

# City of Austin 2014 Bike Plan Update

*Maximizing the contribution of bicycling  
to Austin's quality of life...*

For more information: <http://austintexas.gov/yourpath>  
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City of Austin Bicycle Program



City of Austin 2014 Bicycle Master Plan Update

May 27, 2014

- The following is an overview of the content that is proposed to be included in the 2014 Bicycle Plan Update and the benefits that a safe all ages and abilities bicycle network can bring to our parks.

# Bicycling and Active Transportation Support the Imagine Austin Plan



Priority Program #1:  
Invest in Compact

Priority Program #8:  
Align Code

Priority Program #3:  
Workforce Development

Priority Program #5:  
Creative Economy

Priority Program #2:  
Sustainable Water

Priority Program #4:  
Green Infrastructure

Priority Program #6:  
Household Affordability

Priority Program #7:  
Healthy Austin

## A Shift in Focus:

~~"To Create and Promote the best environment for the friendly co-existence of bicycle riders and other transportation users in Austin"~~



***"To maximize the contribution of bicycling to Austin's quality of life"***

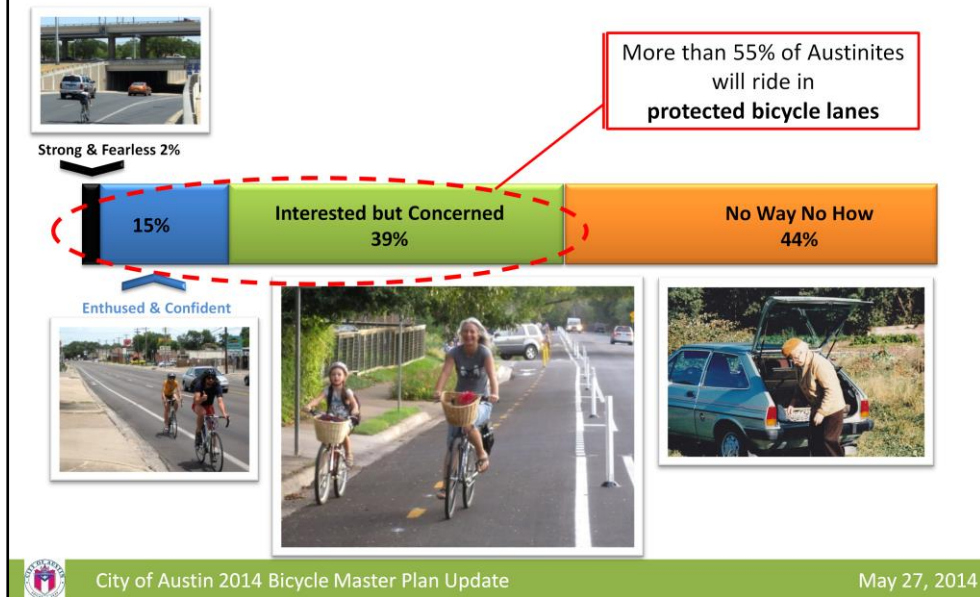


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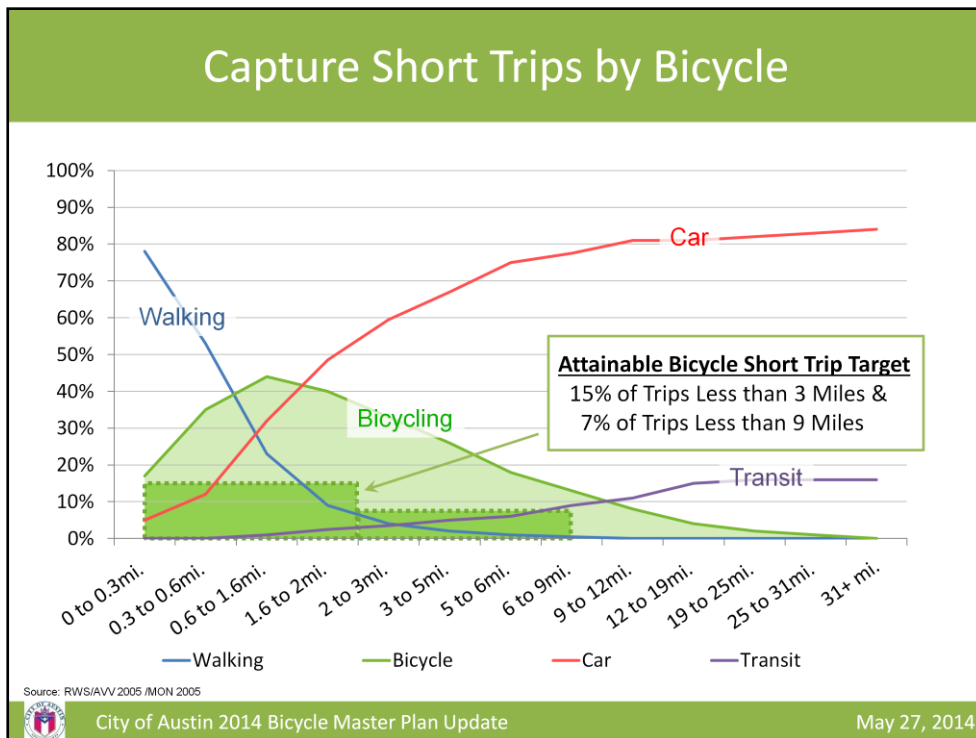
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- Integrating Imagine Austin plan into 2014 Bicycle Plan
- Bicycling is integral in all 8 priority programs

## Four Types of Transportation Cyclists in Austin By Proportion of Population



- A network of protected bicycle lanes will attract 55+% of the population. If we want a significant increase in bicycling and the benefits it brings to the City and its citizens, we will have to pursue protected networks.



- The green shaded boxes show the Bicycle Plan updates trip capture targets. The plan will capture the impact of achieving these targets.

# Creating a Network:



**The 8 to 80 Test:**  
*An **8 year old** traveling with an **80 year old** should be able to traverse the city **comfortable and safely**.*

| On-Street Facilities   | Urban Trails              |
|--|---------------------------|
| \$50k - \$500k / mi*   | \$1.5 - \$2 million / mi* |
| *For comparison:<br>6-lane freeway approximately \$51M/ mi<br>4-lane arterial roadway approximately \$22M /mi<br>(Source: CAMPO 2035 Plan) |                           |
| Timeline:<br>6 months - 2 years per project  | 3-8 years per project     |



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- Cycle Tracks, Quiet Streets, Intersection Treatments and Urban Trails all work together to form a single protected network.
- The plan proposes to hold our network to the 8 to 80 test.
- On street facilities are substantially less expensive and faster to implement than Urban Trails and will compose of most of the network connections. Urban Trails will continue to make critical linkages in the network.

# Bicycle Network Priorities

## Long-Term Recommendations

- Based on Speed and Volume Criteria
- Decades Long Build-out

## Recommended Short-Term Network

- Highest Return on Investment
- Target Short Trips
  - The central city
  - To major transit stations
  - Key feeder routes to the central city
  - To schools and **PARKS**
  - Supporting Imagine Austin Centers

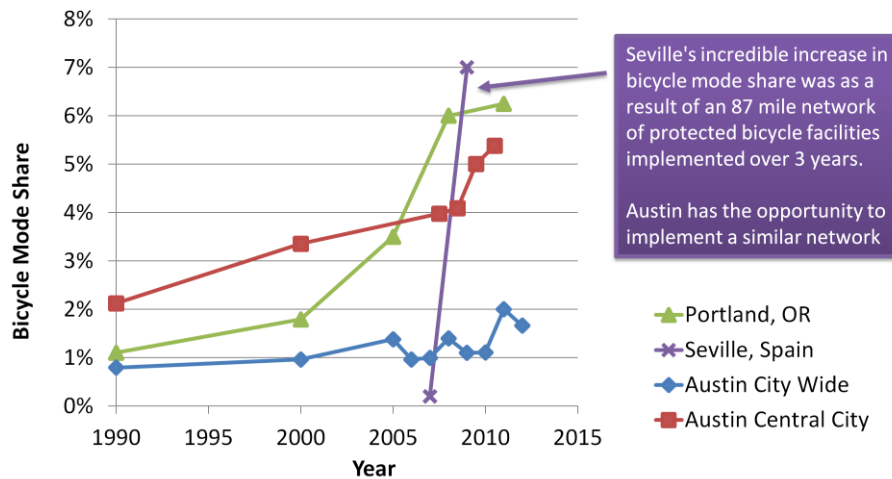


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- The plan has recommendations divided into two sets of recommendations:
  - Long-term recommendations based on speed and volumes of motor vehicle traffic.
  - A Short-term recommended all ages and abilities network that could be implemented in the next 5 years.

## Rise of Cycling in Over Time in Portland, Seville, and Austin



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- Seville was able to achieve a higher bicycle mode share than Portland, OR in only 3 years due to the implementation of an 87 mile Dutch inspired protected facility network for \$43 million.





- This network has an incredible potential to support Parks.
- The first benefit: **connecting parks and greenbelts.**
- Examples of this are:
  - (upper left) Barton Springs Road providing safe access to Butler Park
  - (upper right) Bluebonnet Lane which will connect to the Butler Trail with a future trail along Robert E Lee providing safe access to Barton Springs Pool
  - (bottom photos) Pedernales Street that will connect the Boggy Creek Park and Greenbelt to the Butler Trail. Where greenbelts and parkland are disconnected, ROW can be used to create linear park concepts.



## Benefits: Activating Parks Spaces



- This network has an incredible potential to support Parks.
- The second benefit: **activating parks space**
- Examples of this are:
  - (upper left) A park road in Montreal converted to a trail with separated pedestrian and wheeled user trails. Separated trails are a great way to provide safe and comfortable conditions for both bicycles and pedestrians. The park was activated along the trail, deep in the park, without nearby vehicle access. Trail connectivity provides high-quality access without degrading the space.
  - (lower left) A group of people on B-cycles in Austin heading towards Zilker Park. When they arrive at the park the B-cycles will take up much less park space than if these people had arrived by car.
  - (right) It is important for our network to be inclusive of people of all ages and abilities. Hard surface trails that are good for people on bikes. The photo to the right shows a father jogging and daughter on a razor scooter, enjoying the park and trail together while both getting good exercise. Many of our trails are not inclusive of this family friendly use.