

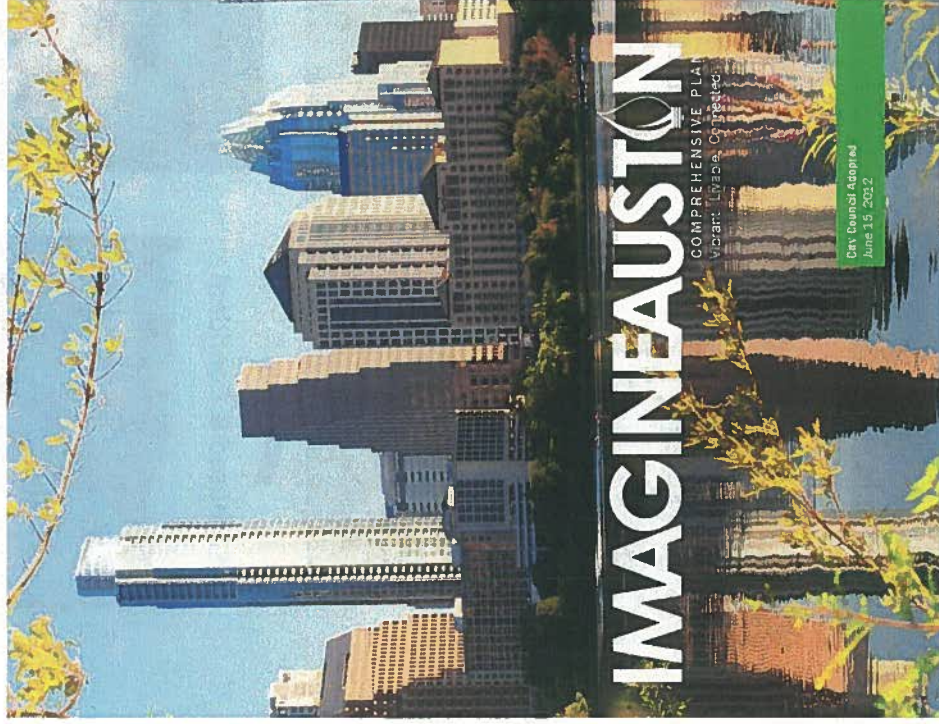
City of Austin Bicycle Planning Strategy

*Maximizing the contribution of bicycling
to the City of Austin*



Bicycling and Active Transportation Support

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



Four Types of Transportation Cyclists in Austin

By Proportion of Population



Strong & Fearless 2%



15%

Interested but Concerned 39%

No Way No How 44%

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

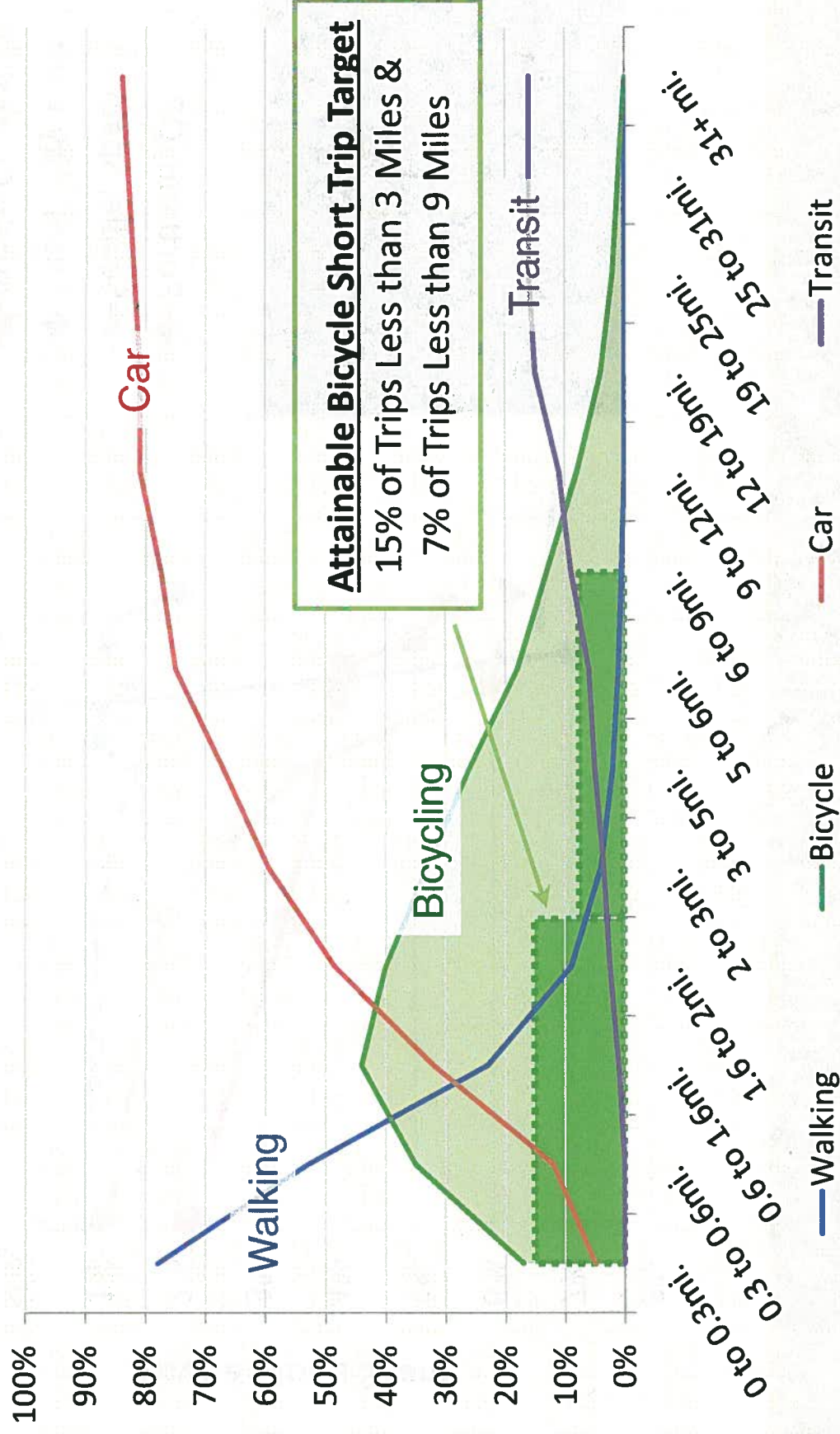
Enthusiastic & Confident







Capture Short Trips by Bicycle



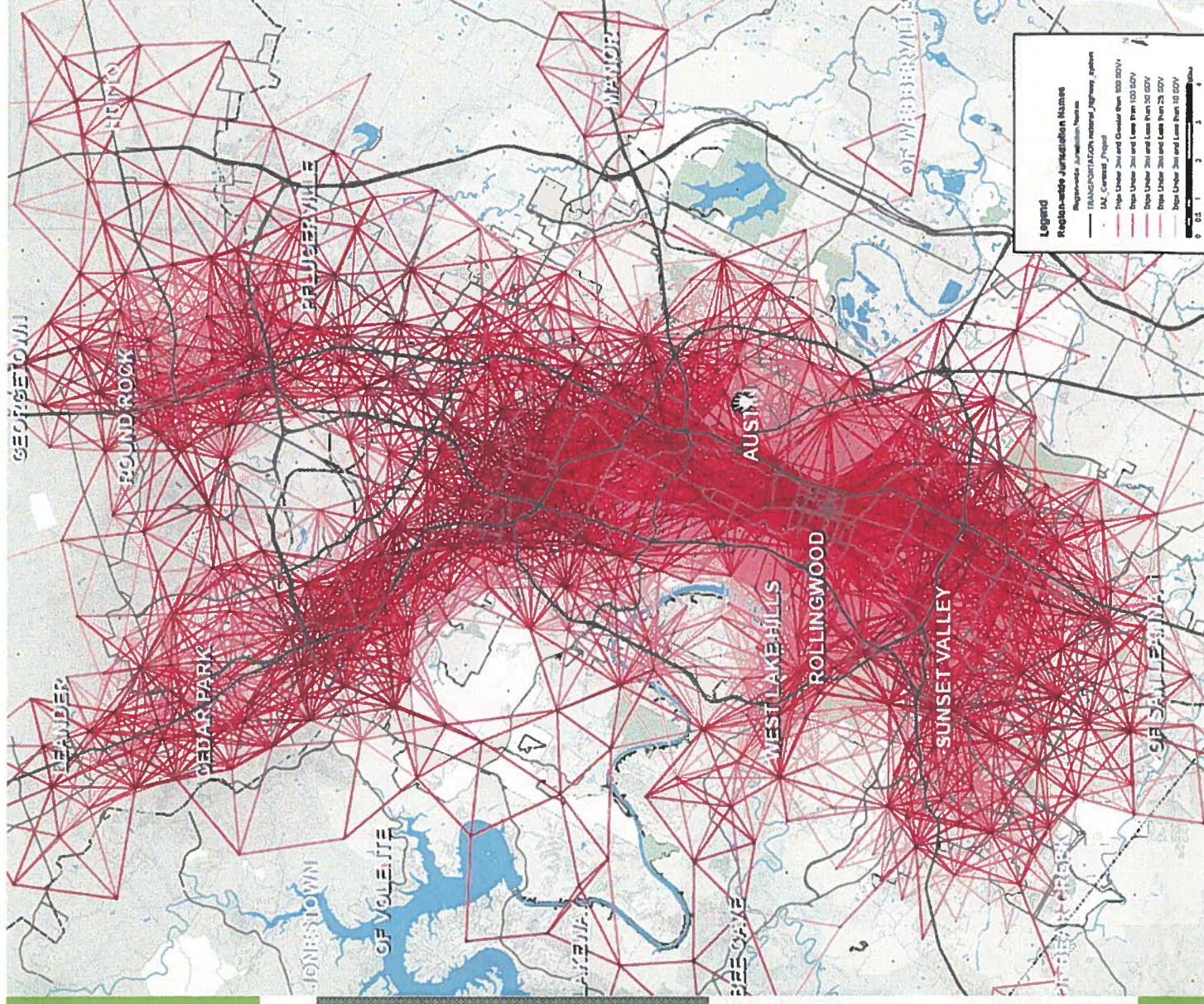
Source: RWS/AVV 2005 /MON 2005



City of Austin Bicycle Planning Strategy

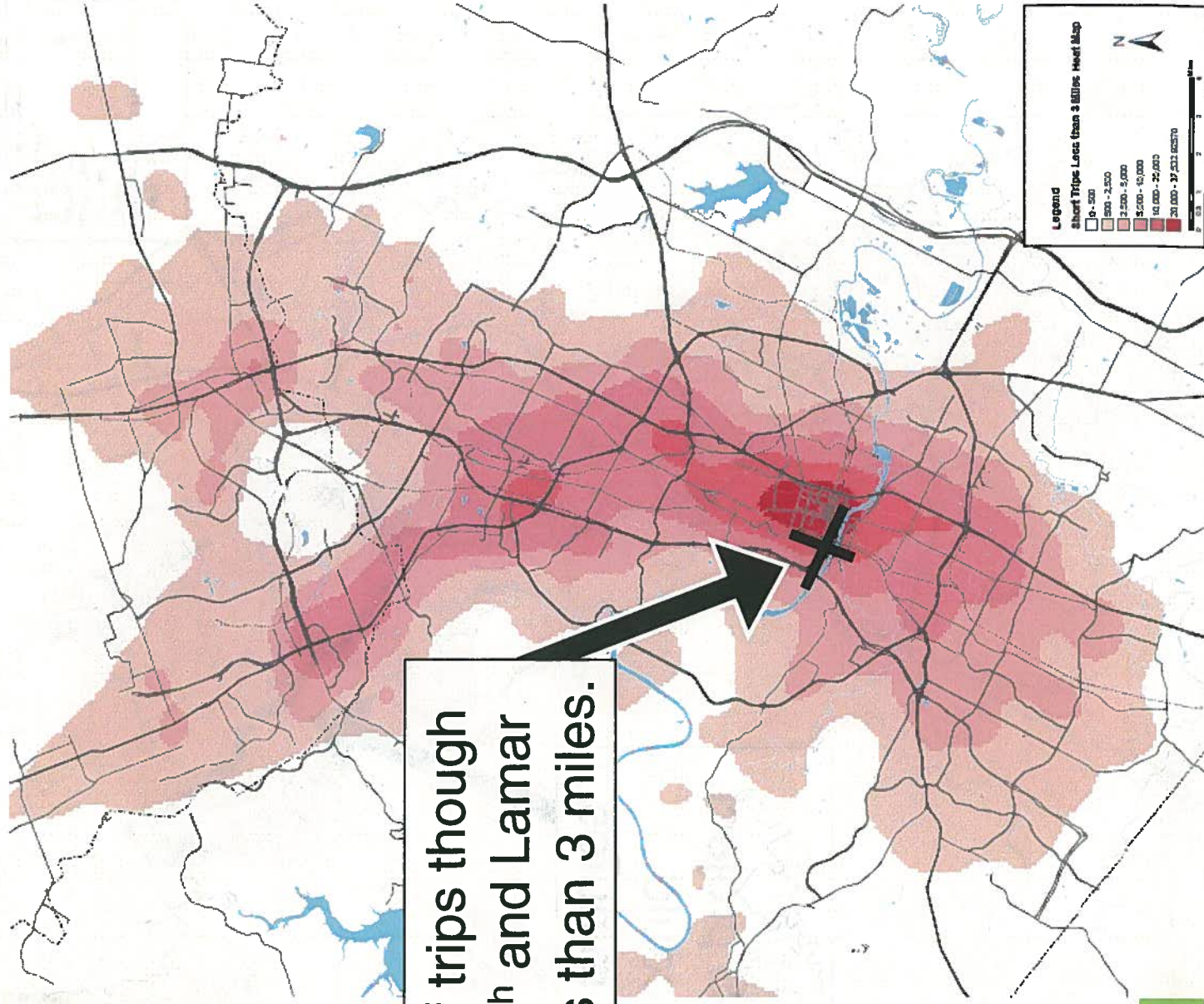
Spider Diagram of Short Car-Trips (0-3 mile)

- The highest concentrations of short trips are in the central parts of the region
- Short trip patterns follow major freeways and related development patterns

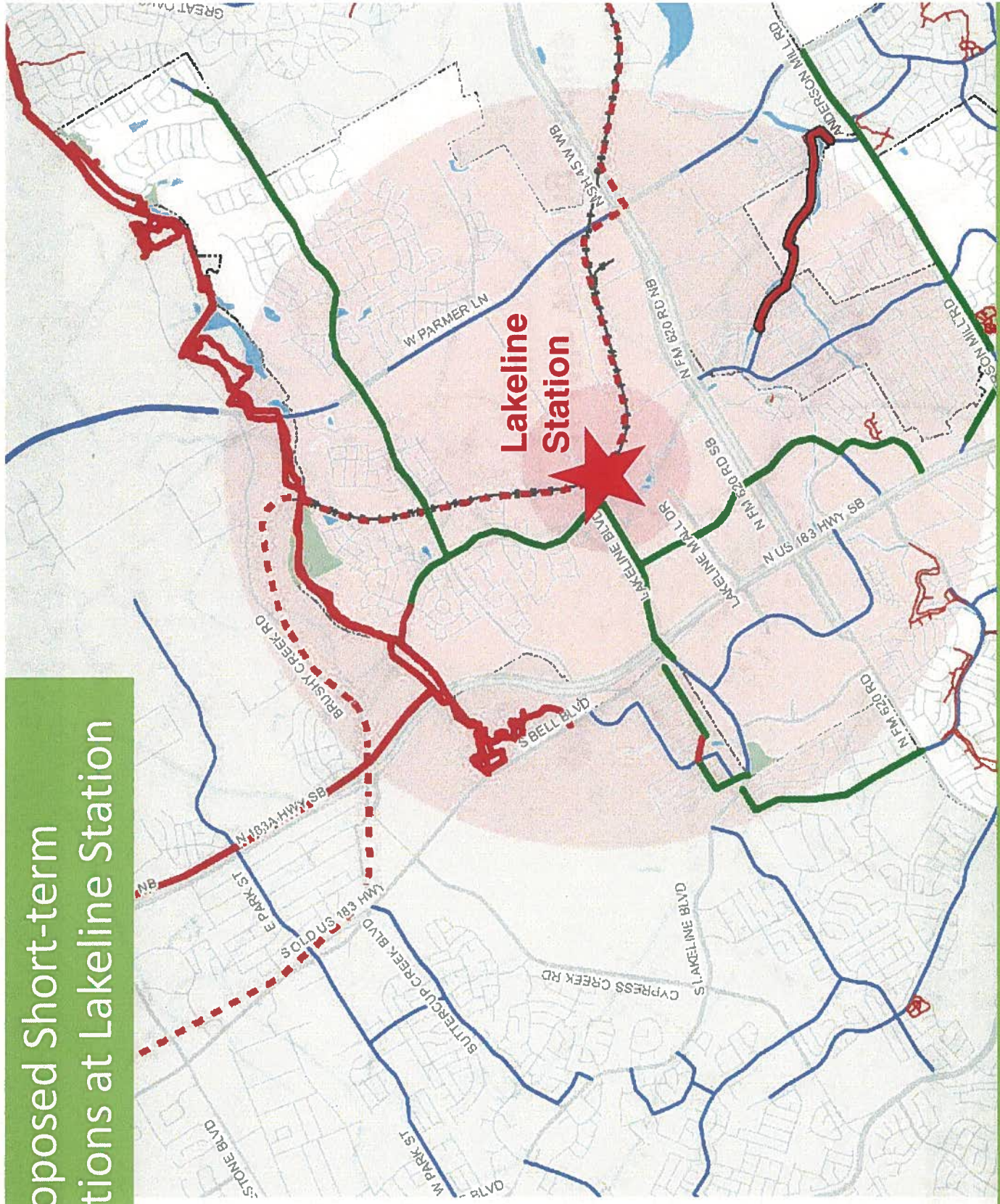


Spider Diagram of Short Car-Trips (0-3 mile)

50% of trips though
5th / 6th and Lamar
are less than 3 miles.

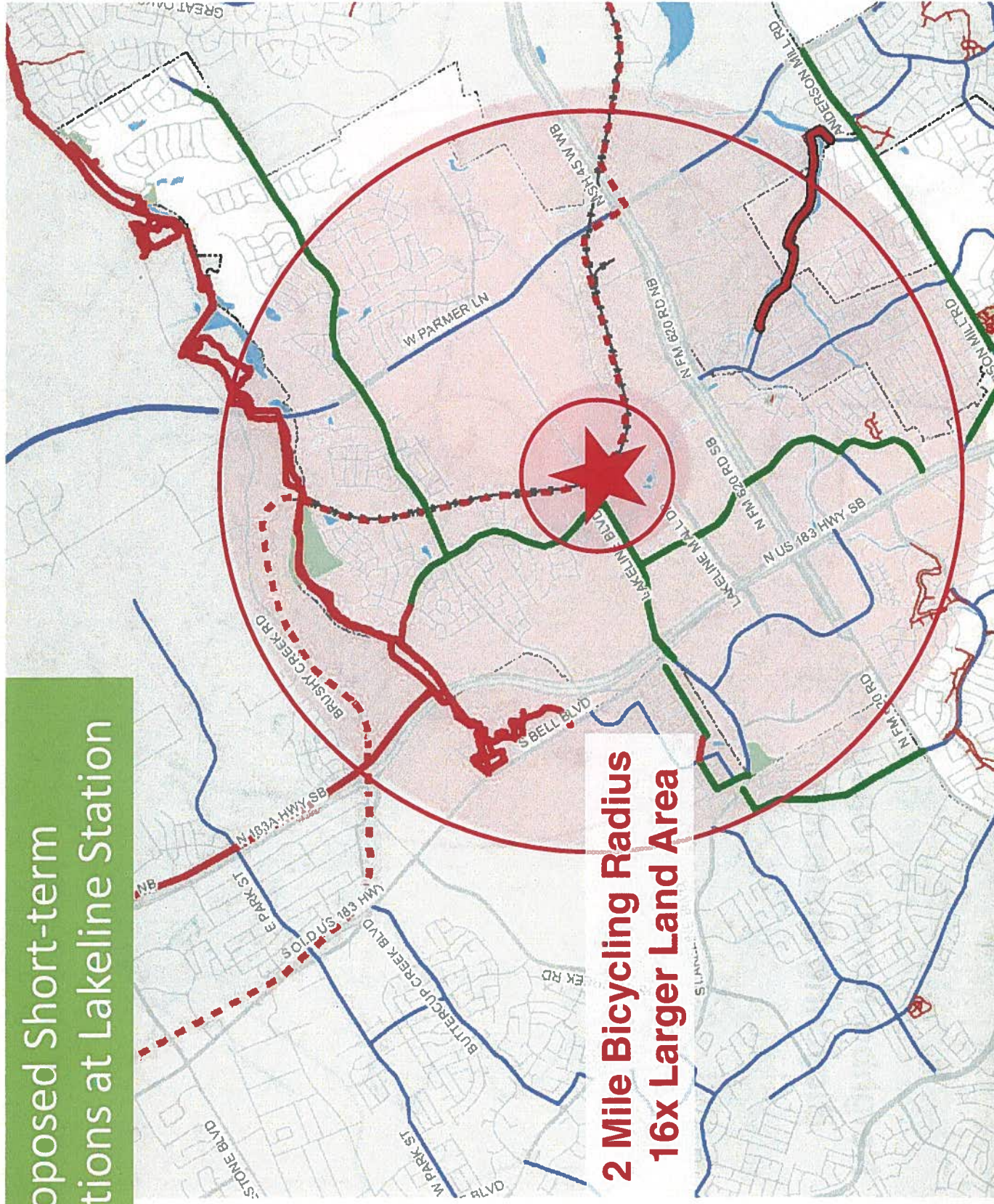


Proposed Short-term Connections at Lakeline Station

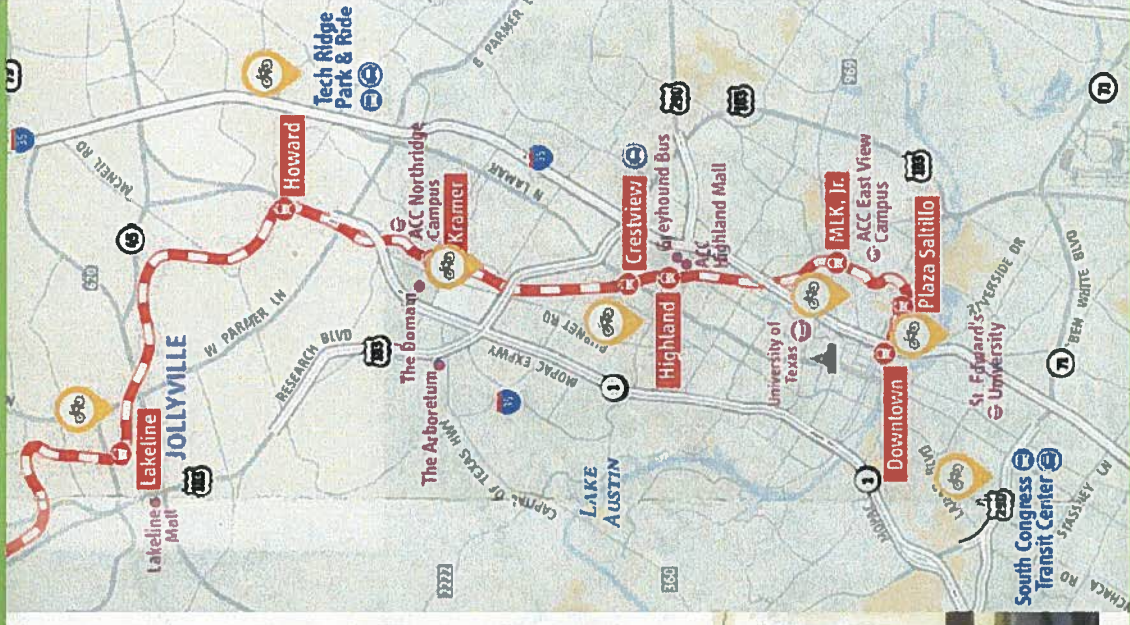
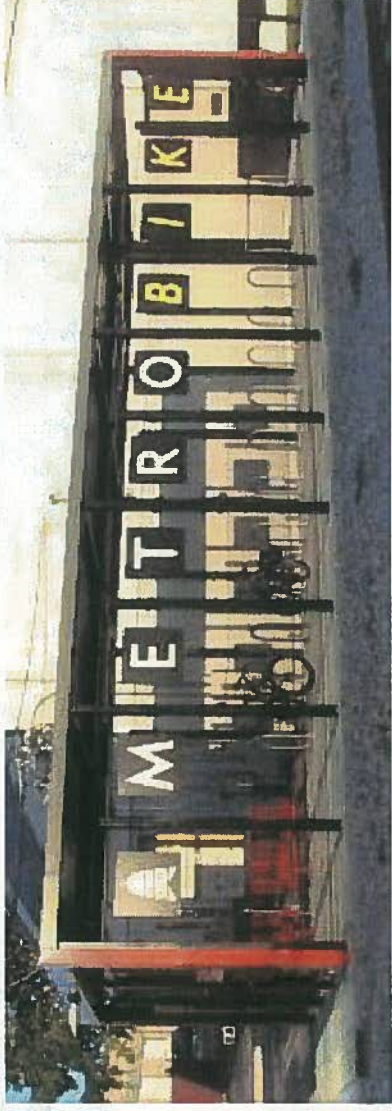


Proposed Short-term Connections at Lakeline Station

**2 Mile Bicycling Radius
16x Larger Land Area**



High Capacity Bicycle Parking at Transit Stations

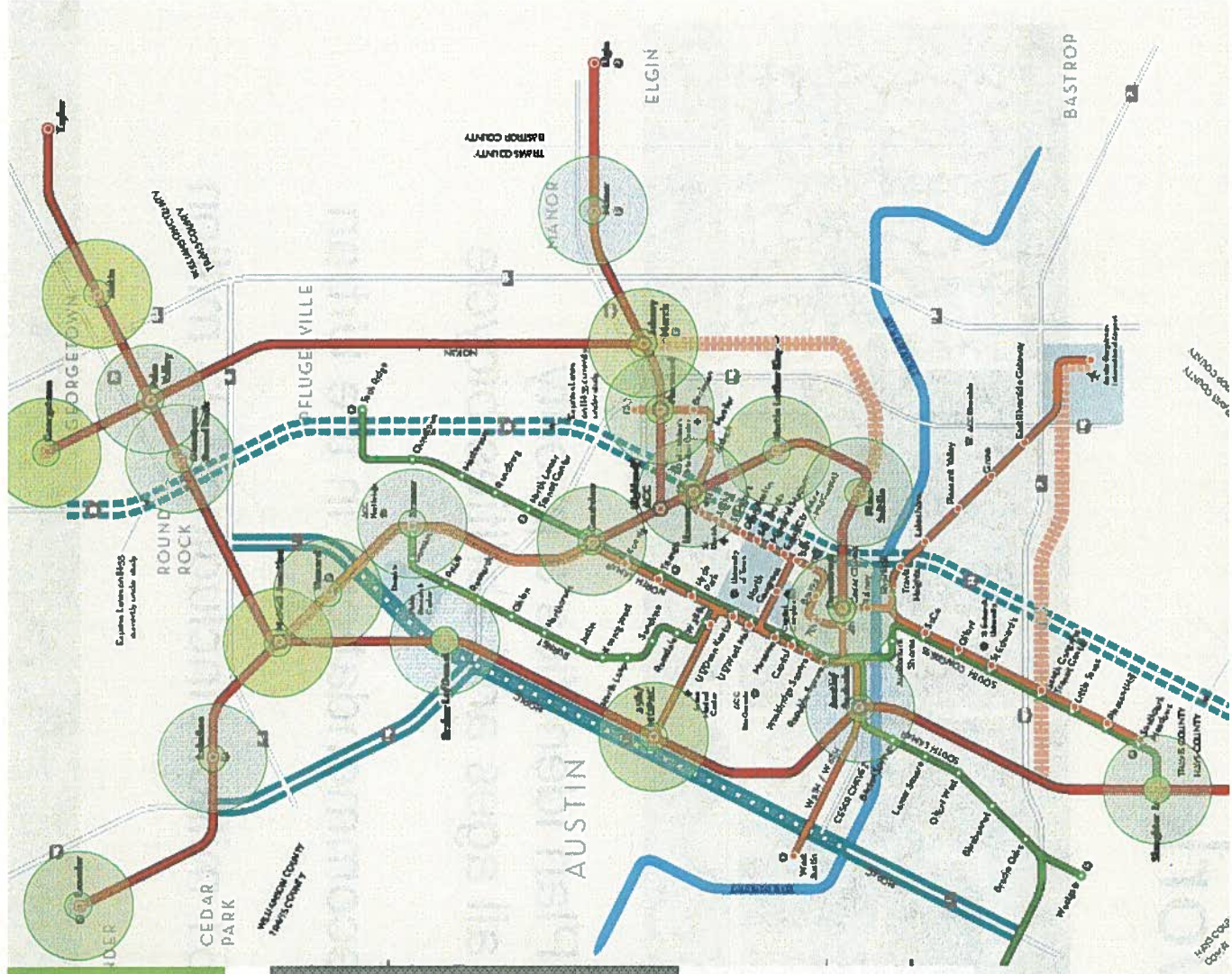


Integration with *projectconnect*

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



CENTRAL TEXAS
HIGH-CAPACITY
TRANSIT VISION

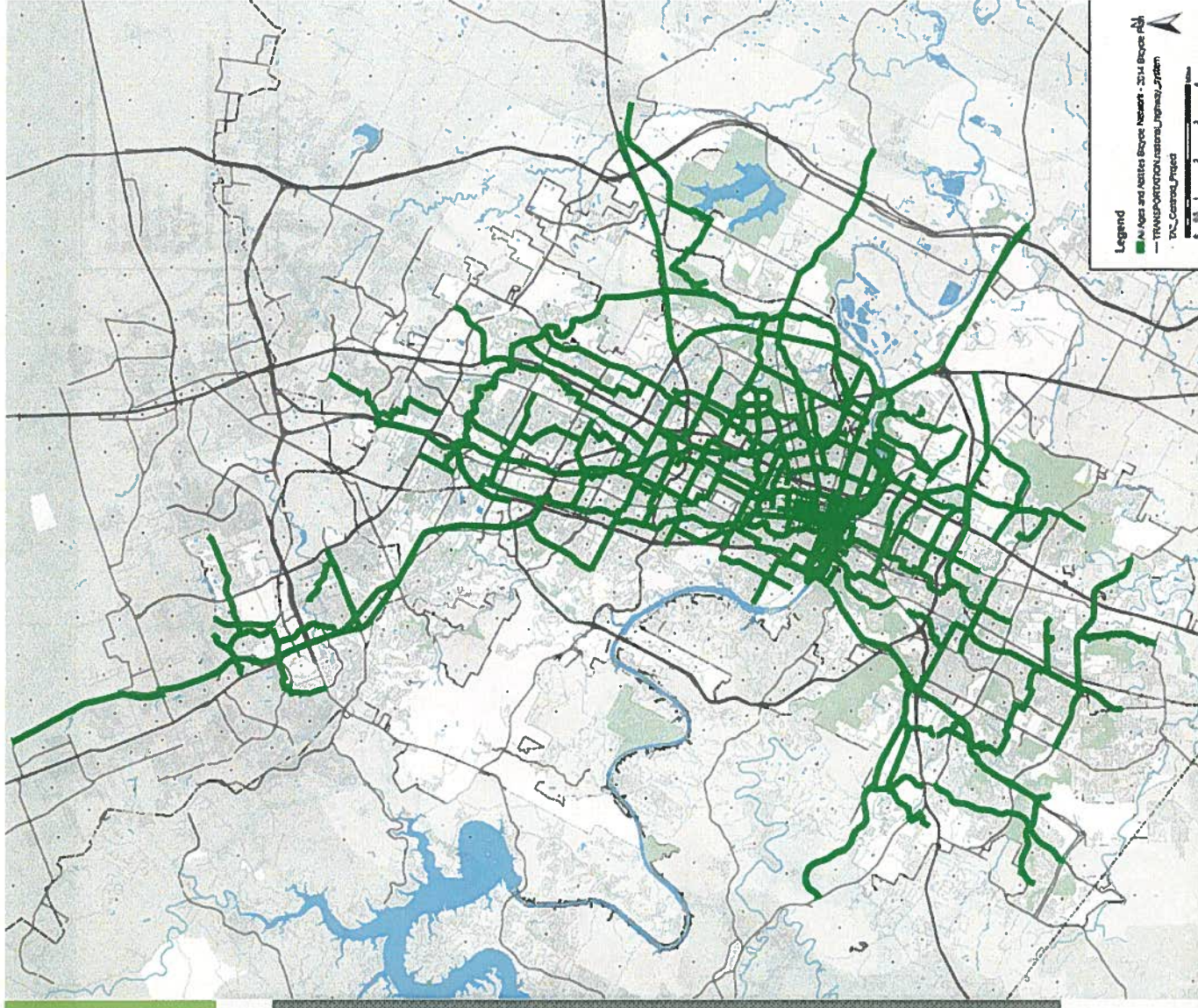


Draft Short-term
All Ages and Abilities Bicycle Network
Central Austin

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 short trips to Centers

***Short Term defined as potential implementation within 5 years**



Benefits of Short Term Network Significant Mobility Improvements

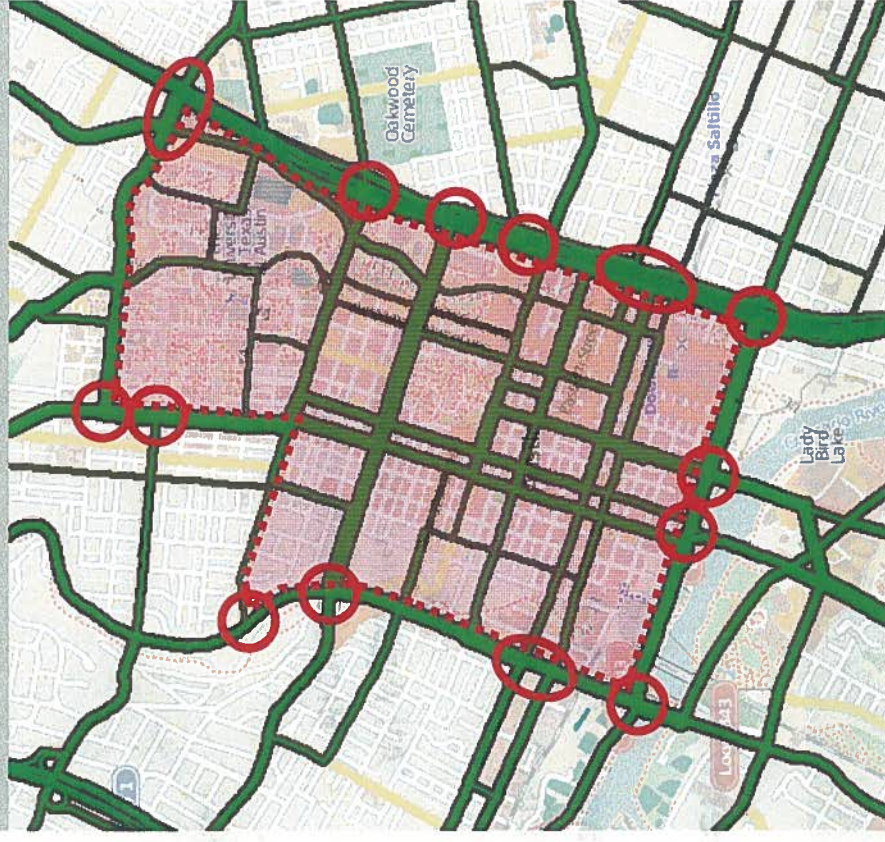
***Our Analysis Shows
Of the 300k passenger vehicle trips that
enter the "Ring of Congestion" Daily***

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***

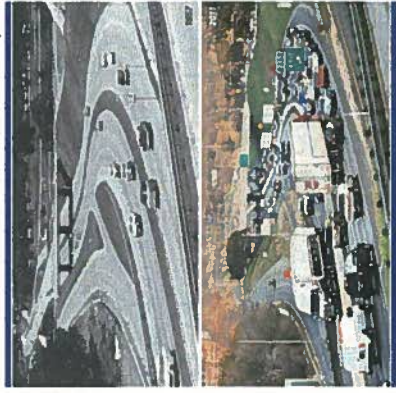
The "Ring of Congestion"



TTI Report on I35 Improvement Scenarios – August 2013

The Problem: Traffic

Mobility Investment Priorities Project
Long-Term Central Texas I-35 Improvement Scenarios
Executive Summary
August 2013

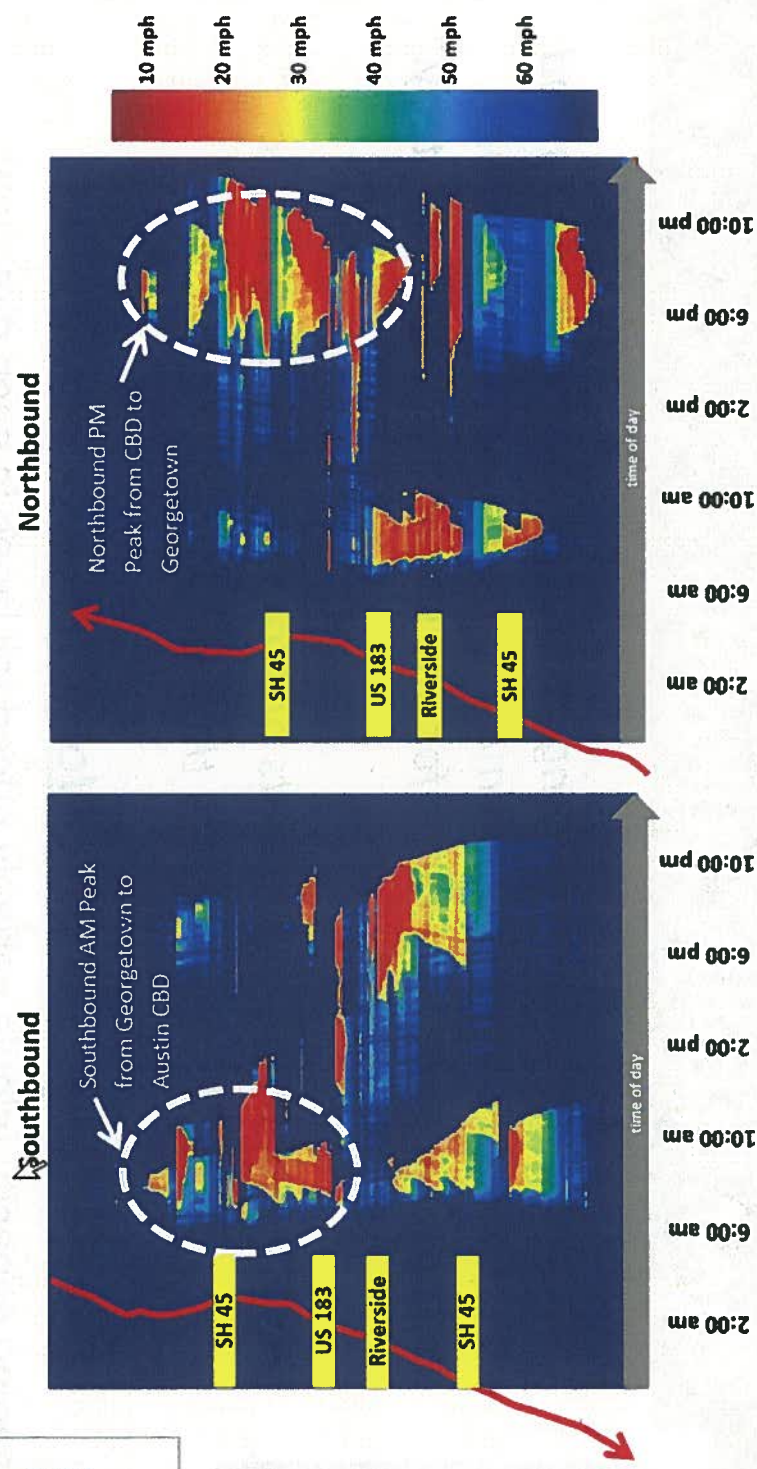


m²ility



“The travel experience along IH 35 general purpose lanes does not substantially improve as a result of any of the scenarios that only add roadway capacity”

Exhibit ES-3 “Heat” Diagram Summary of Base Case Congestion (2035)



City of Austin Bicycle Planning Strategy

Quantifying the Benefits

BENEFITS TO MOBILITY, AFFORDABILITY, HEALTH

↓ 170,000 fewer daily trips

↓ 460,000 reduction in vehicle miles traveled

↓ \$170 million saved in direct driving costs annually

← 15% of Austinites meet daily physical activity

↓ Reduced congestion on I35





City of Austin Bicycle Planning Strategy

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City of Austin Active Transportation Program



City of Austin Bicycle Planning Strategy