



RECOMMENDATION

Bicycle Advisory Council

Recommendation Number 20171017-04C: Draft CAMPO 2045 Regional Active Transportation Plan

WHEREAS, the Austin Bicycle Advisory Council (BAC) is an inclusive, Austin-citizen-owned council that advises the City of Austin, other metro-area jurisdictions, other governmental jurisdictions, and private entities on bicycling matters that affect Austin and the Austin metro;

WHEREAS, since the release of the Draft Capital Area Metropolitan Planning Organization 2045 Regional Active Transportation Plan (CAMPO 2045 RATP), CAMPO staff and its consultants visited the BAC on 9/19/17. At that meeting, the BAC decided to convene a two-hour subcommittee on 10/11/17 to discuss the RATP in further detail and to develop recommendations to be brought to the full BAC for consideration at its next meeting on 10/17/17;

WHEREAS, the BAC appreciates the effort that went into compiling the RATP document and recognizes the challenges of creating a plan for such a broad and diverse region;

NOW, THEREFORE, BE IT RESOLVED that based on the draft RATP available in September, the Bicycle Advisory Council makes the following recommendations. Please note that for any recommendation included below, if CAMPO chooses not to comply with the recommendation at this time, we request an explanation-in-lieu regarding why it is unable or unwilling to honor that recommendation.

1. In the future, engage with interested citizen community leaders in a more meaningful way, and allow more time for input and consideration of that input prior to formal action. The large scope of the plan (impacting about 2MM people daily, driving/walking/bicycling), the length of the document (over 300 pages), and precedent of a new plan where there was none before -- all of these warranted a longer period than the ~30 days provided. Specifically, we request the following:

- a. Responses from CAMPO staff to each of these items within 30 days of receipt of this recommendation.
- b. CAMPO staff to provide details on timeline and process for submission, discussion and adoption of amendments to the RATP.

2. The network density of routes as shown in the Priority Network (p. 1-20) does not reflect the gradation of Composite Demand shown in the Areas of High Demand and Needs (p. 1-15).

a. Central Austin shows the highest Composite Demand, but Central Austin has a network density lower than Georgetown, Round Rock, Cedar Park, Marble Falls, San Marcos, Kyle, Buda, Umland, and southwest Travis County--all areas with lower Composite Demand. There are many high-priority trail examples with multi-jurisdictional buy-in that are provided in the 2009 City of Austin Urban Trails Master Plan. These trails were removed from consideration by CAMPO after local citizen processes and multi-jurisdictional agreements were made. Central Austin should be shown with more regional routes on p. 1-20.

b. Inclusion of the Red Line Trail, including the segment from Downtown Austin to The Domain, on p. 1-20 would help increase the network density in Central Austin. This trail is identified in both the 2007 Capital Metro Rail-with-Trail Feasibility Study and in the 2009 City of Austin Urban Trails Master Plan. However, despite public buy-in as

demonstrated in published plans by both Capital Metro and the City of Austin, this route is not shown on p. 1-20. The Red Line Trail should be included in its entirety on p. 1-20.

c. The need for a regional route connecting Central Austin to areas just west of Webberville is identified on p. 1-15. Travis County and TxDOT both have identified inclusion of a shared-use path along FM 969. However, despite public input (2012 Travis County Transportation Plan) and buy-in from both Travis County and TxDOT, this route is not shown on p. 1-20. The FM 969 shared-use path should be included in its entirety on p. 1-20.

d. Additional need is also identified in the Composite Demand map to connect Del Valle with an area just north of the Colorado River (and just west of Webberville) and then further north to Manor. TxDOT has already identified a bike-ped route in right-of-way along SH 130 and in right-of-way along FM 973. The SH 130 and FM 973 shared-use paths should be included in their entirety on p. 1-20.

e. Gilleland Creek Trail in Travis County should also be included on the map on p. 1-20 as a near-term route. The right-of-way for this trail is on the ballot for the Travis County Bond Election for November 2017. The need is also demonstrated in the Composite Demand map on p. 1-15.

f. Other regional routes indicated in local and TxDOT plans and major existing bike-ped facilities throughout the metro are missing as well, e.g. the I-35 shared-use paths through Hays County Travis County, and Williamson County, RM 2222 shared-use path between MoPac and Loop 360, and other shared-use paths.

3. Numerous plans and policies are cited in Appendix B, “Overview of Ordinances and Regulations”, e.g. City of Austin Urban Trails Master Plan, Bastrop County Trails Plan. Citizens also provided input directly to CAMPO to include many of these plans in the RATP. However, many routes in these plans, suitable for federal funding, are not included in the 25-year maps in the draft RATP. Why are these routes not included?

4. The map on 1-20 is a skeleton map and does not reflect where we should be in 2045. The map should be much more ambitious and should also include most arterial roads and highways in the CAMPO area.

5. The Composite Demand maps and analysis described in Chapters 1 & 2 do not make clear if the analyzed demand refers to present conditions or for the year 2045, which is the year the plan is targeted for. If the analyzed demand is for 2045, then that should be stated clearly. If the analyzed demand refers to present demand, then this is actually a 2017 plan, not a 2045 plan.

6. Regarding Chapter 2, “Regional Active Transportation Network”: The methodology is not clear or spelled out. There is no supplemental appendix to explain the detail on how each step was made from map to map.

7. Include a metro-wide (CAMPO area) trails master plan. CAMPO assured the public that it would create a metro-wide trails master plan in previous CAMPO 25-year plans, e.g. the 2035 CAMPO Plan. (For reference, note that the terms “trails”, “urban trails”, and “shared-use paths” are mostly synonymous.)

8. The RATP should include a map showing where bicycling would most help address motor vehicle congestion.

9. It is not clear in the draft RATP how active transportation projects will be selected or prioritized, aside from the general map shown on 1-20. Please describe the project prioritization process.

10. The RATP should include a plan to count bicycling and walking trips in specific areas and on specific roads/trails/sidewalks throughout the region. CAMPO could simply compile data from all of its constituent entities (including counties, municipalities, TxDOT, CTRMA, Capital Metro, CARTS, UT Austin, ACC, ISD’s, etc.), but would also need to ensure that all constituent entities are capturing the data.

11. To aid in transparency and utility, please provide the source plan and jurisdiction for each regional route segment recommended. These route segments are listed in multiple places, e.g. pp. C-2 to C-14 and in the maps in Chapter 1 & 2.
12. In the list of ideas for CAMPO-area local jurisdictions to consider on pp. 1-10 and 3-35 under “Safety”:
 - a. Add: Vision Zero Policy and Vision Zero Plan
 - b. Add: Safe Passing Ordinance, i.e. that motor vehicle operators must pass no closer than 3 feet or 6 feet when overtaking a pedestrian, cyclist, or other vulnerable road user.
 - c. Remove references to helmets that could be interpreted as helmet law recommendations. Mandatory helmet laws have repeatedly been shown to both reduce bicycle safety and bicycle usage. There are also other demonstrated negative side-effects to mandatory helmet laws such as enforcement practices that oppress people of color.
13. The Selection Charts provided on pp. 5-4 & 5-5 do not cite references or any indication of how they were derived. How were these derived? Please add sources or explanation.
14. Transit: There is almost no mention in the draft RATP of the interface and synergy between walking and transit, and between bicycling and transit. Those metro areas that have great success with active transportation also make good use of the interface with transit, and those metro areas that have great success with transit also make good use of the interface with active transportation.
15. Crash data analysis on p. 3-9 is questionable. For example, the claim that “the rate of crashes is declining”, has at least two problems. Firstly, only two data points are chosen, 2011 and 2014, which is not adequate to demonstrate a trend. Secondly, to demonstrate a “rate”, one needs to know the bicycle and pedestrian traffic volume or the number of bicycle and pedestrian trips, yet there is no traffic volume or number of trips cited. Another problem with this analysis is that there is no contextual comparison made. For example, is the number of injury crashes a significant local health issue? How does the number compare to motor vehicle crashes? How can decision-makers and the public understand what amount of resources are warranted to reduce the number of injury collisions? How does the number compare to other metro areas? Does CAMPO have any goals for traffic safety? How are crashes that are not included in the TxDOT dataset addressed in the CAMPO analysis?
16. The creative and new research on different communities and demographics in the draft RATP Chapter 3 is a welcome addition to CAMPO-area planning.
17. The Pattern Book contains many good elements. However, due to its complexity, it requires more review. It would be helpful to include a bibliography in the RATP of various guides, e.g. from NACTO.
18. Coordinate more closely with CAPCOG and other allies on transportation demand management, especially as it relates to active transportation. This should be included in the RATP.
19. Work with City of Austin, CAPCOG, and other allies to update the CAMPO-area consumer bike map and to print a new edition, as an update to the 2012 First Edition. See p. 5-15 under “Maps” for available funding sources. This should be included in the RATP.
20. Establish an ongoing role for the Active Transportation Advisory Committee (ATAC). Include an opportunity for citizen engagement at each meeting of the ATAC.
21. The RATP should include a Regional Complete Streets policy to ensure seamless movement between jurisdictions within the CAMPO area.

22. The RATP should include a Regional Vision Zero plan.

23. Bike Share is only mentioned ad hoc and in the transportation user profiles. The draft RATP includes no description or plan for how bike share will be expanded. A plan for bike share expansion should be included in the RATP.

24. The draft RATP is very light regarding pedestrian mobility. We request that more substantial thought be given to pedestrian mobility. For example, include goals for pedestrian mobility such as miles of sidewalks to be completed. We recommend considering the Austin Pedestrian Advisory Council's (PAC) requests for more information.

25. Include a Regional Pedestrian Safety Action Plan. The 2017 Texas Strategic Highway Safety Plan includes a specific request that MPO Transportation Policy Councils develop and adopt Regional Pedestrian Safety Action Plans.

26. Include the full inventory of sidewalks from the 2016 City of Austin Sidewalk Master Plan.

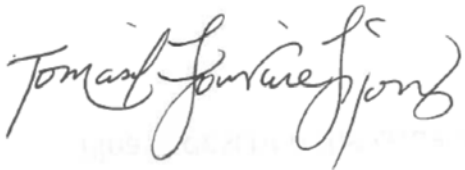
27. Specify in the RATP that CAMPO maintain at least one Permanent Full-Time-Equivalent Bicycle & Pedestrian Staff Member.

28. The Near Northwest Corridor Study conducted by CAMPO (funded by CTRMA) should be included in the RATP.

Date of Approval: October 17, 2017

Record of the vote: Unanimous 8-0, with Sophia Benner absent.

Attest:

A handwritten signature in black ink, reading "Tomasita Louviere-Ligons". The signature is fluid and cursive, with the first name "Tomasita" being more prominent.

Tomasita Louviere-Ligons, Vice Chair of the BAC