

- The following is an overview of the content that is proposed to be included in the 2014 Bicycle Plan Update

WHY UPDATE THE BICYCLE PLAN?

Creating the future Austin



City of Austin 2014 Bicycle Master Plan Update

September 18, 2014

- A brief explanation of why this update is important

Bicycling and Active Transportation Support Imagine Austin Plan



City of Austin 2014 Bicycle Master Plan Update

September 18, 2014

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



IMAGINEAUSTON
COMPREHENSIVE PLAN
Vibrant. Livable. Connected.

City Council Adopted
June 15, 2012

September 18, 2014

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”

- Update the vision for the bicycle plan
- This is a very important change in focus and is the foundation for our approach to the conversation for the 2014 update

Four Types of Transportation Cyclists in Austin By Proportion of Population



Strong & Fearless 2%

Less than 20% of Austinites will ride in Bicycle Lanes

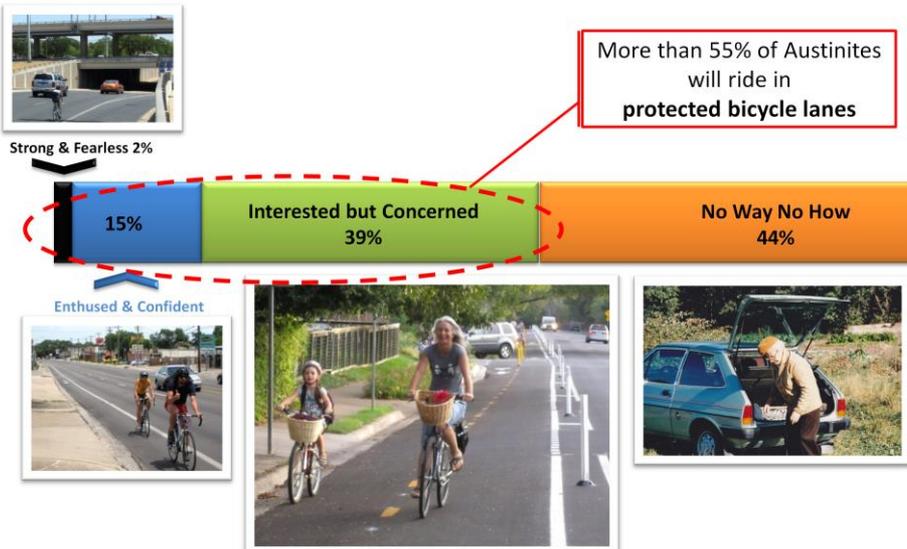


Enthusied & Confident



- Existing bicycle lanes based infrastructure attracts less than 20% of Austin's population

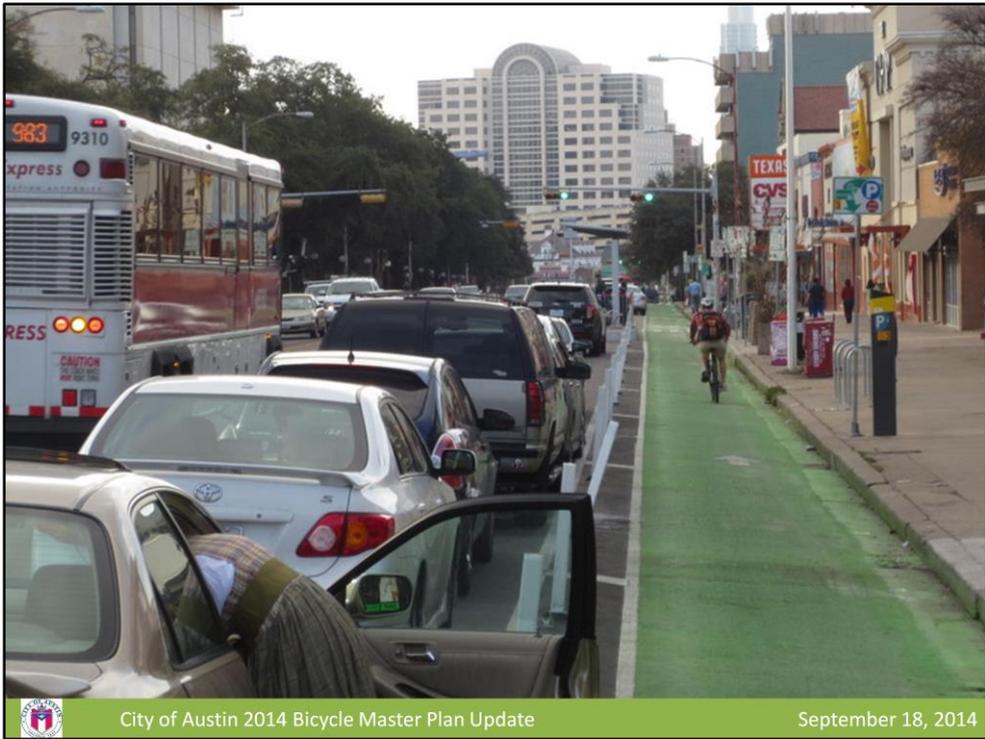
Four Types of Transportation Cyclists in Austin By Proportion of Population



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- 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.



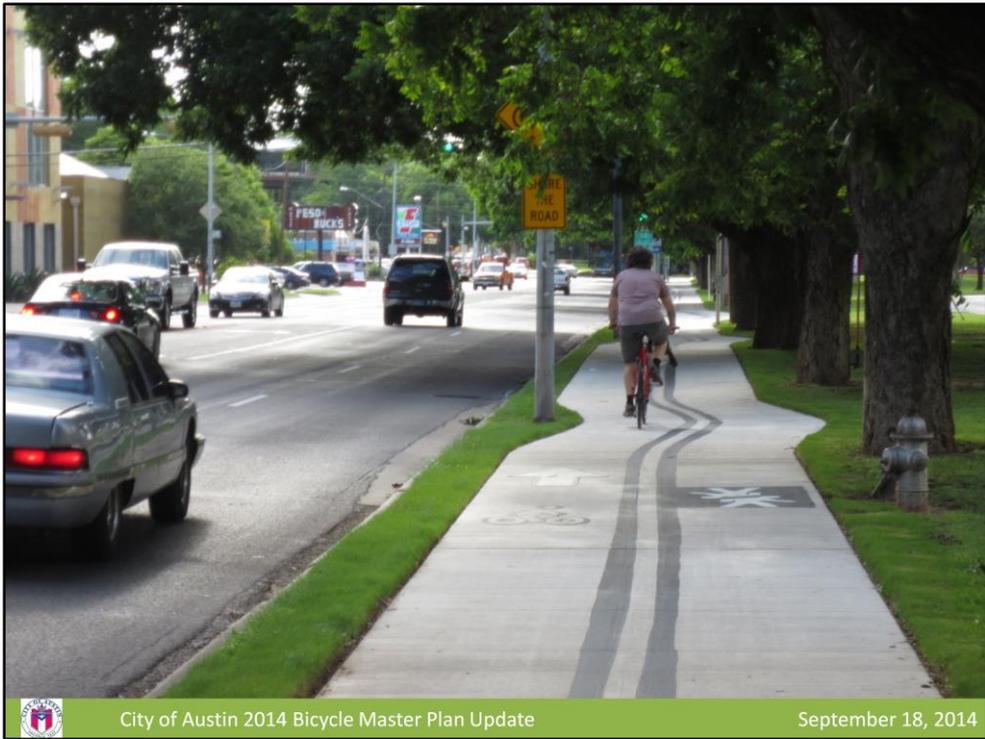
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- Guadalupe next to Campus



- Bluebonnet Lane Cycle Track in south Austin adjacent to Zilker Elementary

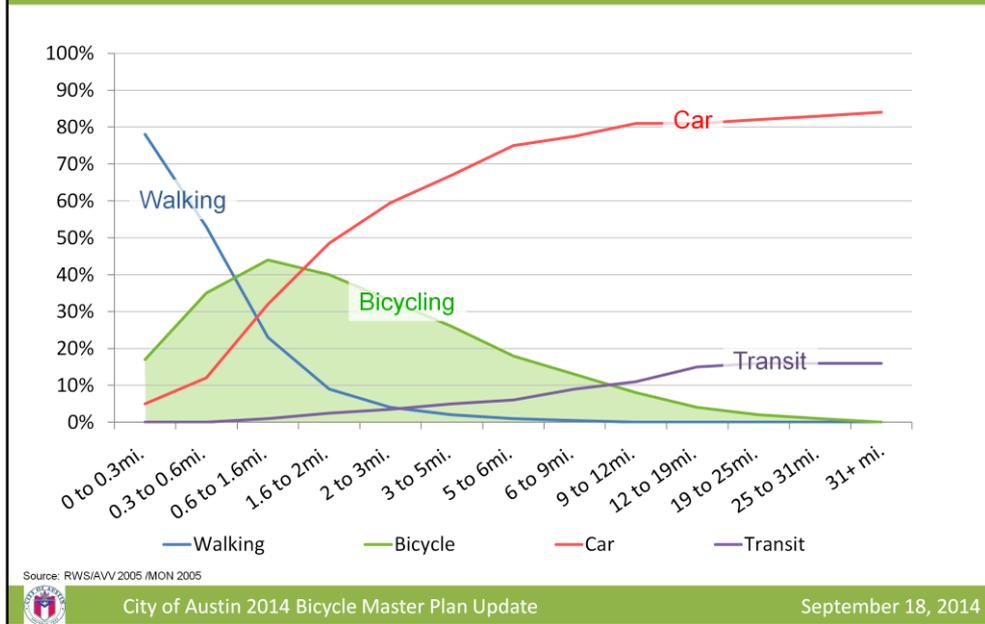


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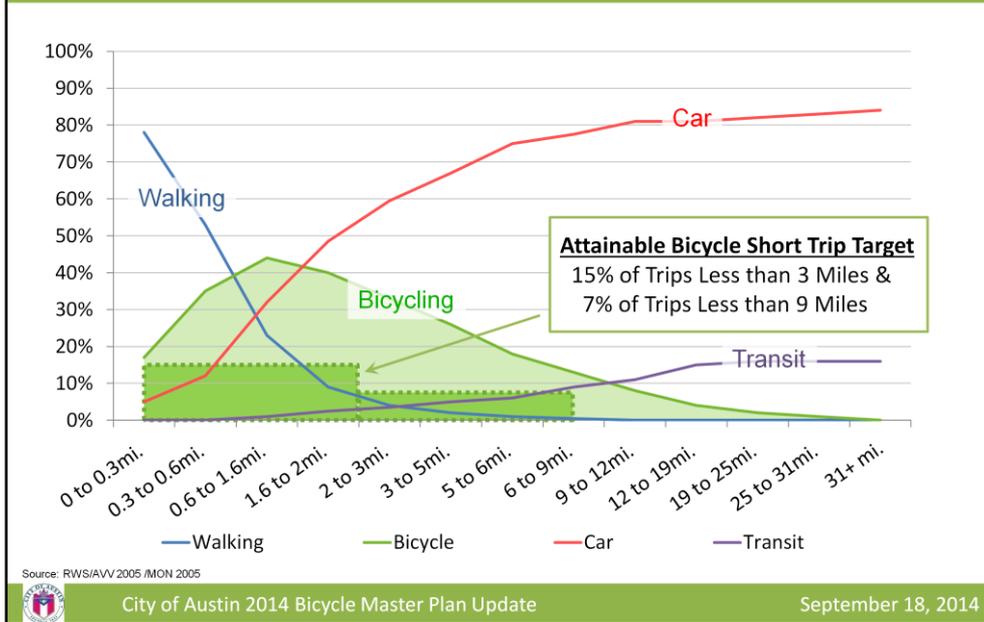
- Barton Springs Road

Capture Short Trips by Bicycle



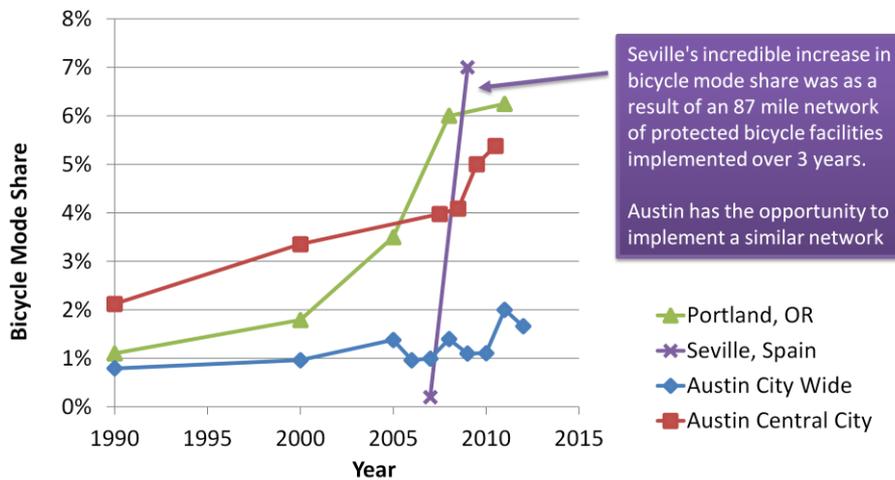
- Each mode is more and less useful at different trip lengths. For short distances walking and bicycling are best, for longer distances cars and transit are better
- Given a safe bicycle network, trips in the 1-3 mile range can be the mode with the largest mode share.
- Targeting infrastructure investments to capture short trips is critical

Capture Short Trips by Bicycle



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

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



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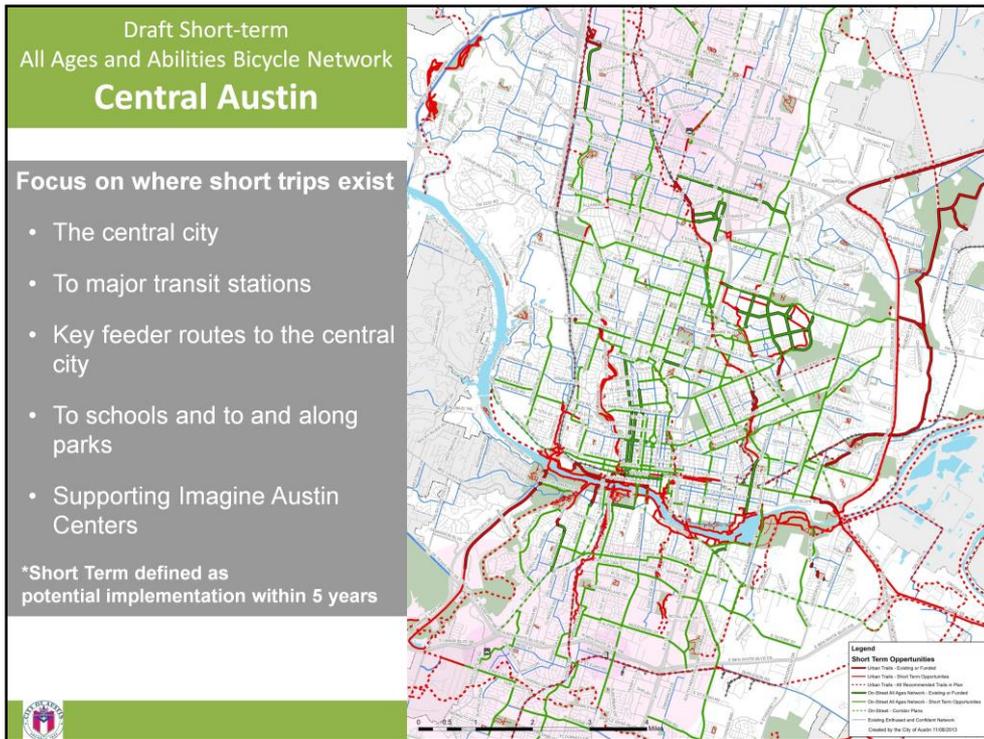
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- Seville was able to achieve a higher bicycle mode share than Portland, OR in only 3 years due to the implementation of an 87 mile Dutch inspired protected facility network for \$43 million.

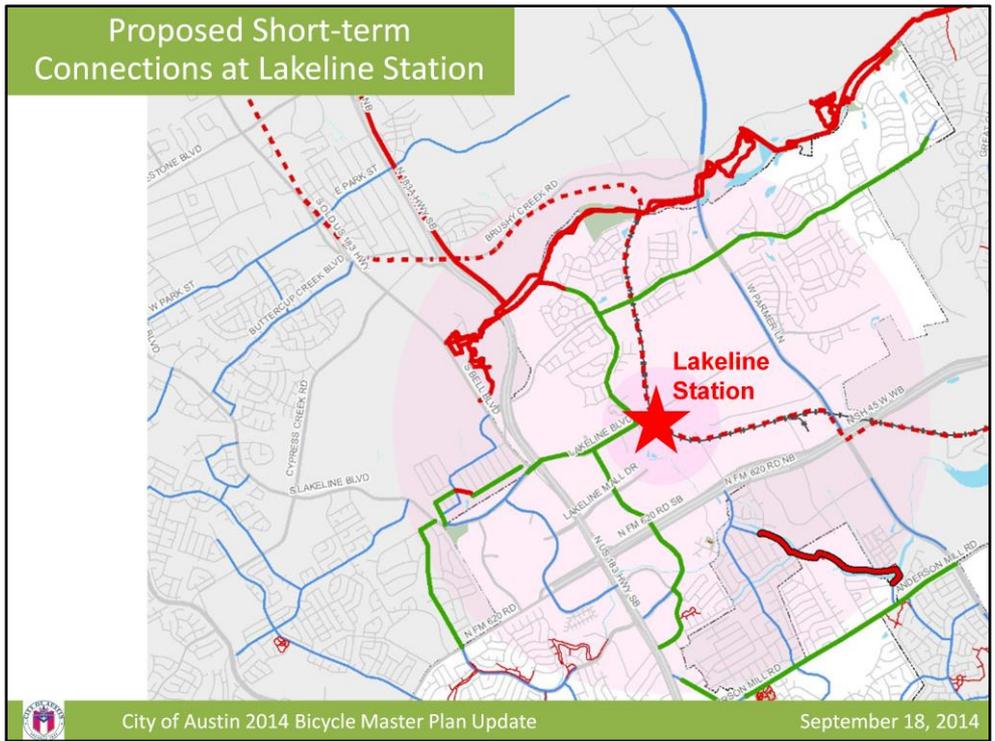
Creating a Network:



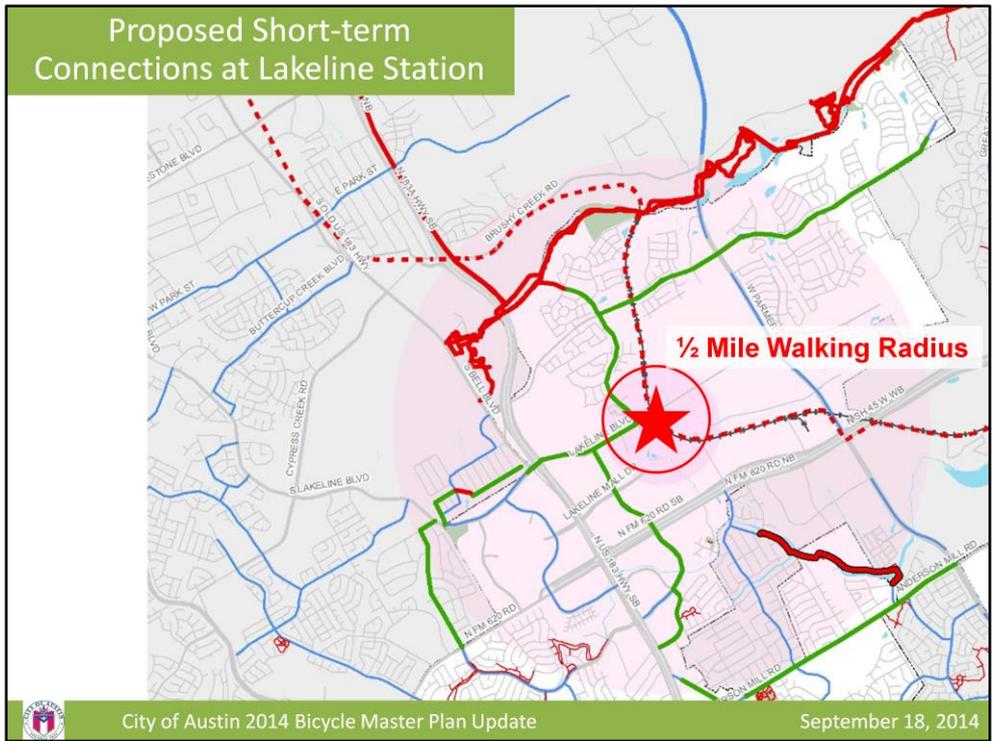
- Austin's approach will involve all of these facility types to form one all ages and abilities network
- Our street network does not support reliance on only one of these facility types



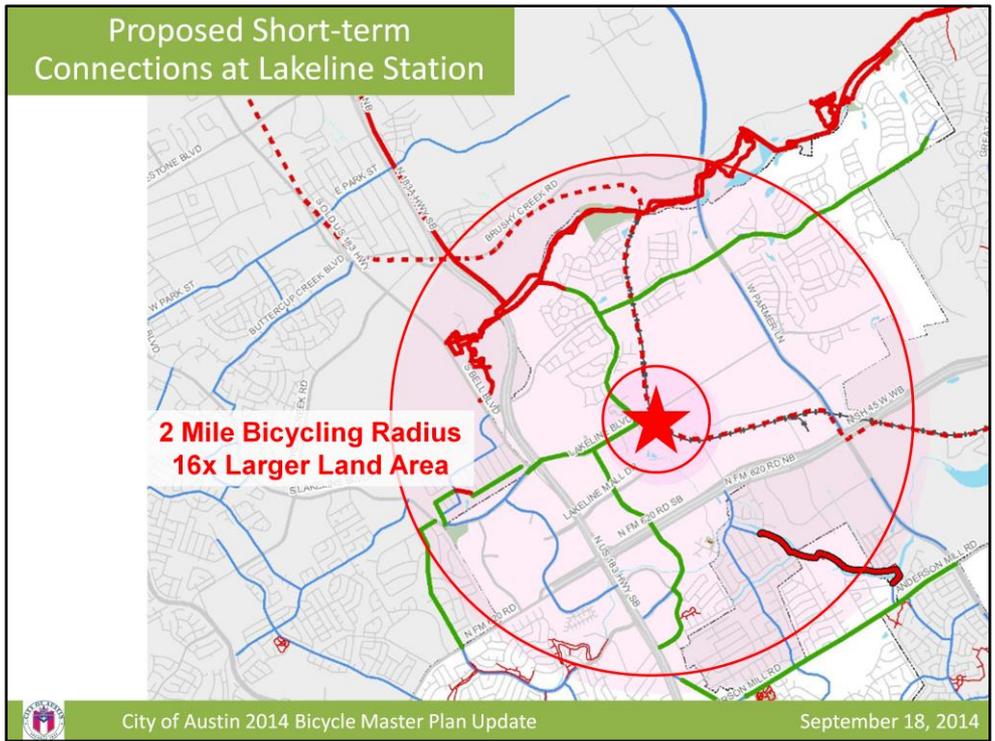
- This is a view of the short term network in the central city composed of on-street facilities and Urban Trails



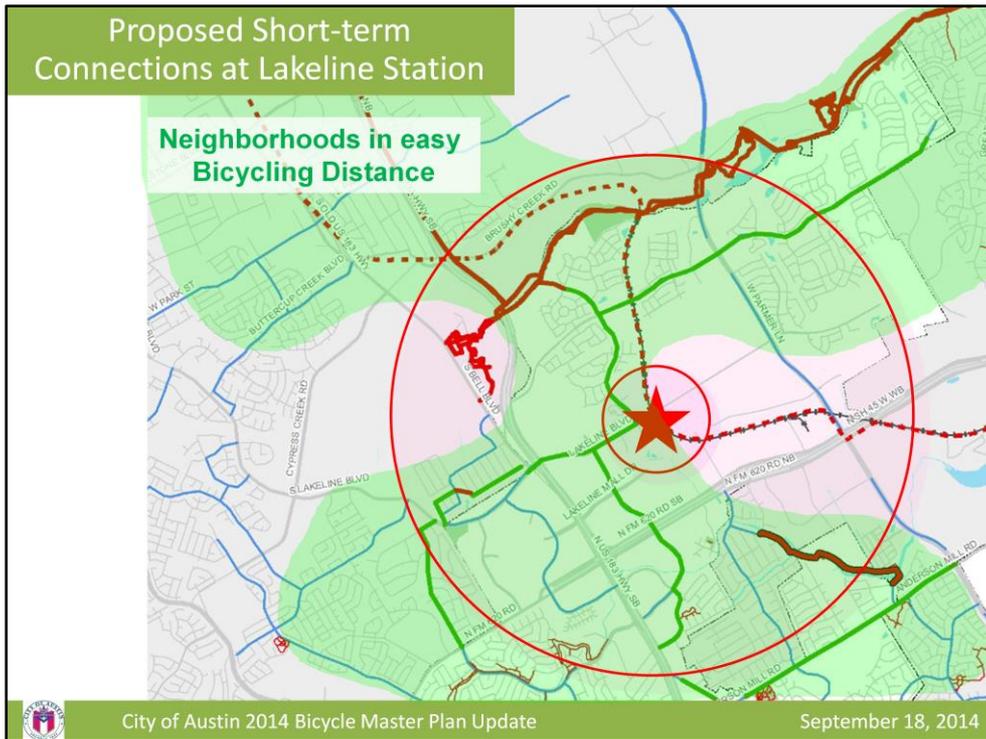
- An example showing the proposed network around the Cap Metro Lakeline station



- A 1/2 mile radius around the stations does not reach many destinations

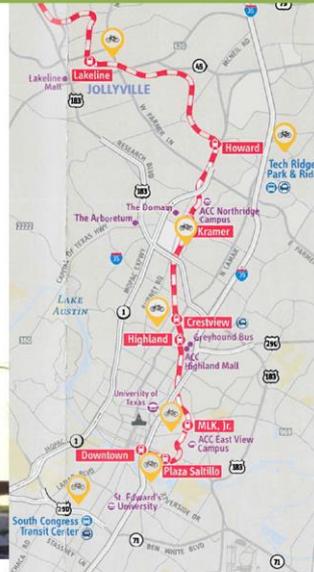


- A 2 mile bicycle radius has a far greater reach to surrounding destinations



- The shaded areas show the destinations that would have safe bicycle access to the Lakeline station by a reasonable bicycle trip length. This presents an incredible opportunity to increase transit use, support transit oriented development, increase active transportation, and reduce drive alone trips.

High Capacity Bicycle Parking at Transit Stations



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- Bicycles should not take limited space on transit vehicles.
- Best practice is high capacity, secure bicycle storage at major transit stations.
- If protected bicycle networks better connect transit stations expanded bicycle parking will be necessary

Integrating Transit with Bike Share



- Bicycle Share systems have significant potential to increase a transit rider's level of service and access to last mile (or two) destinations.
- Plan update will support Bicycle Share network expansion

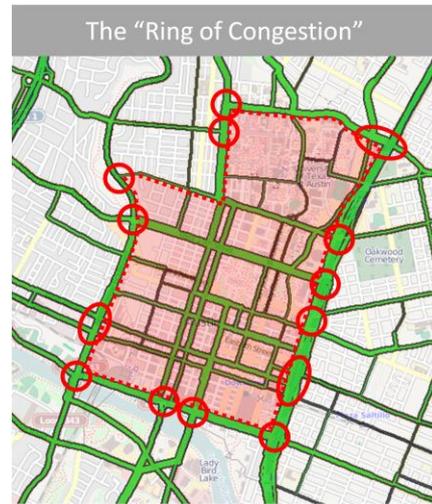
Benefits of Short Term Network Significant Mobility Improvements

**Our *DRAFT* Analysis Shows
Of the 300k 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**

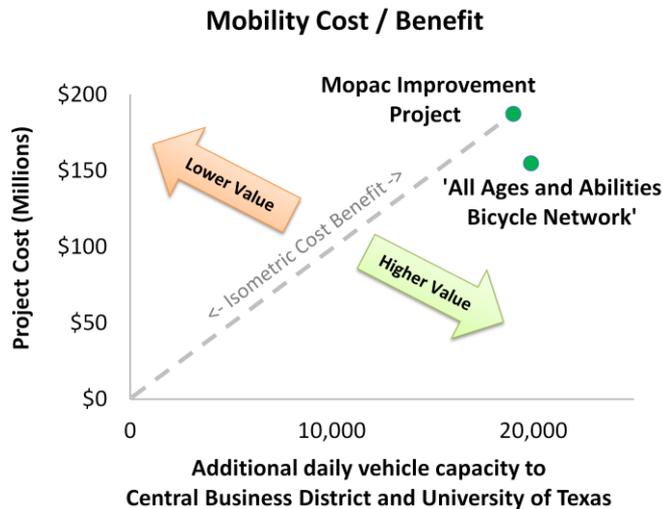


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- Meeting our trip capture targets will the proposed short term all ages and abilities network will result in significant mobility improvements

Cost Benefit to Regional Mobility



- The cost benefit of the short-term all ages and abilities bicycle network is on par with other regional mobility investments.
- The benefits of the All Ages and Abilities Bicycle Network are not limited to mobility benefits. Other benefits include health, quality of life, economic development and workforce development, and household affordability.

Benefits of All Ages and Abilities Network Continued

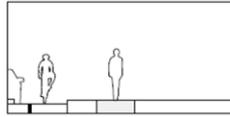
- **Citywide Mobility Improvements:**
 - A reduction of 170,000 daily driving trips
 - A reduction of 460,000 daily vehicle miles traveled
- **Boost Affordability:** Due to decreased vehicle miles traveled, individuals would save a total \$170 million in direct driving costs annually.
- **Public Health:** 130,000 people or 15% of Austinites meeting their daily minimum physical activity. Savings from avoidance of disease associated with sedentary lifestyle per person is estimated at \$128 per person.



- Benefits are calculated from the reduction of vehicle miles traveled resulting from the implementation of the All Ages and Abilities Bicycle Network. Reductions are calculated applying the trip capture targets for short trips that are served by the All Ages and Abilities Bicycle Network

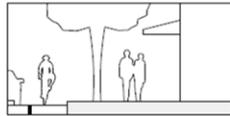
Implementation with Development

Existing



Pre Development
Bicycle Lane

Opportunity Lost



Post Development
No Change in Curb Line
Opportunity for Superior Bicycle Facility Lost

Superior Bicycle Facility Achieved



Post Development
Curb Line Relocated Through Redevelopment
Cycle Track Barrier Curb built by Development
Assistance Program or CIP Project
Superior Bicycle Facility Achieved



- It is important to ensure that corridors are shaped at time of development to provide safe bicycle facilities.
- This opportunity will not come again for many decades or more.

Boards, Commissions, and Council Status

Date	Meeting	Bike Plan Approval?
10-Mar	Comprehensive Planning Committee - Planning Commission	Briefed
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	Briefed
17-Jun	Codes and Ordinances Subcommittee of Planning Commission	Briefed
24-Jun	Planning Commission	No Approval
18-Sept	Urban Transportation Commission	
14-Oct	Planning Commission (proposed second hearing)	
6-Nov	City Council (conduct public hearing)	



- Schedule and status of boards and commission meetings.

Staff Request

- Requesting UTC Recommendation for Bicycle Master Plan to be taken back to Planning Commission for a vote by the full Commission.





CITY OF AUSTIN 2014 BIKE PLAN UPDATE

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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- And thus concludes an overview of the content that is proposed to be included in the 2014 Bicycle Plan Update