


City of Austin
2014 Bike Plan Update

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



City of Austin 2014 Bicycle Master Plan Update June 2, 2014

WHY UPDATE THE BICYCLE PLAN?

Creating the future Austin

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Current Bicycle Planning Efforts:
Urban Trails Master Plan and Bike Plan Update

1998 2014 2009

Austin Bicycle Plan
Bike Plan Update
Urban Trails Plan
2009 BICYCLE PLAN UPDATE




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**Bicycling and Active Transportation Support
Imagine Austin Plan**



Priority Program #1: Invest in Compact	Priority Program #2: Sustainable Water
Priority Program #8: Align Code	Priority Program #4: Green Infrastructure
Priority Program #3: Workforce Development	Priority Program #6: Household Affordability
Priority Program #5: Creative Economy	Priority Program #7: Healthy Austin

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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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HOW ARE WE APPROACHING THE UPDATE?

Elements of the 2014 Bicycle Plan Update

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The Bicycle Plan is a 5 E's Approach

Engineering	Education	Encouragement	Enforcement	Evaluation
<ul style="list-style-type: none"> • Updates for all ages and abilities network • Includes cycle tracks recommendations 	<ul style="list-style-type: none"> • 45,000 children educated annually on bicycle safety. • 300+ taught in Defensive Cycling annually. 	<ul style="list-style-type: none"> • 1,500 bike light sets distributed in 2013. • Policies to encourage developers to build showers, locker rooms, and secure bicycle parking. 	<ul style="list-style-type: none"> • Almost 700 citations given to cyclists annually by APD (since 2007) • Vulnerable Road User Campaign 	<ul style="list-style-type: none"> • 2% of Austinites use a bicycle to get to work; compared to a 1% national average (2011 US Census). • 6% in Central City

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Four Types of Transportation Cyclists in Austin By Proportion of Population

Less than 20% of Austinites will ride in Bicycle Lanes

Cyclist Type	Proportion
Strong & Fearless	2%
Interested but Concerned	39%
No Way No How	44%
Enthused & Confident	15%

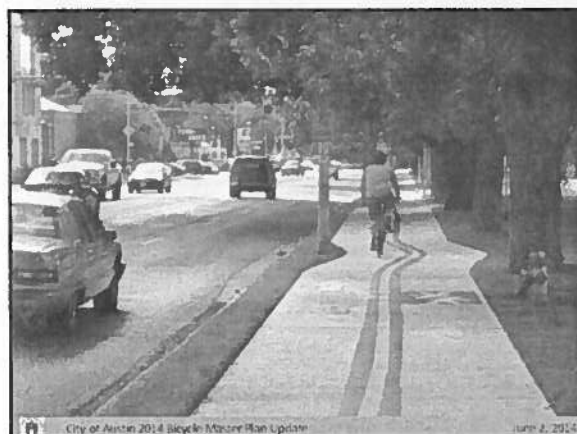
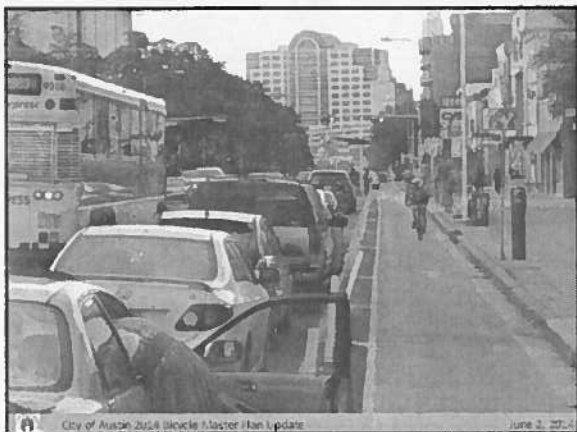
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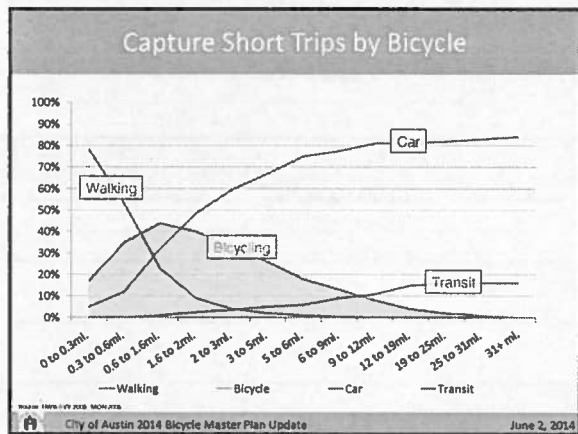
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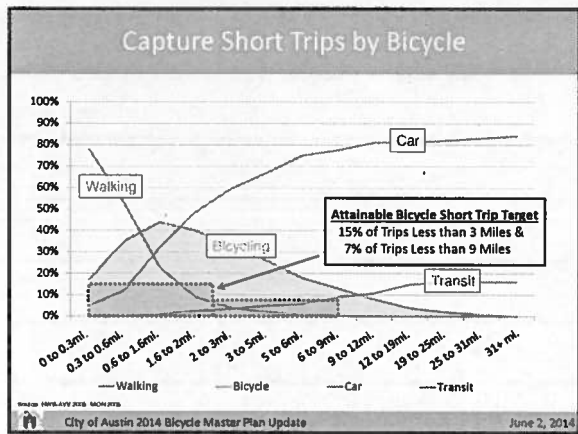
More than 55% of Austinites will ride in protected bicycle lanes

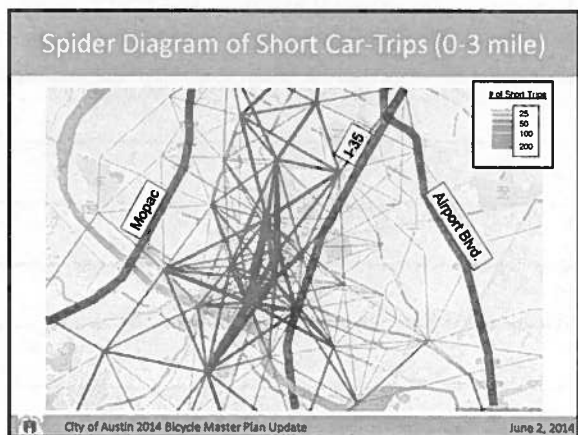
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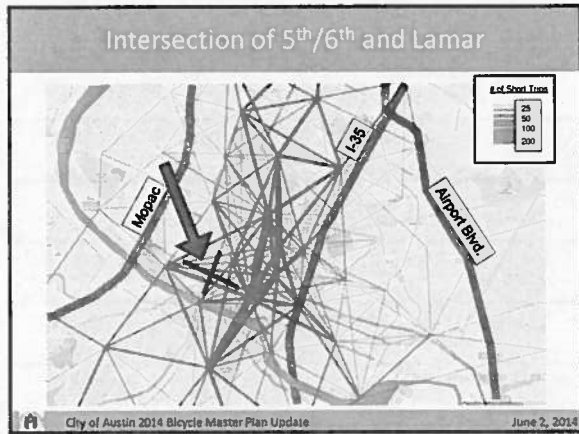
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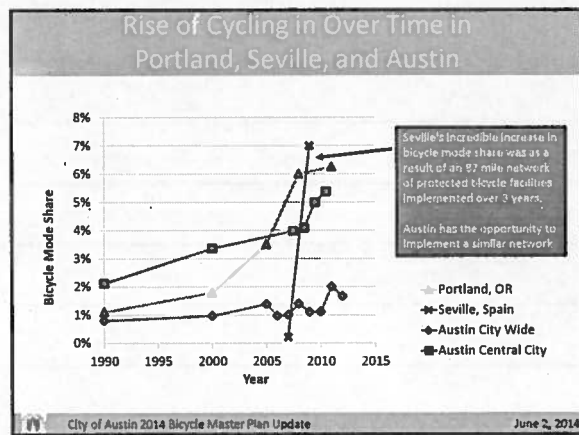












WHAT IS THE PLAN MADE OF?

Our strategic focus

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Toolbox: Cycle Tracks

A Cycle Track is an on-street bicycle facility with physical separation from vehicle traffic and pedestrians.

A smooth asphalt surface is ideal; concrete with smooth joints is acceptable.

Conflict areas are addressed with appropriate tools to provide safe and clear guidance to all users. Tools include visual cues such as changes in surface type, coloring, or markings.

Physical separation from motor traffic is created by raised medians, on street parking, bollards, or planters.

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Toolbox: Quiet Streets

Quiet Streets are traffic calmed corridors that provide a comfortable environment for all ages and abilities.

Provide the opportunity for green streets elements such as tree plantings, rain gardens, and reductions in impervious cover.

Motor vehicle speed and volumes are managed to achieve safety and comfort for all ages or abilities.

Target Speed and Volume:

- 25 mph or less (20 mph preferred)
- 1,500 vehicles per day preferred; up to 3,000 vehicles per day in limited areas.

Target Locations:

- Residential streets where traffic calming is desired.
- Commercial corridors where heavy motor vehicle traffic is less desired.

Route guidance is provided through pavement markings and signage.

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Toolbox: Intersection Treatments

INTERSECTION TREATMENTS help users comfortably cross major streets on key routes.

Intersection Treatments Include:

- Crossing signs and markings
- Median refuge islands and curb extensions.
- Crossing devices including actuated warning beacons and signals.

Crossing times should account for all ages.

Actuated warning beacons and signals make the toughest crossings safe and comfortable.

Median refuges make tricky crossings a simple two step process.

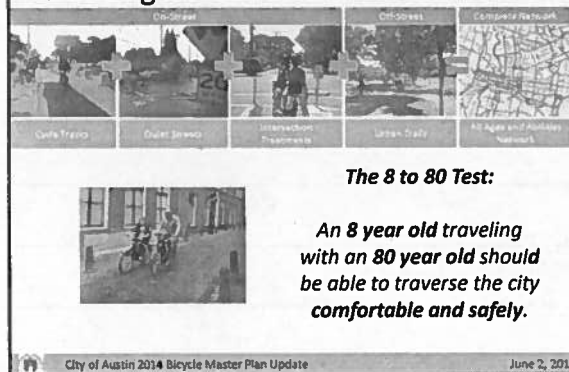
Widths accommodate trailers and cargo bikes.

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Creating a Network:



Creating a Network:



Recommended Bicycle Facilities

Speed and Volume Criteria

		Average Annual Daily Traffic (vehicle per day)		
		Less than 3,000	3,000-9,999	10,000+
55th Percentile	< or = 30	Unimproved	Basic Lane	Buffered
Speed (MPH)	31-40	Basic Lane	Buffered	Protected
Measured or	41-50	Buffered	Protected	Protected
Projected	> 50	Protected	Protected	Protected

*Local streets that are important for the all ages and abilities network with less than 3,000 vpd and 30 MPH should be treated as necessary to meet the performance guidelines for Quiet Streets.

Special Consideration Will be Given To

- On-street parking pressures
- Delivery activity
- Network context


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




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Draft Short-Term All Ages and Abilities Bicycle Network Central Austin

Focus on where short trips exist

- The central city
- To major transit stations
- Key feeder routes to the central city
- To schools and to and along parks
- Supporting Imagine Austin Centers


Short Term defined as potential implementation within 5 years



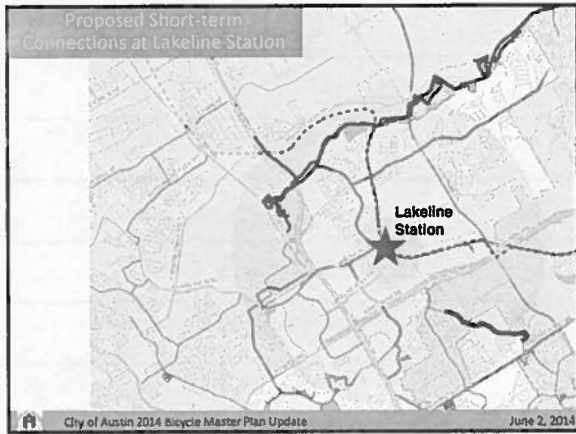
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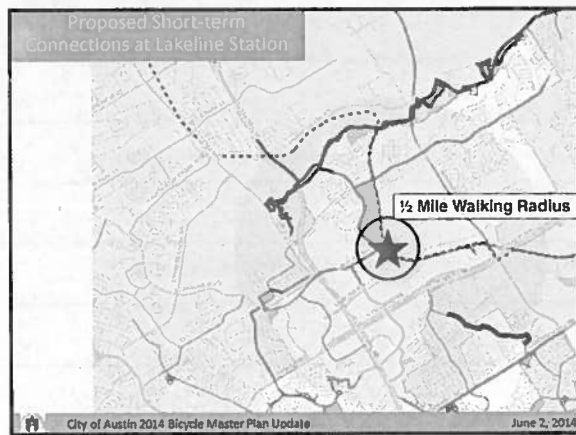
Bicycle Lane Network Barriers

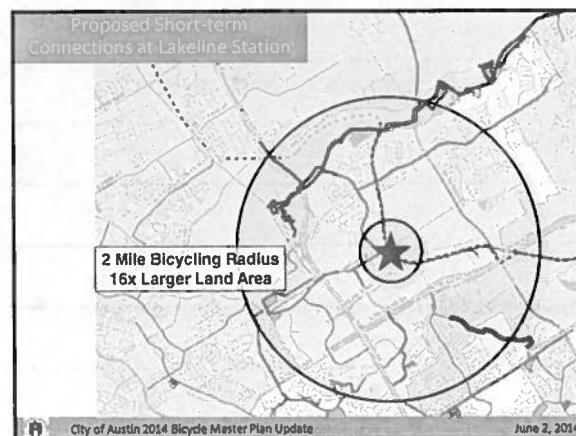
- Updated top 100 barriers
- Removal of barriers prioritized in plan



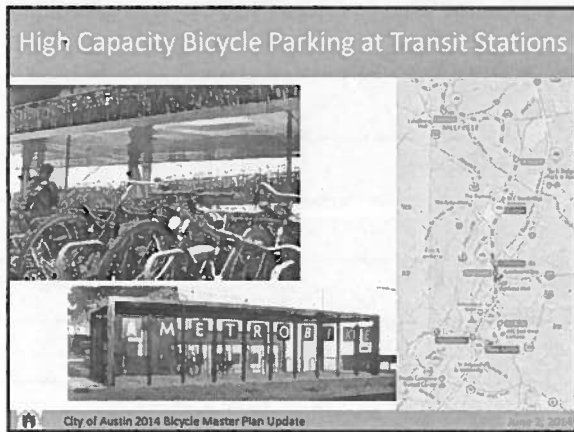
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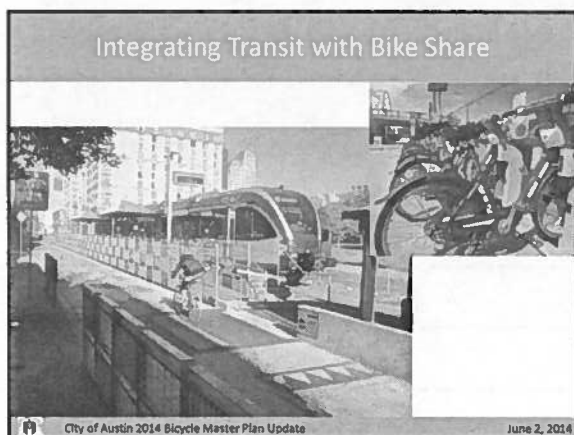






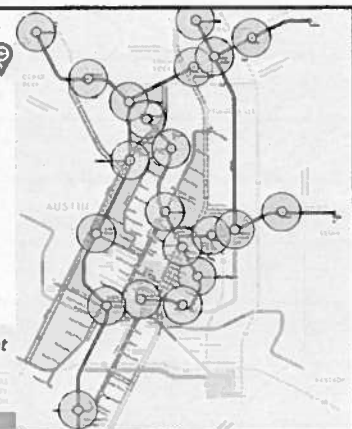






Integration with projectconnect

- Create feeder bikeways to high capacity transit stations in outlying areas
- Increase transit use and reduce motor vehicle trips



projectconnect

CONNECTION: TOTAL projectconnect network

Implementation and Cost Considerations


	Urban Trails	On-Street Facilities
	The ultimate protected environment	Providing safe access to local destinations
Cost	\$1.5 - \$2 million per mile*	\$50k - \$500k per mile*
	*For comparison: 6-lane freeway approximately \$51 million per mile 4-lane arterial roadway approximately \$22 million per mile (Source: CAMPO 2035 Plan)	
Timeline	3-8 years per project	6 months - 2 years per project

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Benefits of Short Term Network Significant Mobility Improvements

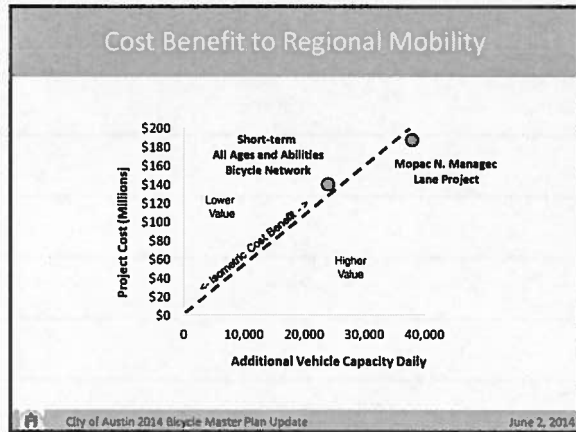
Our DRAFT Analysis Shows
Of the 160k passenger vehicle trips that enter the "Ring of Congestion" Daily

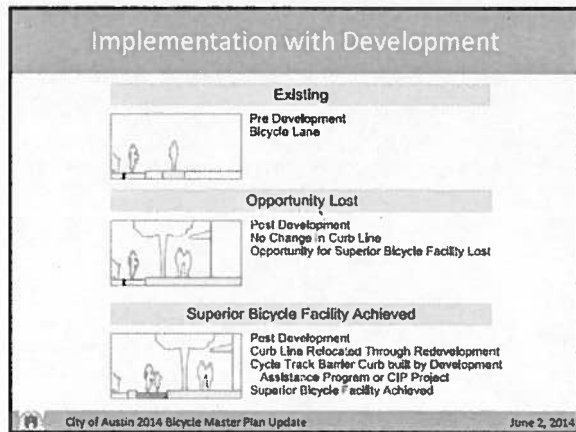
- 36% are less than 3 miles
- If only 15% of these trips 0-3 miles and 7% of trips 3-9 miles are converted to bicycle trips
- There would be a total reduction of 7% all motor vehicle trips to the Ring of Congestion



The "Ring of Congestion"

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Boards, Commissions, and Council Status


Date	Meeting	Bike Plan Approval?
7 Apr	Pedestrian Advisory Council	Approved
8 Apr	Urban Transportation Commission	Approved
16 Apr	Environmental Board	Approved
19 May	Parks, Land, Facilities, and Programs Committee	Approved
27 May	Parks Board 6-8pm Boards and Commissions Room	Approved
2 Jun	Comprehensive Planning & Transportation Committee (CPTC) 2-4pm Boards and Commissions Room	
17 Jun	Bicycle Advisory Council	
24 Jun	Planning Commission	
26 Jun	City Council (conduct public hearing)	

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For more information: <http://austintexas.gov/yourpath>
For comments contact: Nathan Wilkes, nathan.wilkes@austintexas.gov
City of Austin Bicycle Program

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