - WELLINGTON DR from GASTON PLACE DR to PECAN SPRINGS RD	1 - Very High	1 - Very High
4B - 002	BLANTON, BERTHA SADLER MEANS	BROADMOOR DR	Desired bike route, No bike facility, Wide ROW	Add neighborhood bikeway - BROADMOOR DR from BERKMAN DR to CAMERON RD	3 - Medium	3 - Medium
4B - 004	BLANTON, BERTHA SADLER MEANS	ROGGE LN	No bike facility	Add protected bike lane - ROGGE LN from WELLINGTON DR to BERKMAN DR	1 - Very High	3 - Medium
4B - 007	BLANTON	BLANTON DR	Excessive vehicle speeds	Add chicanes - BLANTON DR from GREENBROOK PKWY to ROGGE LN	3 - Medium	2 - High
4B - 008	BLANTON	WESTMINSTER DR	Excessive vehicle speeds	Add speed cushions - WESTMINSTER DR from MANOR RD to ROGGE LN	1 - Very High	1 - Very High
4B - 012	BLANTON	ROGGE LN	Excessive vehicle speeds	Study school zone extension east of Westminster - ROGGE LN from WELLINGTON DR to WESTMINSTER DR	4 - Low	3 - Medium





## Leveraging of Funds (Internal)

- Urban Trails
- Neighborhood Partnering Program
- Sidewalks
- Street and Bridge Operations
- Bikeways
- Signals
- Speed Management
- Vision Zero
- Pedestrian Crossing Program
- Corridor Program



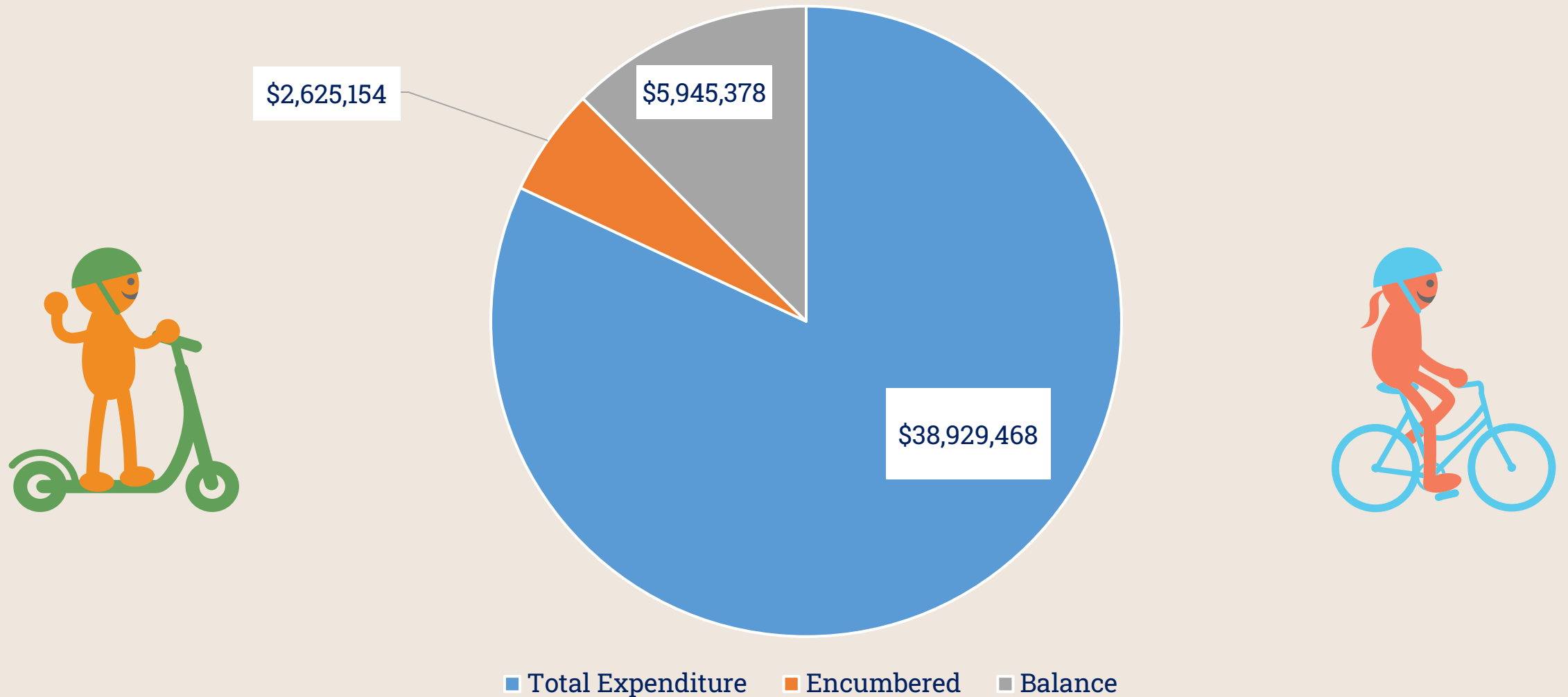
## Leveraging of Funds (External)

- Independent School Districts (Austin, Del Valle, Eanes, Leander, Manor, Pflugerville, Round Rock)
- Capital Metro
- Quarter Cent



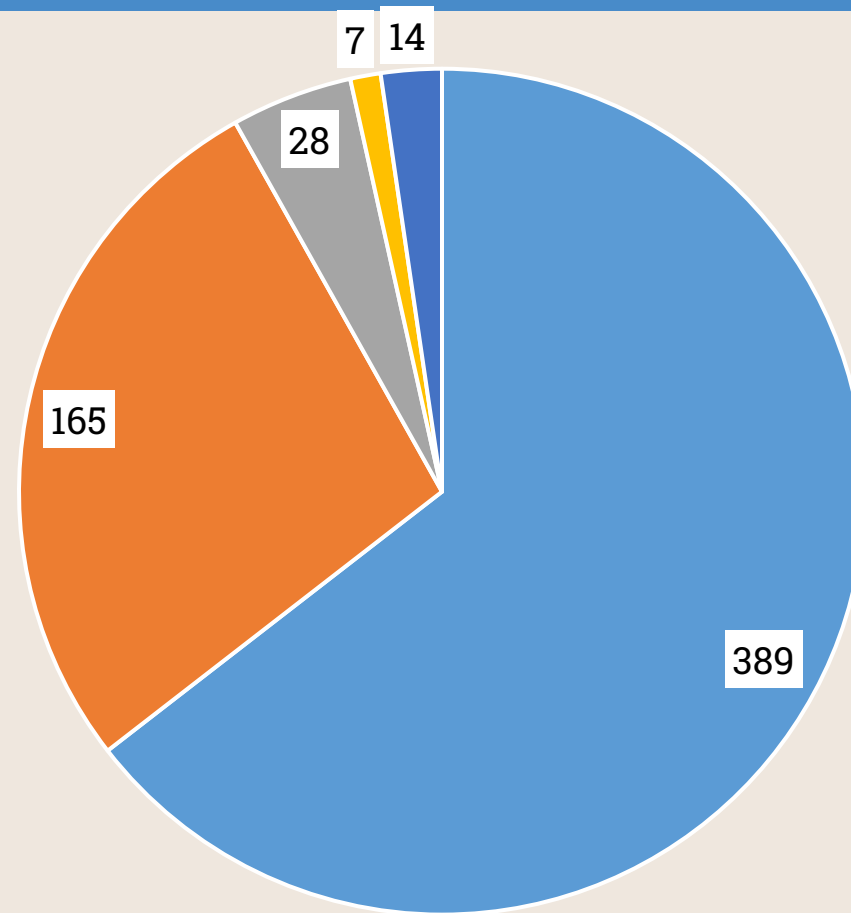
# TOTAL SPEND: 2016 & 2020 BOND COMBINED

(9/1/25)



# TOTAL COUNT OF BARRIERS ADDRESSED

(6/30/25)



■ Intersection ■ Sidewalk ■ Street ■ Trail ■ Other





# CIUR RESOLUTION NO. 20250522-057 TPW UPDATE

- SRTS is planning on refreshing and updating their Infrastructure Plan in 2026 utilizing internal staff and contract capacity
- Will include Walk Audits at High Schools and new public campuses that have been built
- Will incorporate the City Council Boundary updates that occurred in 2021
- Will incorporate the new school boundaries and school consolidations AISD is voting on November 20<sup>th</sup>



# CIUR RESOLUTION NO. 20250522-057 TPW UPDATE

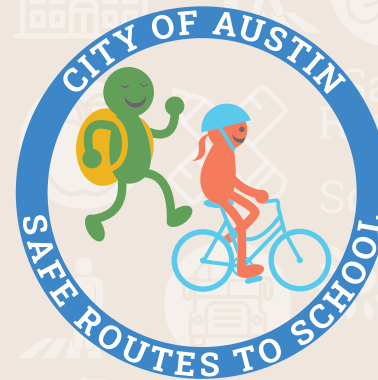
- Transportation Engineering initiated a comprehensive evaluation of current school zone implementation practices
- Proposal would change focus from placing school zones primarily at unprotected crossings to also include school frontages
- Proposal would better align with expectations of placing school zones where traffic conflicts at all crossings, school driveways, and nearby intersections
- Preliminary evaluation indicates hundreds of new and modified school zones would be needed based on existing school locations and operations
- Infrastructure and maintenance costs are estimated at \$5 million based on existing school locations and operations







Austin Transportation and Public Works



## Questions?

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Safe Routes to School

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