

Bicycle Advisory Council (BAC) Recommendation:

Final Draft of the Austin Strategic Mobility Plan (ASMP)

WHEREAS, the purpose of the Bicycle Advisory Council (BAC) is to advise the City of Austin and other jurisdictions on all matters relating to the use of the bicycle, bicycle infrastructure, and individuals of all ages and abilities who utilize bicycles;

WHEREAS, the Austin Strategic Mobility Plan (ASMP) represents a unique opportunity to bring Austin's transportation plan into line with modern practices, including greater focus and funding for active transportation and public transit,

WHEREAS, the ASMP serves to integrate numerous diffuse plans, including the Bicycle Master Plan, Urban Trail Master Plan and Project Connect amongst others,

WHEREAS, transportation is currently the largest source of CO₂ pollution in America, and encouraging the use of bicycles through policy and infrastructure represents a short-term path to reducing these emissions,

WHEREAS, the principles of Vision Zero are not the primary guiding principles of Austin's currently adopted mobility plan, the 1995 Austin Metropolitan Area Transportation Plan,

WHEREAS, access to transportation choices has been shown to improve quality of life and reduce cost of living,

WHEREAS, people of all ages and abilities should have access to safe and reliable transportation choices, including facilities for riding bicycles,

WHEREAS, shared lanes between people on bicycles and automobiles are not an all ages and abilities bicycle facility in Austin's high traffic downtown core and representing them as such sets a dangerous standard;

WHEREAS, "quiet streets" in the central core currently become congested detour corridors in high traffic situations,

NOW, THEREFORE BE IT RESOLVED that the Bicycle Advisory Council (BAC) recommends adoption of the ASMP as it represents an immense step forward in the systemic focus on safety and the use of the bicycle for peoples of all ages and abilities;

BE IT FURTHER RESOLVED that the BAC fully endorses Chapter 3: Supplying Our Transportation Network: Section 4 Bicycle System, including all eight Bicycle System Action Items in Chapter 7: Implementation;

BE IT FURTHER RESOLVED that the BAC commends the inclusion of the following Action Items in Chapter 7: Implementation:

1. **Safety Culture** Items 2: Vision Zero Curriculum and 6: Mobility and Public Safety Strategy
2. **Designing for Safety** Items 9: Speed Management Guidelines, 11: Safety guidelines for traffic signalization, 13: Right turn on red restrictions, and 15: Fire code street width requirements
3. **Safe Behaviors** Items 18: Integrate active transportation into driving curriculum and 20: Legislative safety efforts
4. **Land Use** Items 21: Land Development Code update, 22: Corridor-based land use planning and 25: Open Streets Events
5. **Parking** Items 27: Parking management and pricing and 28: Parking and Transportation Management Districts
6. **Transportation Demand Management Programming:** Items 33: Citywide TDM plan, 41: Chapter 380 TDM strategies and 51: Congestion pricing.
7. **Shared Mobility** Items 61: Shared micromobility parking
8. **Public Transportation System** Item 90: Last-mile mobility and transit information together
9. **Urban Trail System** Item 104: Urban trail access points and new connections and 106: Ongoing urban trail maintenance budget
10. **Transportation Operations** Items 133: Priority Network signals (as it relates to the Bicycle Priority Network) and 134: Mobility violation enforcement
11. **Closures and Detours** Items 138: Disruption minimization on Priority Networks, 139: Multimodal temporary traffic controls, 143: Advanced notifications and 147: Special events transportation planning
12. **Public Health** Items 159: Walkability and bikability evaluations and 161: Encouragement programs

13. **Land and Ecology** Items 184: Street trees and 185: Green streets
14. **Equity** Item 187: Historic investment patterns analysis
15. **Public Interaction** Items 218: Improved 3-1-1 response and 219: Public Engagement Program
16. **Data** Items 225: Setting ASMP benchmarks and targets and 230: Improve data sharing
17. **Collaboration** Items 234: Transportation Criteria Manual and 247: Private development incentives
18. **Financial Strategies** Item 268: Street Impact Fee

BE IT FURTHER RESOLVED that the BAC recommends adding an action item for regular post-implementation review of a representative sample of the all ages and abilities bicycle network to ensure that safety and mobility goals are adequately being met by current design practices;

BE IT FURTHER RESOLVED that the BAC recommends adding an action item for identifying possible streets as Car Free Zones such as pedestrian and bicycle malls or connectivity-focused pocket parks, particularly in areas where the road network is over capacity such as West Campus;

BE IT FURTHER RESOLVED that the BAC recommends adding an action item for the Aviation section to create all ages and abilities bicycle access to and between all airport terminals;

BE IT FURTHER RESOLVED that the BAC recommends adding a unified timeline section to the ASMP that allows for all metrics to have checkpoints with Austin Transportation and stakeholders at the same time (ASMP currently uses 2020, 2022, 2023, 2026 etc.);

BE IT FURTHER RESOLVED that the BAC recommends modifying Action Item 95 (Construct bicycle facilities) by adding the following sentence: "Recommit to constructing 50 percent of the short-term all ages and abilities network by 2020, and 80 percent by 2025.";

BE IT FURTHER RESOLVED that the BAC recommends clearer delineation within the High Injury Network to allow for mode specific viewing;

BE IT FURTHER RESOLVED that the BAC recommends the final draft of the ASMP be amended to include a more ambitious bicycle mode share of 10% citywide by 2039;

BE IT FURTHER RESOLVED that the BAC recommends that an action item be added to the Designing for Safety section to end the practice of bike lanes terminating at intersections to allow for shared right turn lanes;

BE IT FURTHER RESOLVED that the BAC recommends that an action item be added to ensure that private developments and redevelopments are required to construct all ages and abilities bike facilities on internal and private roads where automobile traffic is high;

BE IT FURTHER RESOLVED that the BAC recommends explicitly stating on page 120 that urban trails are an important tool to "connect the street grid" to provide additional pedestrian & bicycle connectivity and shorten walking & bicycling distances, inserting this language either in the policy subheading or the description text;

BE IT FURTHER RESOLVED that the BAC recommends listing pedicabs within the "Emerging Mobility Solutions" section, e.g. in the introductory text on page 128;

BE IT FURTHER RESOLVED that the BAC recommends amending the street network table's desired condition section in the downtown area to replace all shared lanes with protected bicycle lanes. This should include but not be limited to: Colorado St, Brazos St, 9th St and 10th St;

BE IT FURTHER RESOLVED that the BAC recommends that all quiet streets in the downtown area be either thoroughly modified to prevent their permeability to automobile through traffic or have bicycle lanes added;

BE IT FURTHER RESOLVED that the BAC recommends adding W 29th St between Lamar and Rio Grande to the Bicycle Priority Network as a key link between the Shoal Creek Trail and the Rio Grande Cycle track;

BE IT FURTHER RESOLVED that the BAC commends Chapter 7: Implementation's Financial Section's Indicator & Target 1 for including all networks for full funding & implementation by 2039 or sooner except for the vehicle priority network.

Date of Approval:

Vote:

Attest: