



REGIONAL ACTIVE TRANSPORTATION PLAN

Bicycle Advisory Council
September 19, 2017

Active Transportation Advisory Committee (ATAC)



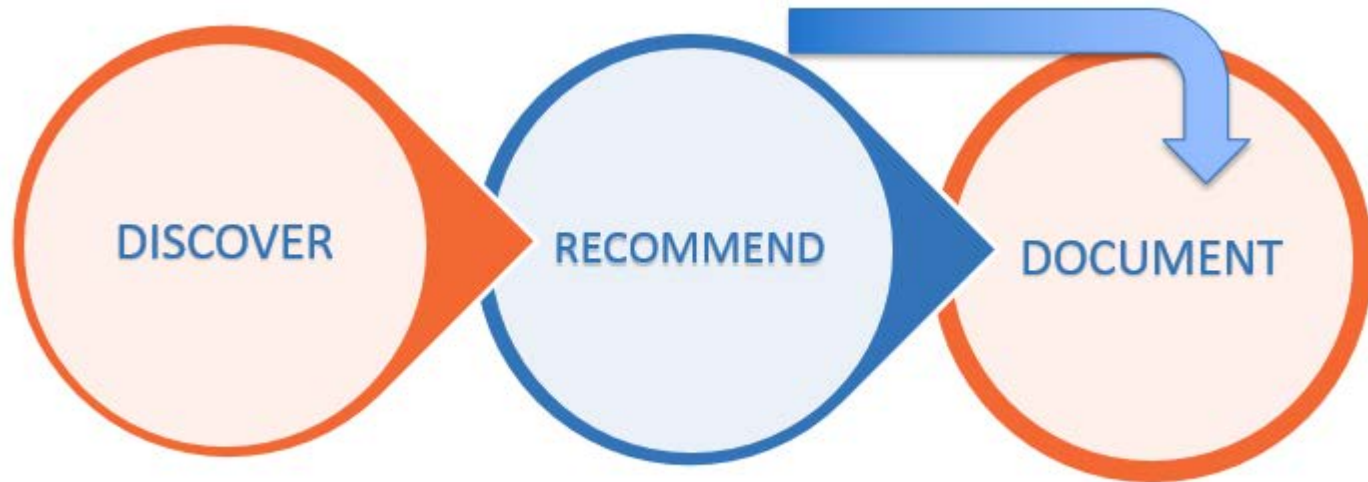
The University of Texas at Austin
Dell Medical School



EST. 1848
GEORGETOWN
TEXAS



Project Progress



MONTH 1-4

- Public Outreach
- Existing Conditions
- Policy Review
- Vision, Goals and Objectives
- Data Development and Analysis

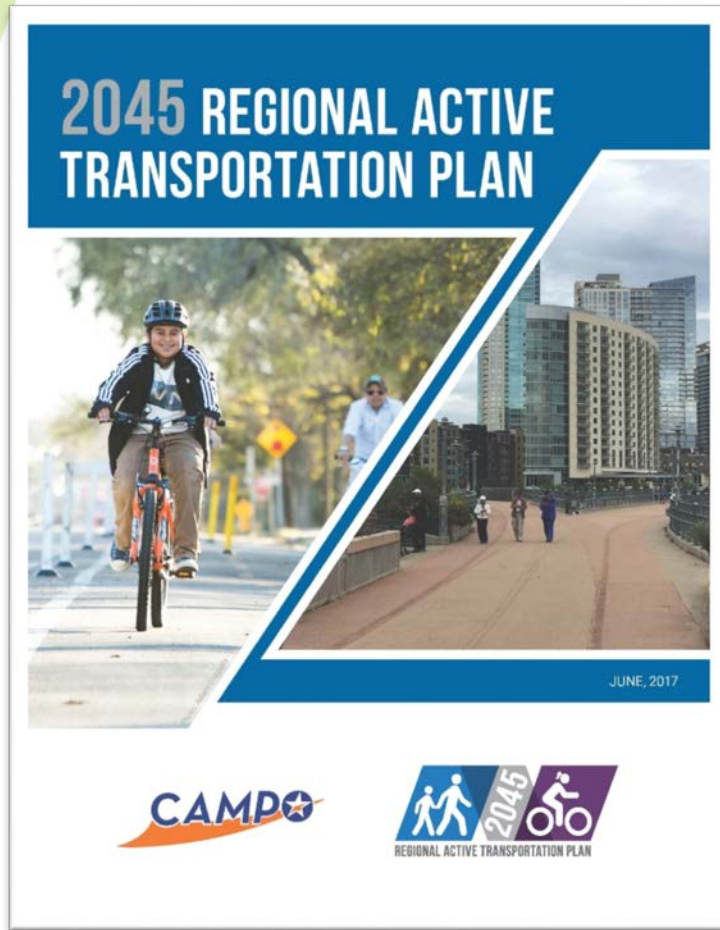
MONTH 5-8

- Regional Active Transportation Viewer Update
- Vision Network
- Best Practices Guide book
- Performance Measure Development
- Identify Funding

MONTH 9-12

- Draft Report
- CAMPO & ATAC Review
- Final Report

Plan Process and Outreach



- Network Development (Spring 2017)
- Draft Plan (July 2017)
- ATAC Webinar (July 2017)
- Outreach (August-September 2017)
- Near Northwest Corridor Case Study (September 2017)

Outreach

Regional Active Transportation Survey (round 1): 2,093 Responses

Draft Plan Survey (round 2): 80+ Responses; **85% agree or strongly agree** the plan meets the seven goals

Interactive WikiMap: 750+ Mapped Comments from 300+ Users



20 Local Govt Charrettes with
Region Wide Participation

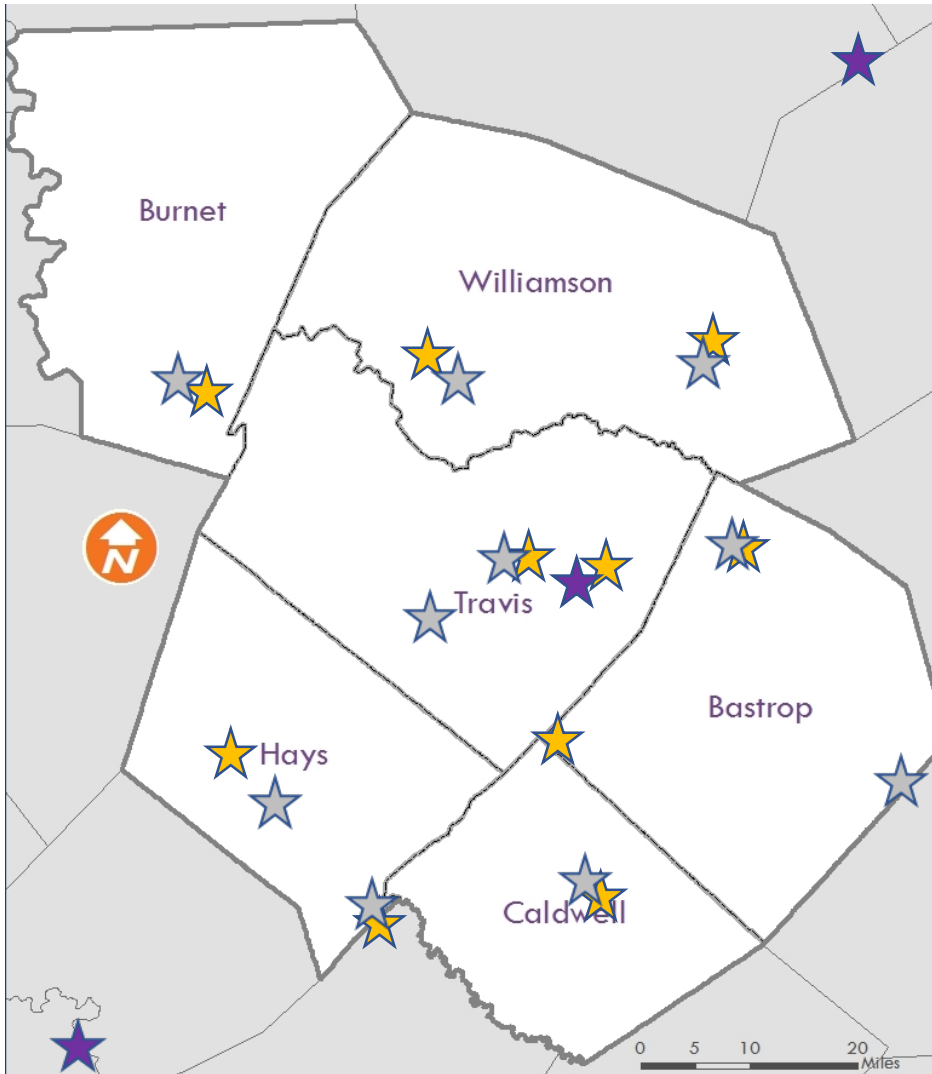


13 Community Events



IPad Army conducted outreach
on busses and in all 6 counties

Outreach



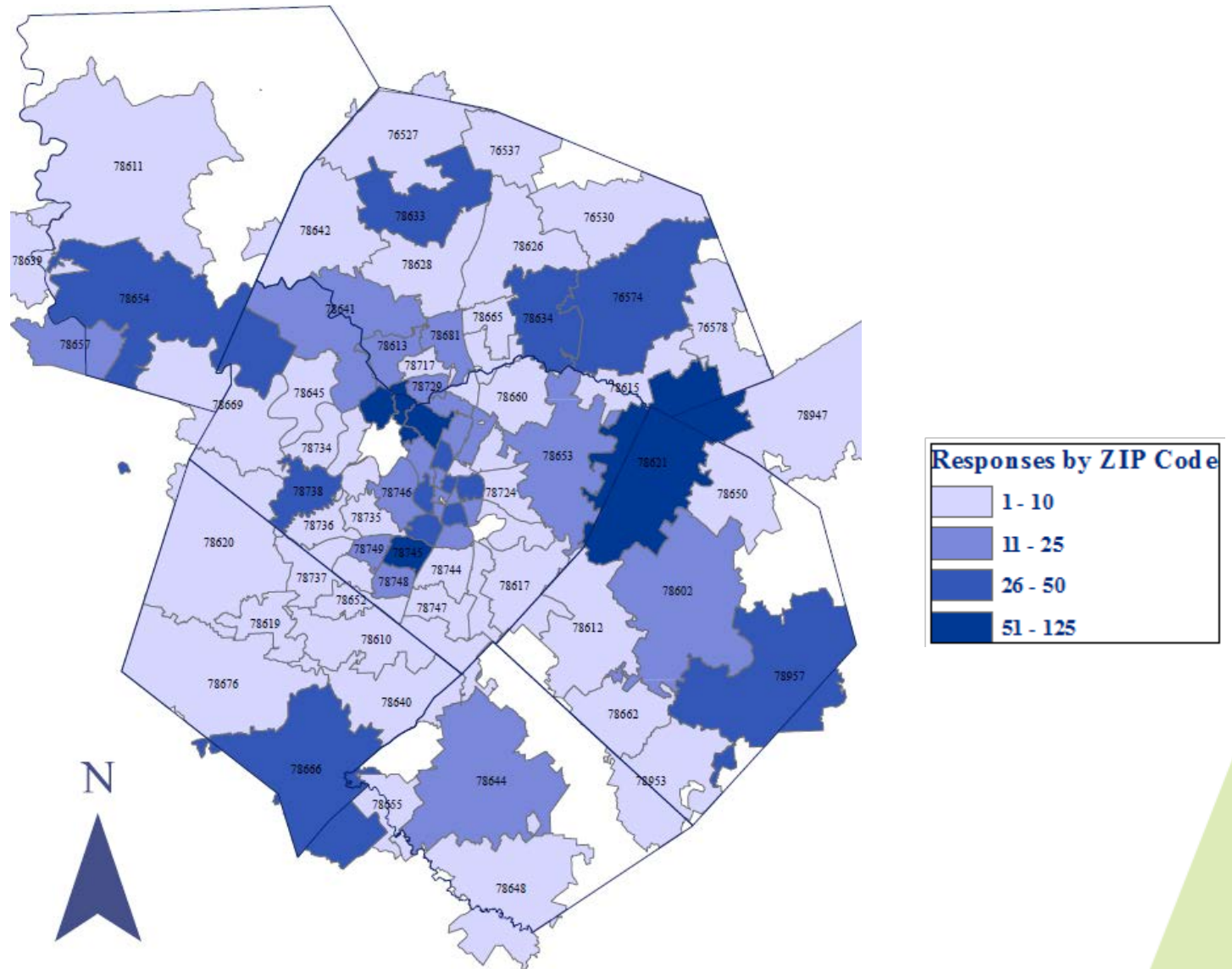
★ Round 1 Public Open Houses – 11

★ UT, Killeen-Temple and Alamo Area MPO

★ Round 2 Public Open Houses – 12

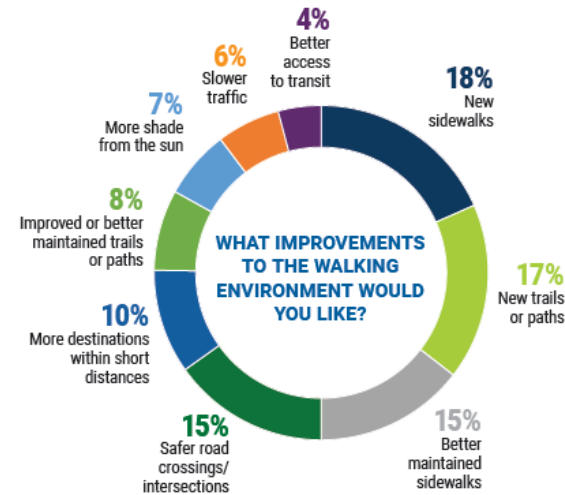
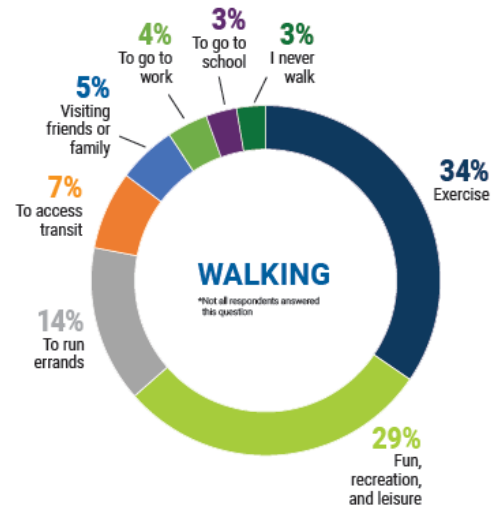
550+ Attendees at Public Open House Meetings

Outreach

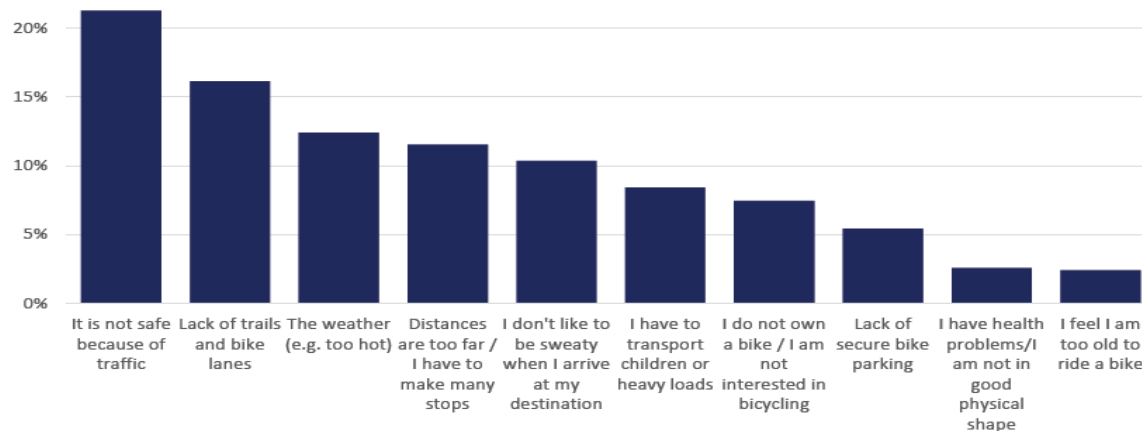


Update on Planning Process and Community Outreach

As part of a robust public outreach strategy, CAMPO surveyed residents of the region on their walking and bicycling habits, needs, and desires. Overall, 2,093 people responded, representing 141 different zip codes within the region.



PRIMARY REASONS FOR NOT BIKING MORE



Review of Plan

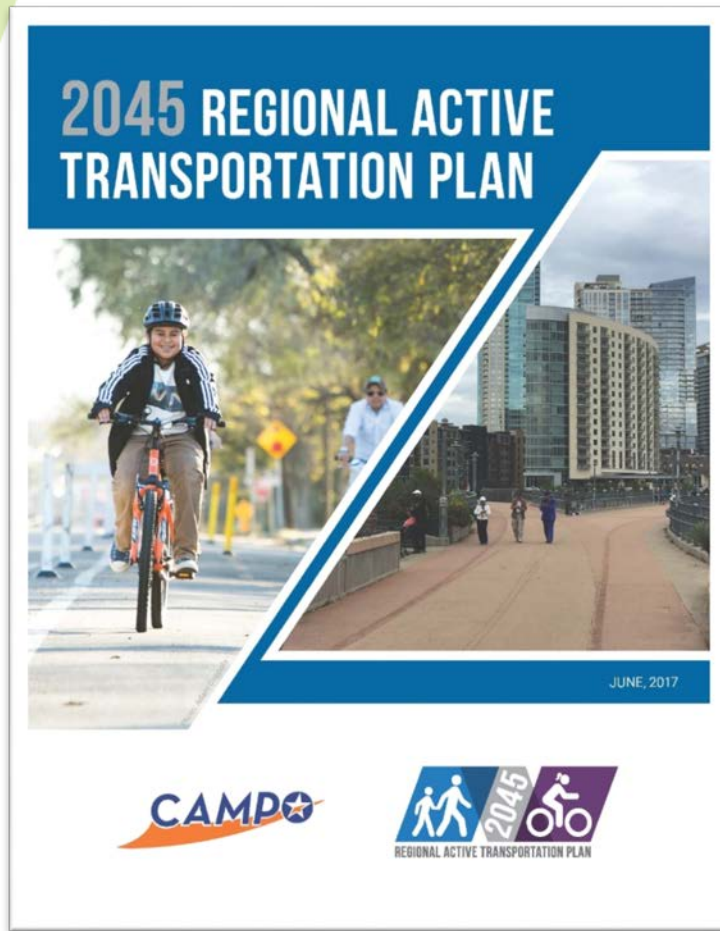


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3. Existing Conditions
4. Psychographic Profiles
5. Implementation
6. County Mini-Plans

Appendices:

- A. Pattern Book
- B. Community Outreach
- C. Policy Review
- D. Project List
- E. Near Northwest Corridor Case Study

Vision, Goals, and Objectives



The CAMPO region's world-class, regionally-coordinated, and well-maintained Active Transportation network provides safe, efficient, convenient, and comfortable walking and bicycling access to local and regional destinations for all residents and visitors.

1. Safety
2. Accessibility
3. Functionality
4. Equity
5. Everyday Use
6. Quality of Life
7. Regional Coordination and Connectivity

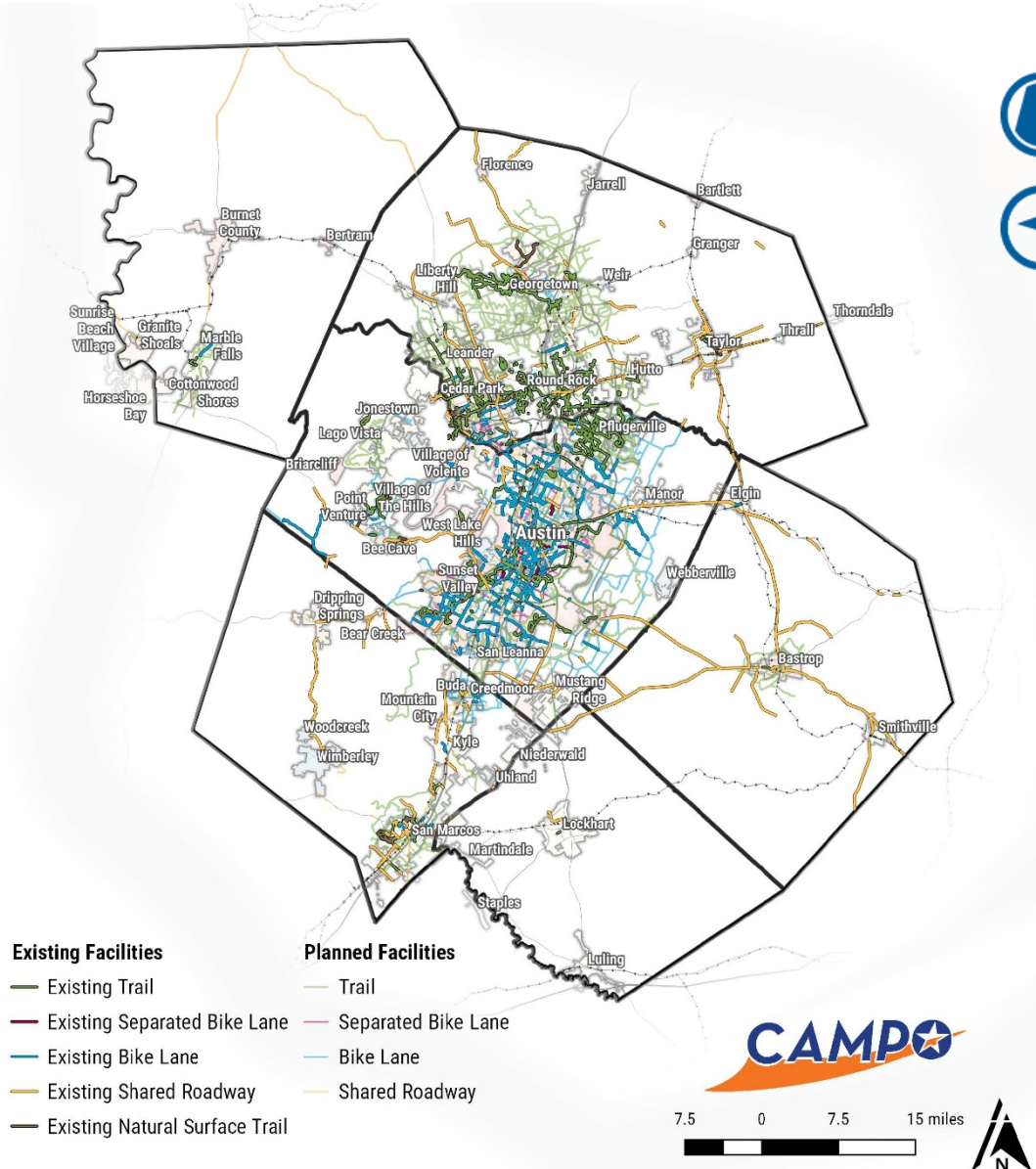
Existing Conditions



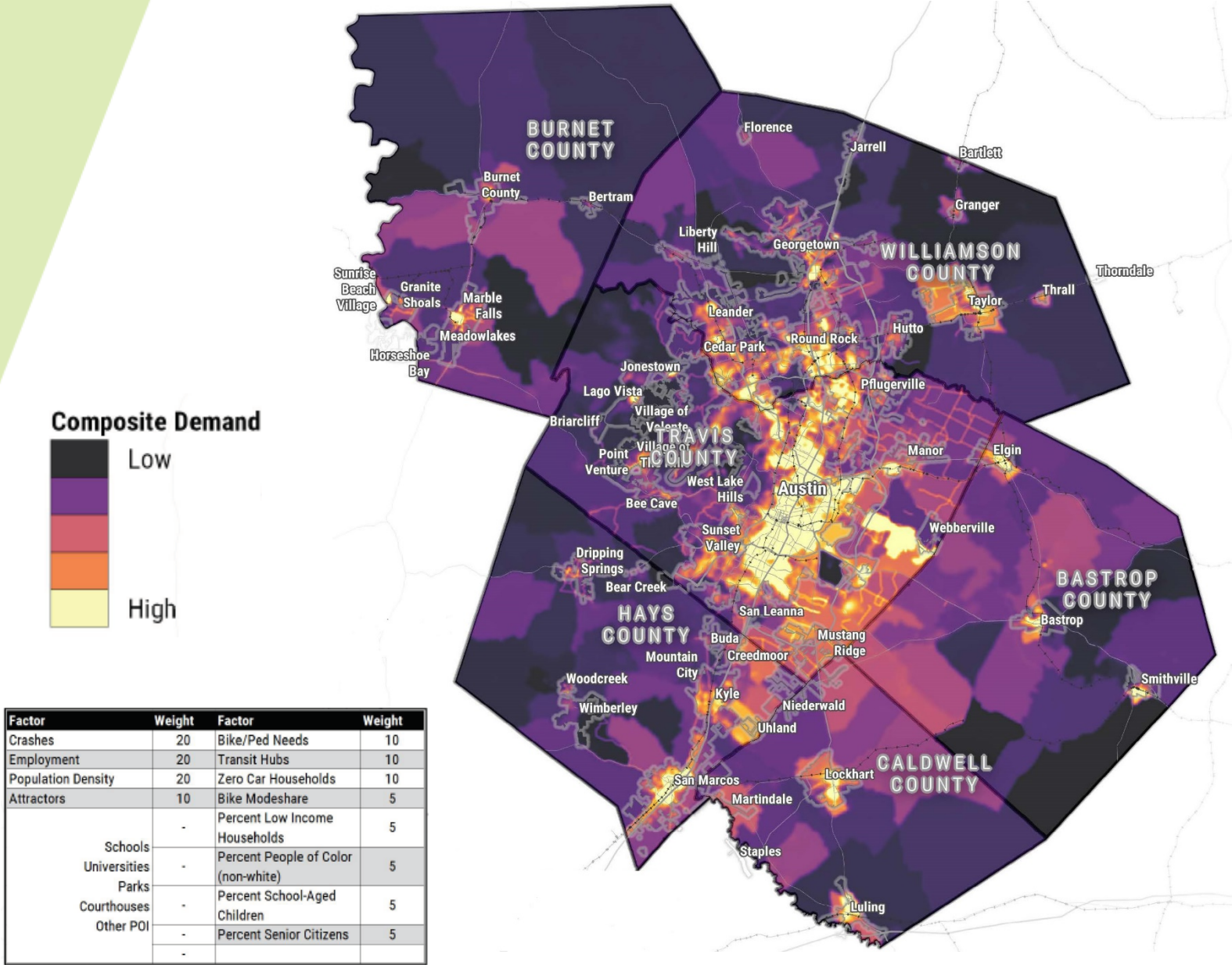
1312.73 miles
Existing



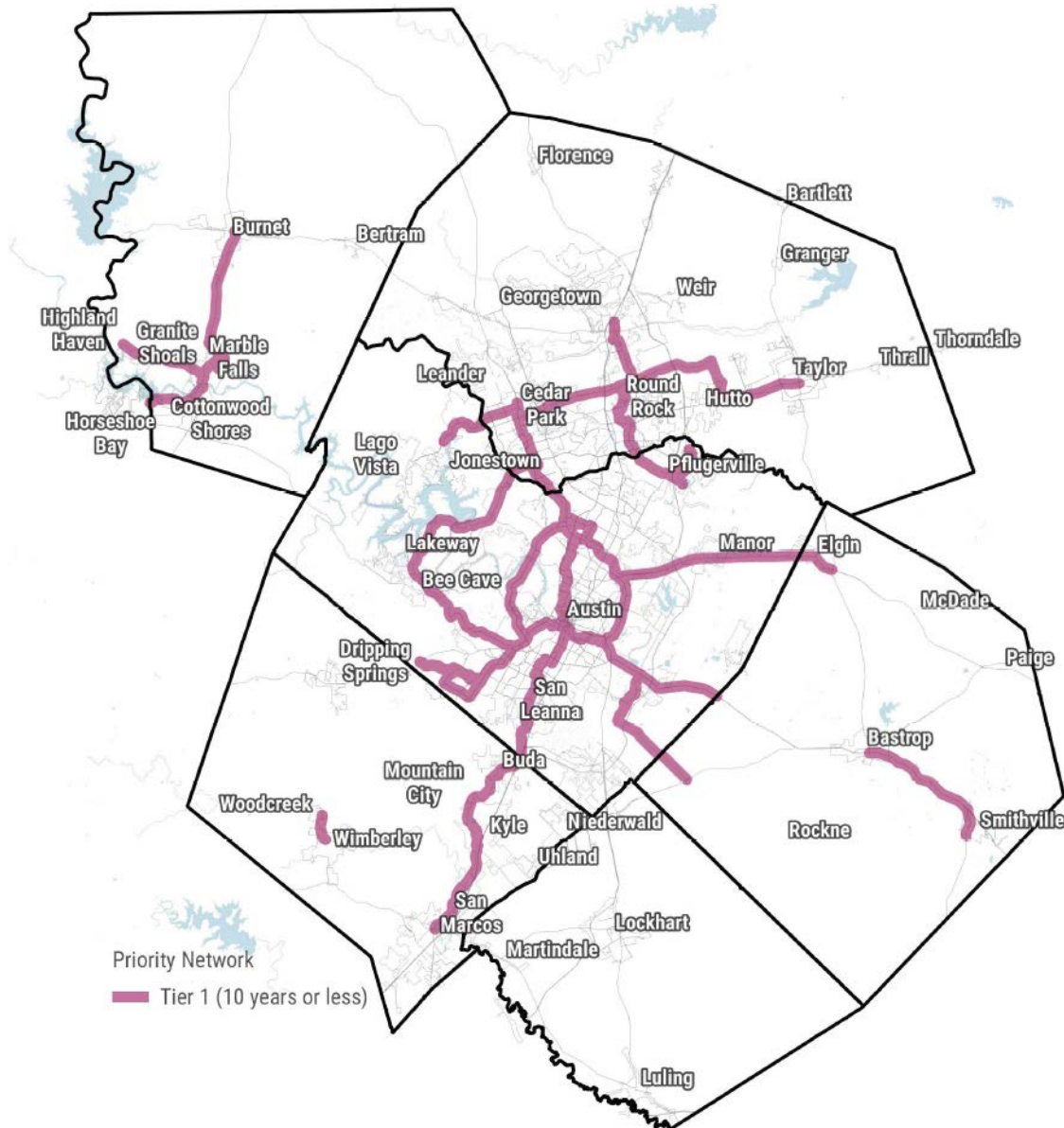
1776.62 miles
Proposed Network



Needs Assessment



Network Development



Tier 1



54.33 miles
Existing

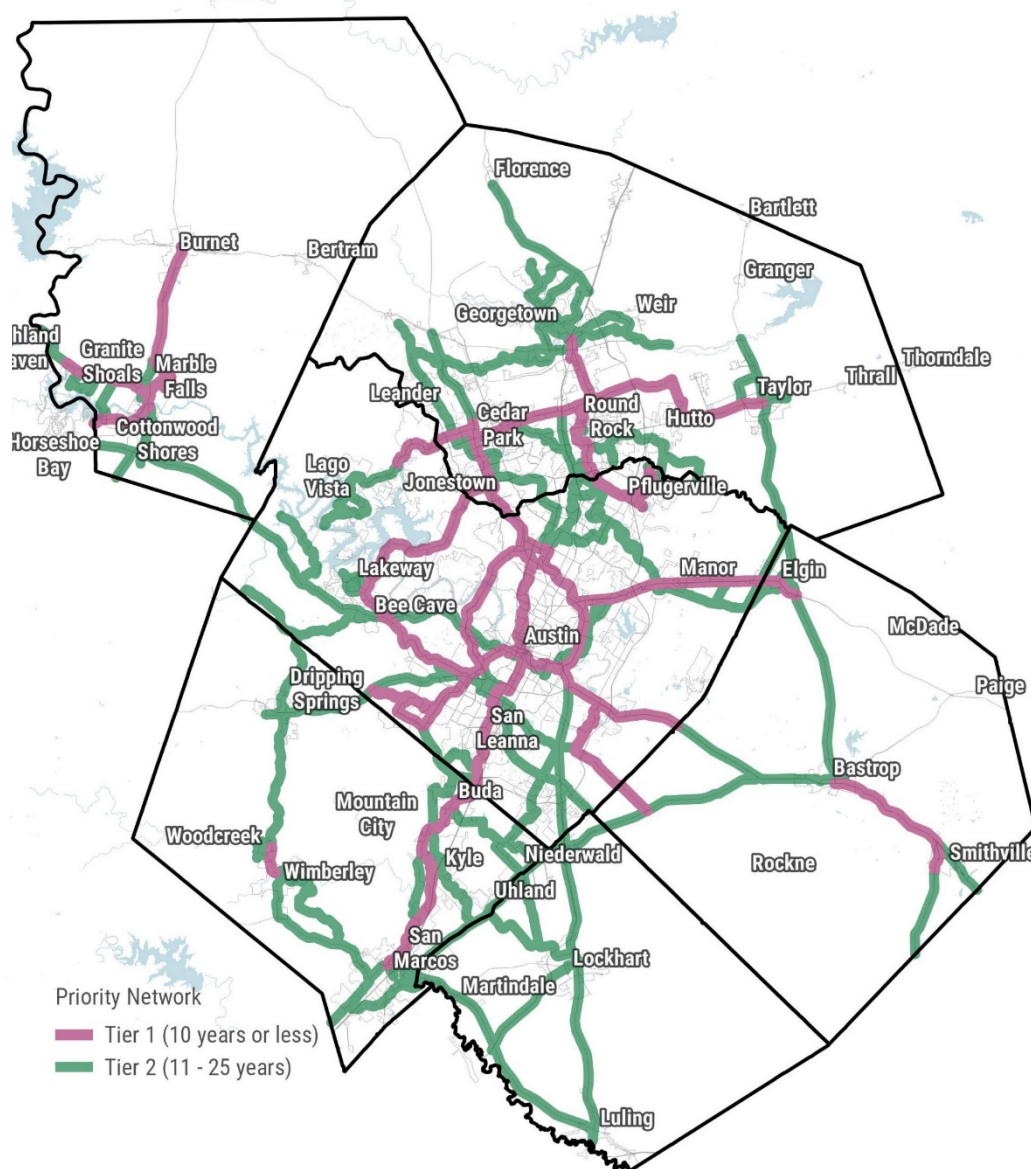


140.66 miles
New Construction
Needed



123.93 miles
Potential Upgrade

Network Development



Tier 2



68.8 miles
Existing

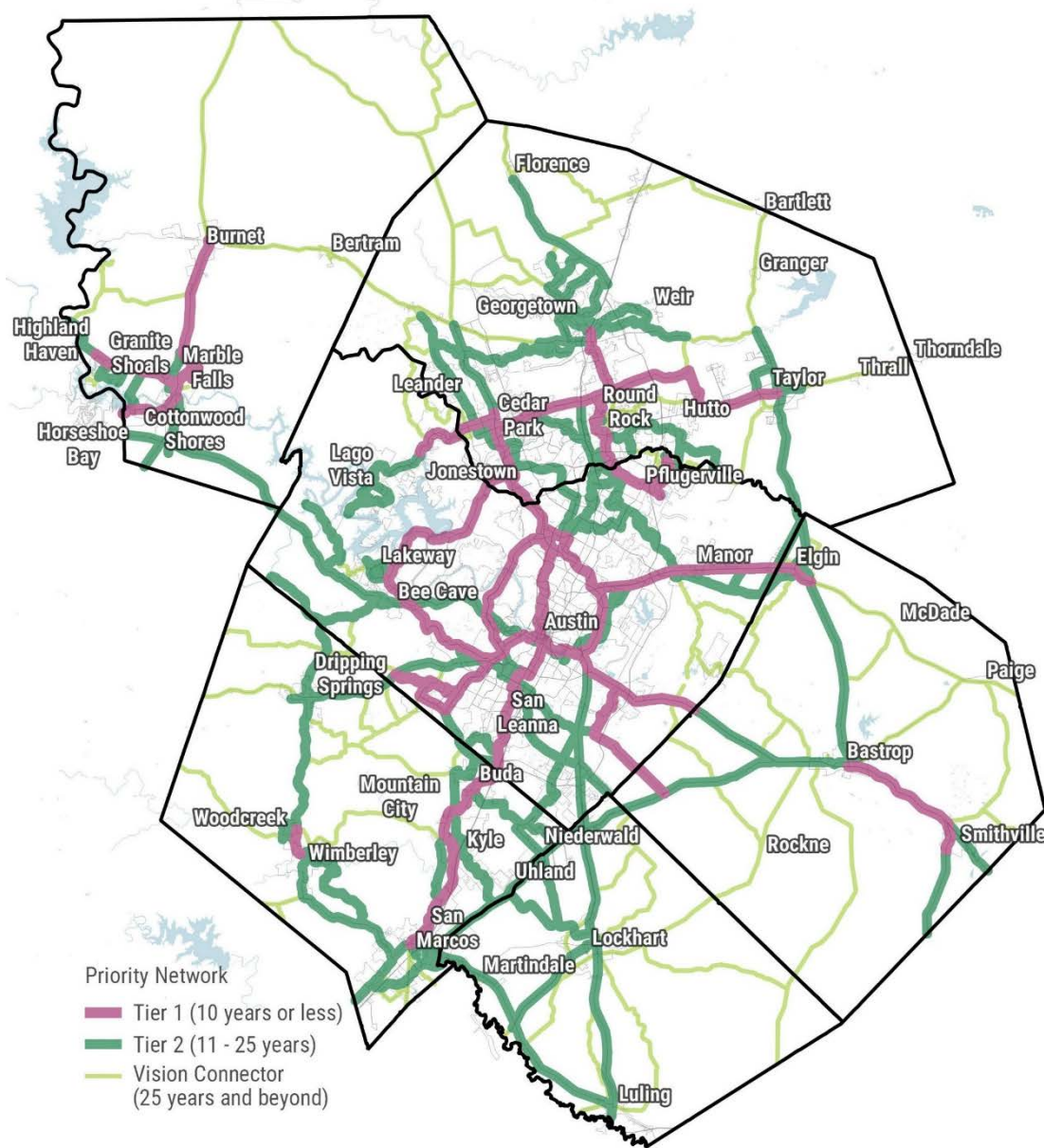


487.61 miles
New Construction
Needed



200.51 miles
Potential Upgrade

Network Development



Vision Connectors



5.96 miles
Existing



617.66 miles
New Construction
Needed



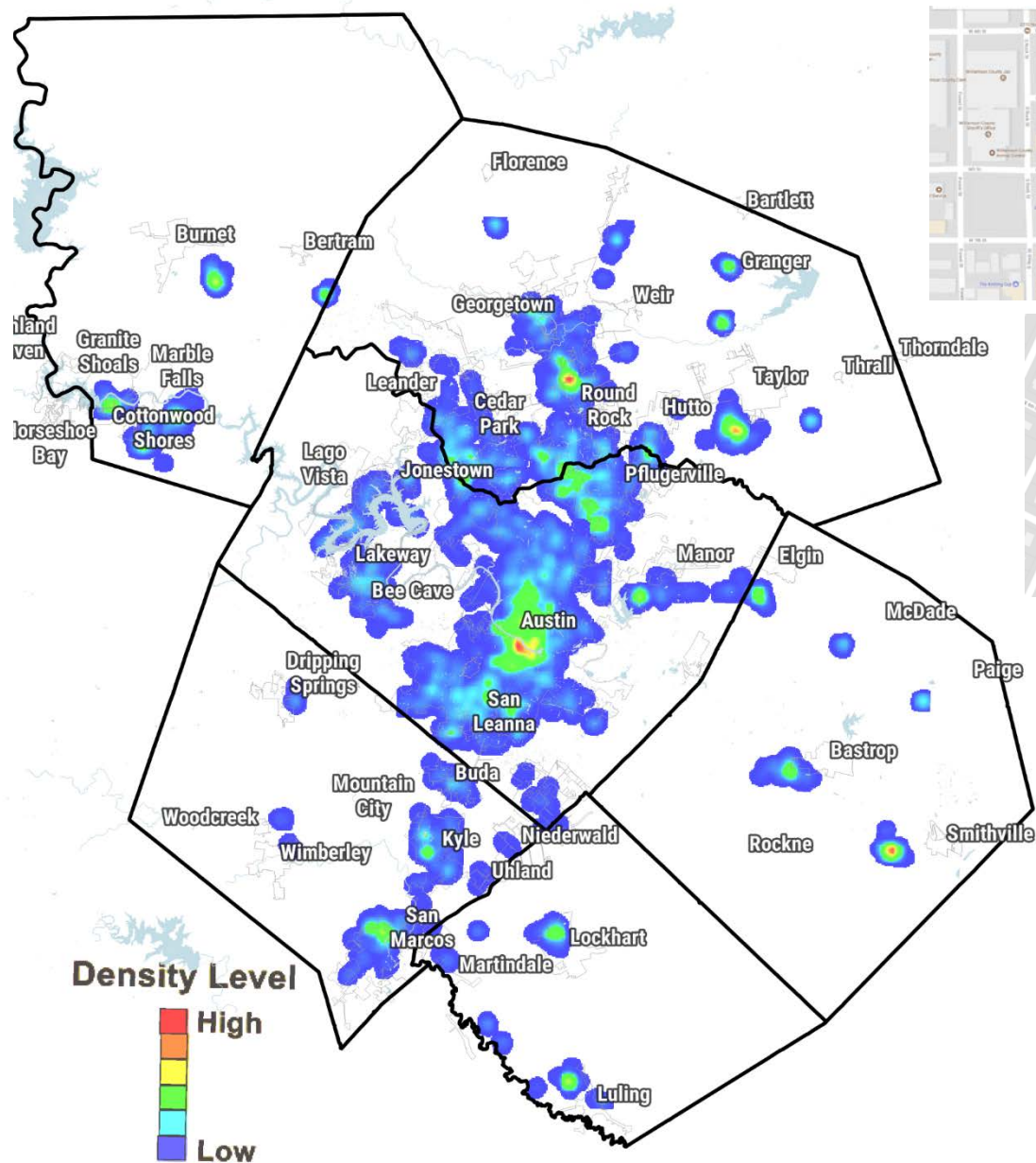
70.94 miles
Potential Upgrade

Vision Network Grand Total

1770.42 miles

- Existing: 129.11 miles
- New Construction Needed: 1245.93 miles
- Potential Upgrade: 395.38 miles

Pedestrian Zones



Code and Policy Recommendations

- Zoning
- Subdivision Regulations
- Comprehensive Plans
- Infrastructure Design Criteria
- Programming
- Other Plans, Policies, and Programs

Psychographic Profiles



CRAIG is a retiree living in rural Caldwell County. Once a week he needs to run errands and attend appointments in Lockhart. Craig would love it if he could drive in to town, park his truck once in Downtown Lockhart, and walk to all of his destinations on well-maintained and shaded sidewalks.



LAUREN is a young professional who lives in Williamson County and works in downtown Austin at a tech development company. She walks to her office or uses a bikeshare to travel to her downtown destinations. She cares passionately about the environment, so she sold her car in order to reduce her carbon footprint.



ERIC is a father of two living in Bastrop County. His parents live down the street. He doesn't feel safe allowing the kids to walk or bike to their grandparents' house, but wants to keep the family active. Eric would love to see separated bike lanes and better connectivity and maintenance for sidewalks in the area.



THOMAS lives in Burnet County and manages several offices around the county. He frequently has to make trips between offices and is usually in a hurry to get to and from his destinations. Thomas primarily uses his car and doesn't want to lose vehicle travel lanes to bike lanes.



CARLA lives in South Austin and is a student at Texas School for the Blind and Visually Impaired. She does not drive or ride a bike, so she relies on public transportation and walking to get to school and work. She needs a connected network of well-maintained sidewalks to help her get around, along with intersections that have ADA-compatible treatments.



BILLIE is a serious cyclist living in urban Travis County. She has been a competitive cyclist for years and is currently training for a triathlon. She takes long distance rides throughout suburban areas and often rides out to more rural areas to work on endurance. Billie feels her training and travel would be much safer if there were more well-maintained, wide shoulders. She would love to ride on trails to add more variety to her workout.



MILES is a student at Southwestern University in Georgetown. He loves the convenience of biking to school and to run errands, but his bike was stolen last year and he has been nervous parking his bike around town ever since. Miles feels more secure riding on a separated bike lane in busy areas and would enjoy riding on trails for recreation, but only if he had secure bike parking at or near his destinations.



SARAH is a fifth grader in San Marcos who lives a few streets away from school. She is allowed to walk to school by herself, and often takes the long way because the sidewalks don't all connect. Sarah is working on her biking skills, but isn't allowed to ride because her parents don't want her in the street alone. She would love to use a mixed-use path or trails.



ROSA is a senior citizen living in suburban Hays County. She does not drive and she lives far from any public transportation. She's still very active in her community and regularly walks to visit family and friends who live nearby. She would feel much safer walking on well-maintained sidewalks and crossing through intersections with signal timing.



ALEX AND LEAH are a young couple living in an Austin suburb. Leah works during the day, and Alex works evenings. The two share a car and take turns caring for their young daughter Sophie. During the day, Alex and Sophie walk to the park and run light errands. Alex wishes there were more shade available when out on walks, and sometimes has trouble using a stroller where neighborhood streets lack curb cuts and continuous sidewalks.

Best Practices

Pedestrian Facilities



Sidewalks



Curb cuts and other treatments for people with disabilities



Street Lighting



Pedestrian crossings and median islands

Bicycle Facilities



Trails



Bicycle parking



Signs and wayfinding



Separated bike lanes

Next Steps

QUICK WINS FOR WALKABLE AND HEALTHY COMMUNITIES



August, 2017

Next Steps



September 11

- ~~2045 Regional Active Transportation Plan goes to TPB for information~~

September 19 - Today

- The ATAC will request that the Transportation Advisory Committee recommend adoption of the plan by the Transportation Policy Board

September 25

- The TAC will request that the Transportation Policy Board accept the 2045 Regional Active Transportation Plan

October 16

- 2045 Regional Active Transportation Plan goes to TPB for **action**

Public Comment Period: August 21 – September 21

Comments

Doise Miers

Community Outreach Manager

doise.miers@campotexas.org

Public Comment Period: August 21 – September 21

Questions

Kelly Porter, AICP

Regional Planning Manager

kelly.porter@campotexas.org