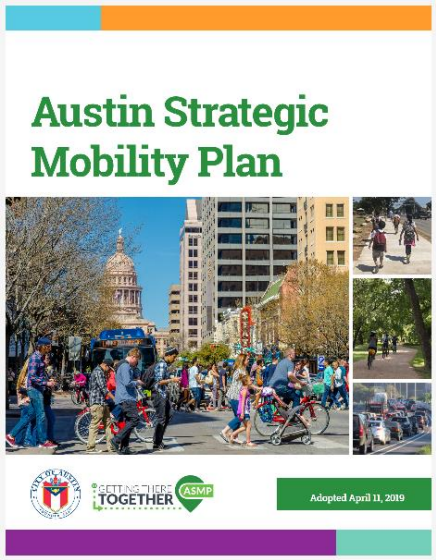
CITY OF AUSTIN BIKEWAYS PROGRAM UPDATE

MOBILITY COMMITTEE OF COUNCIL – MAY 27, 2021

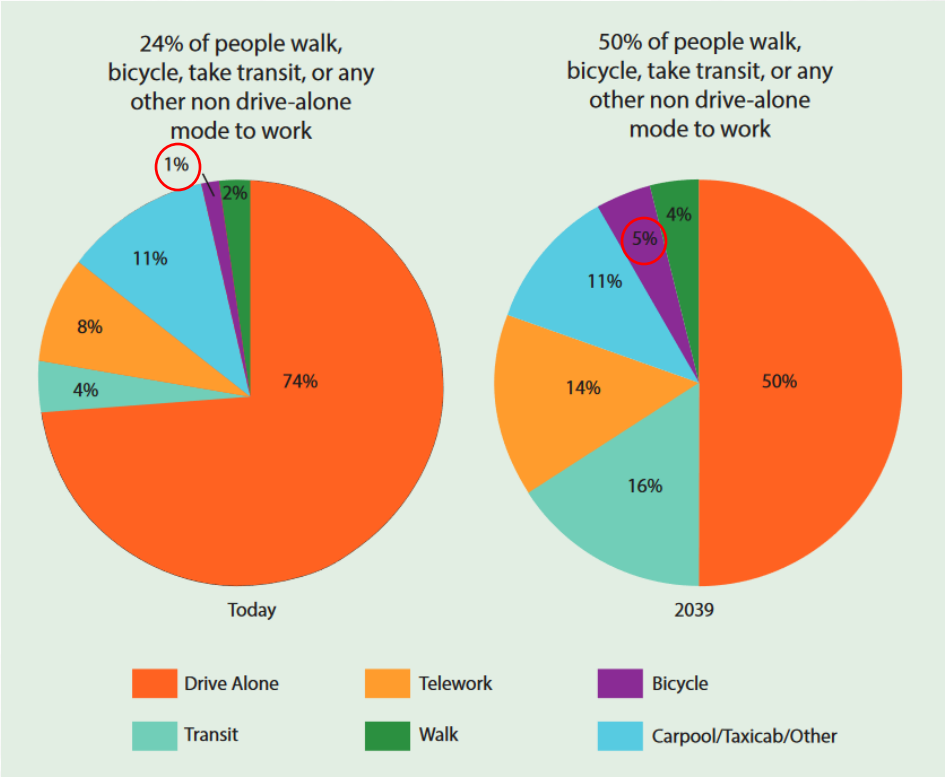
REVIEW OF BICYCLE PLANNING STRATEGY

- Current planning strategies are from 2014 Bicycle Plan and 2019 Austin Strategic Mobility Plan
- Core Strategies
  - Infrastructure for people of all ages and abilities
  - Build a complete network that serves travel demand
  - Focus on short trips, connections to transit, serving local destinations, and geographic distribution across the City
- Bicycle Plan will be updated as part of ATX Walk Bike Role, updating the Urban Trail, Pedestrian / Sidewalk and Bicycle Plans
  - Plan update will be conducted through an equity lens

AUSTIN STRATEGIC MOBILITY PLAN



50/50 MODE SHARE BY 2039



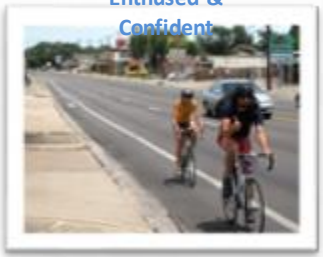
FOUR TYPES OF TRANSPORTATION CYCLISTS

Strong & Fearless
2%

Less than 20% of Austinites will ride in Bicycle Lanes

15%

Enthused & Confident



Interested but Concerned
39%

No Way No How
44%

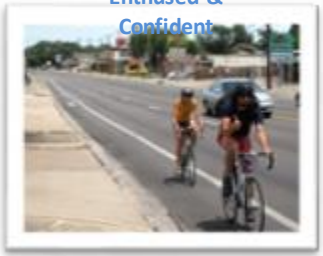
FOUR TYPES OF TRANSPORTATION CYCLISTS

Strong & Fearless
2%

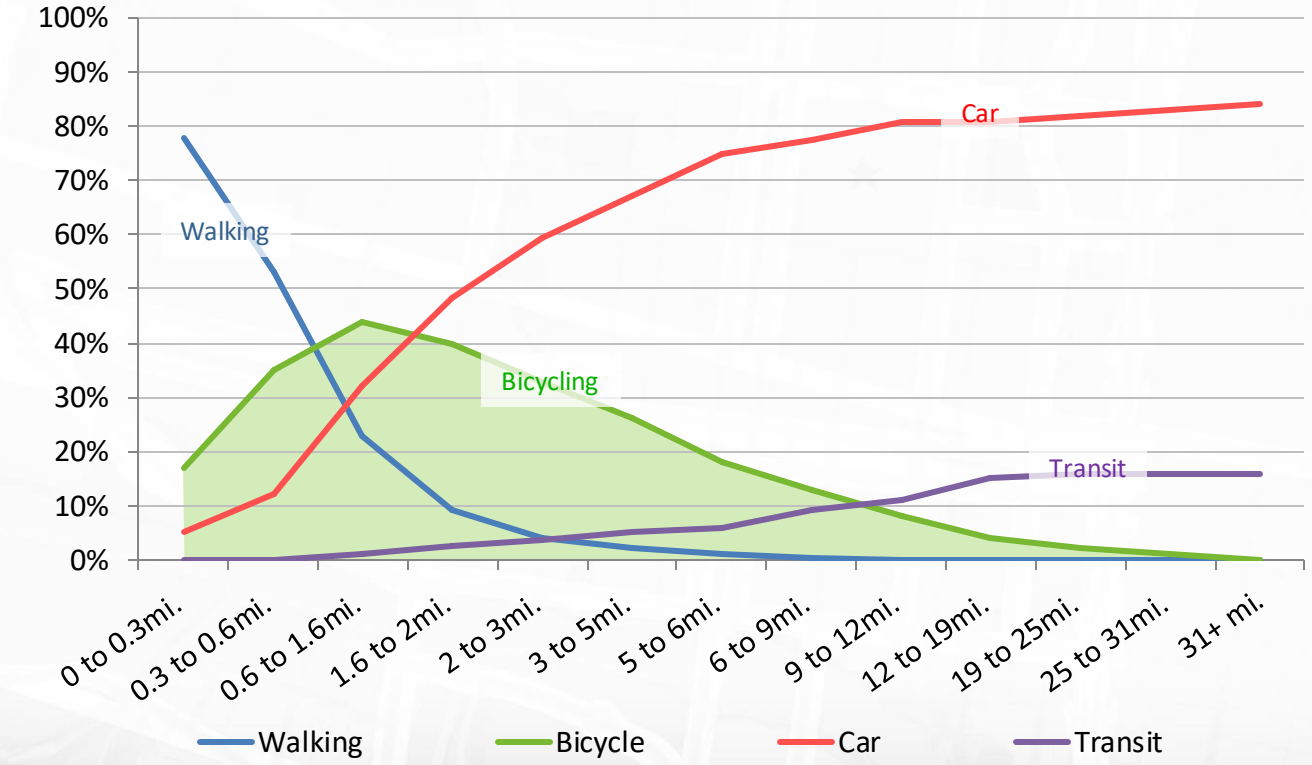
More than 55% of Austinites will ride in **protected bicycle lanes**

15%	Interested but Concerned 39%	No Way No How 44%

Enthused & Confident

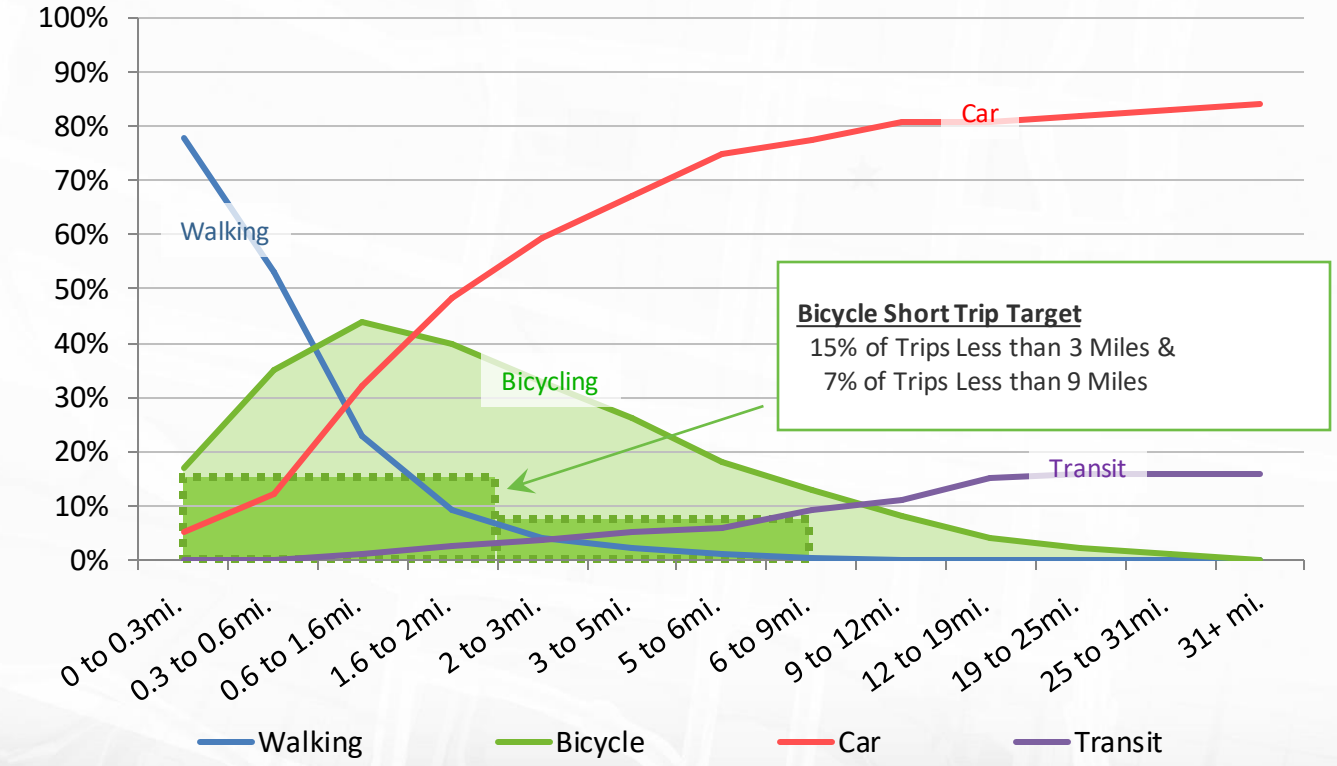


CAPTURE SHORT TRIPS BY BICYCLE



Source: RWS/AVV 2005 /MON 2005

CAPTURE SHORT TRIPS BY BICYCLE



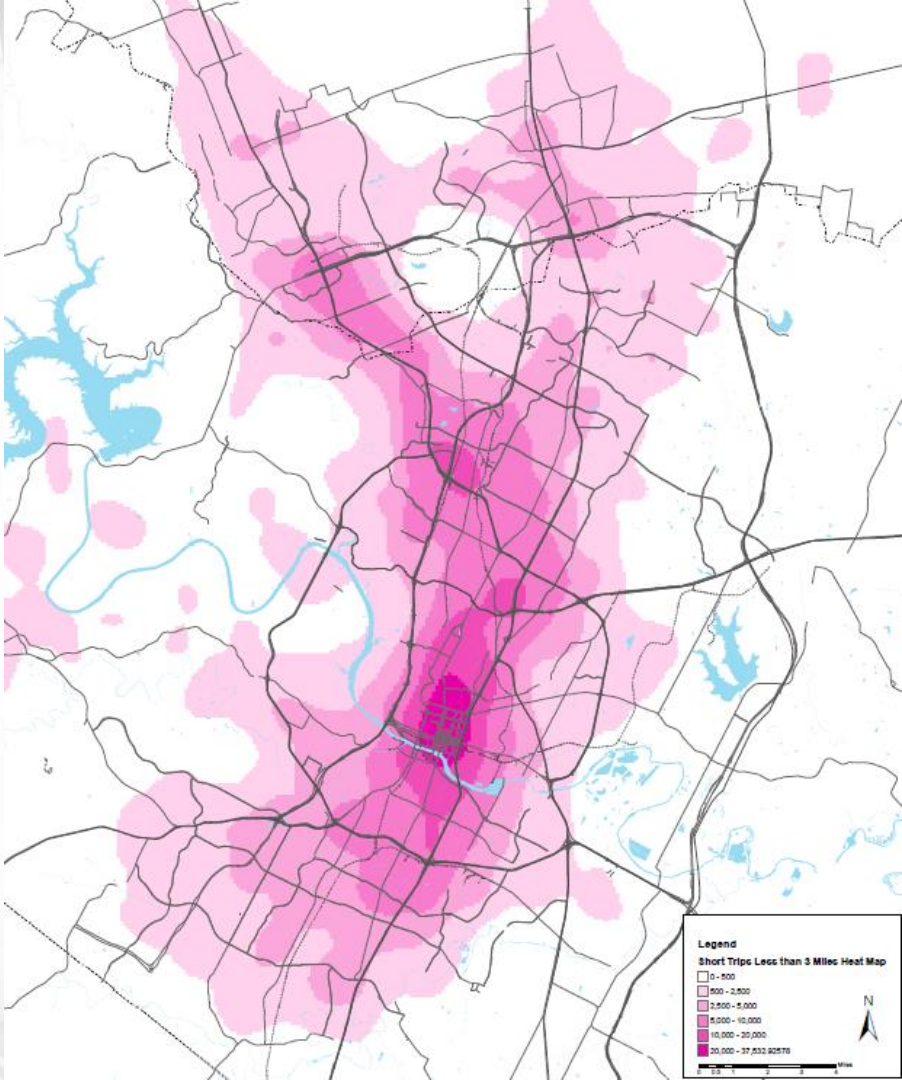
Source: RWS/AVV 2005 /MON 2005

CREATING A NETWORK

On-Street			Off-Street	Complete Network
				
Cycle Tracks	Quiet Streets	Intersection Treatments	Urban Trails	All Ages and Abilities Network

CAPTURE SHORT TRIPS BY BICYCLE

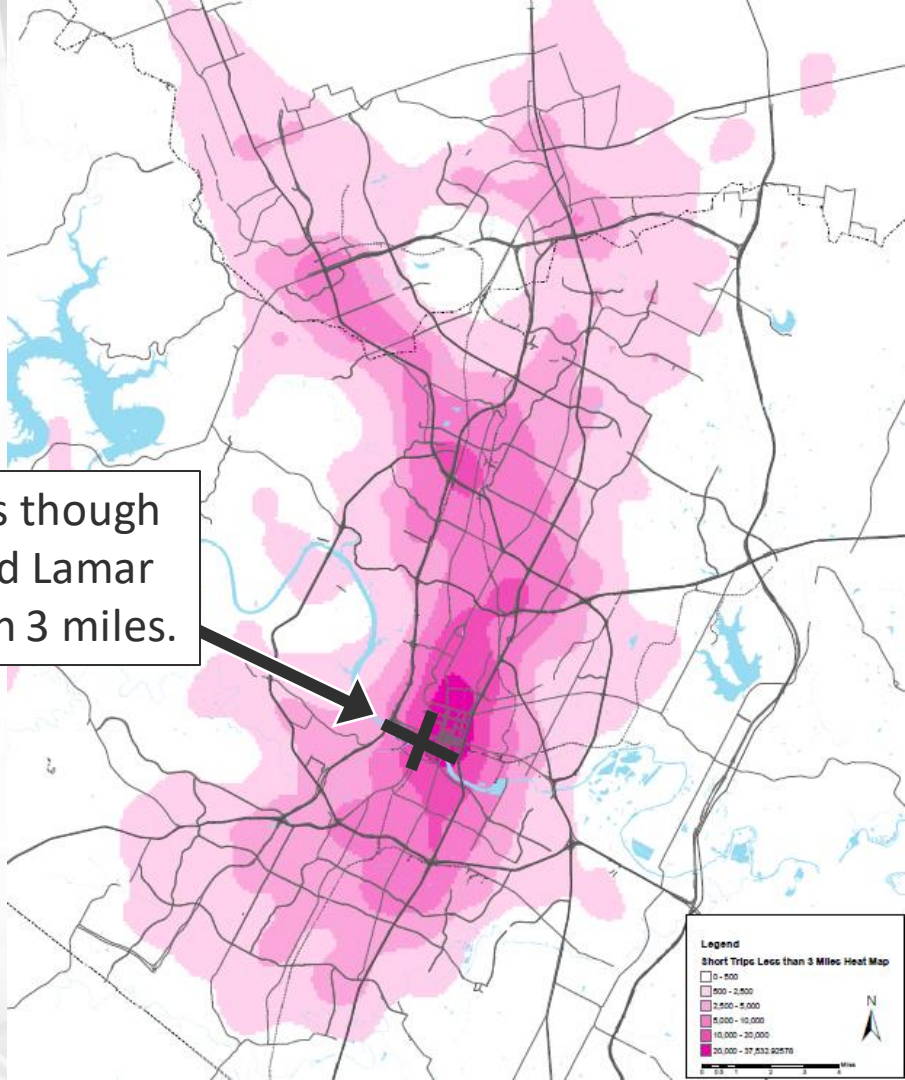
- The highest concentrations of short trips are in central Austin



CAPTURE SHORT TRIPS BY BICYCLE

- The highest concentrations of short trips are in central Austin

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

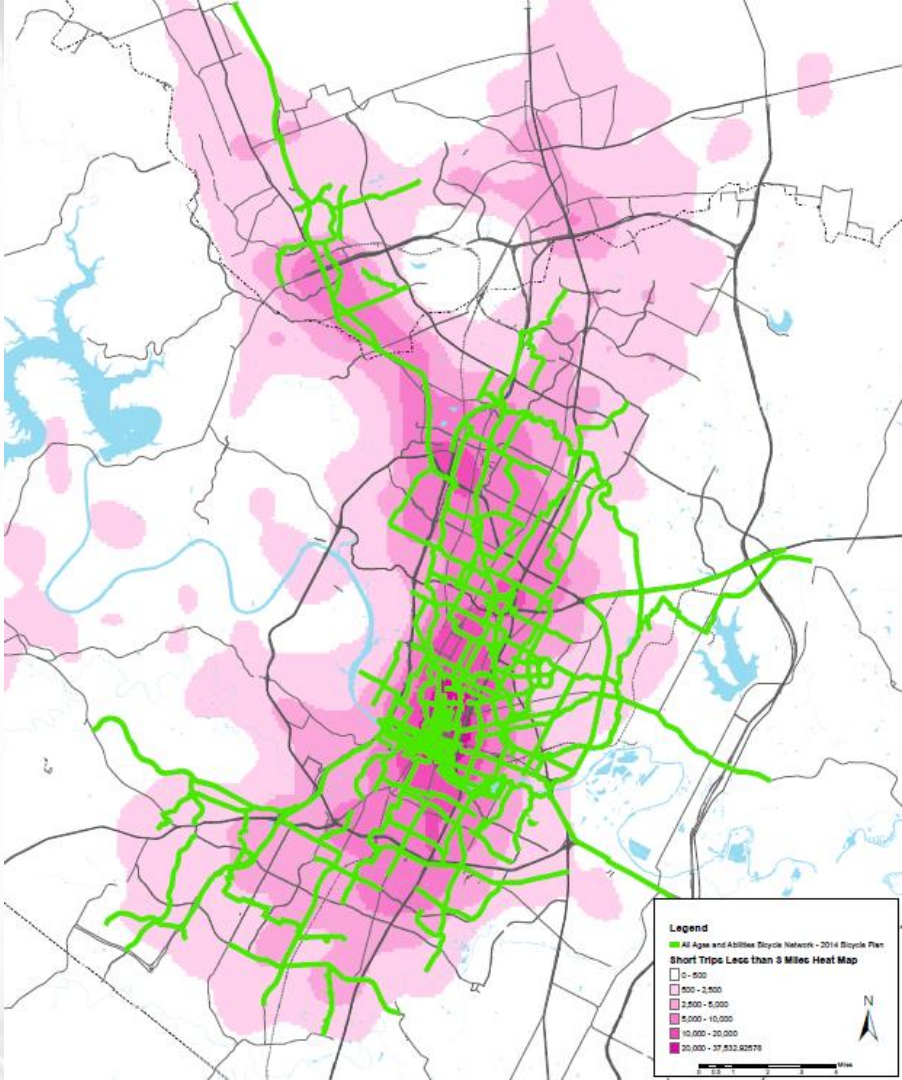


THE ALL AGES AND ABILITIES BICYCLE NETWORK

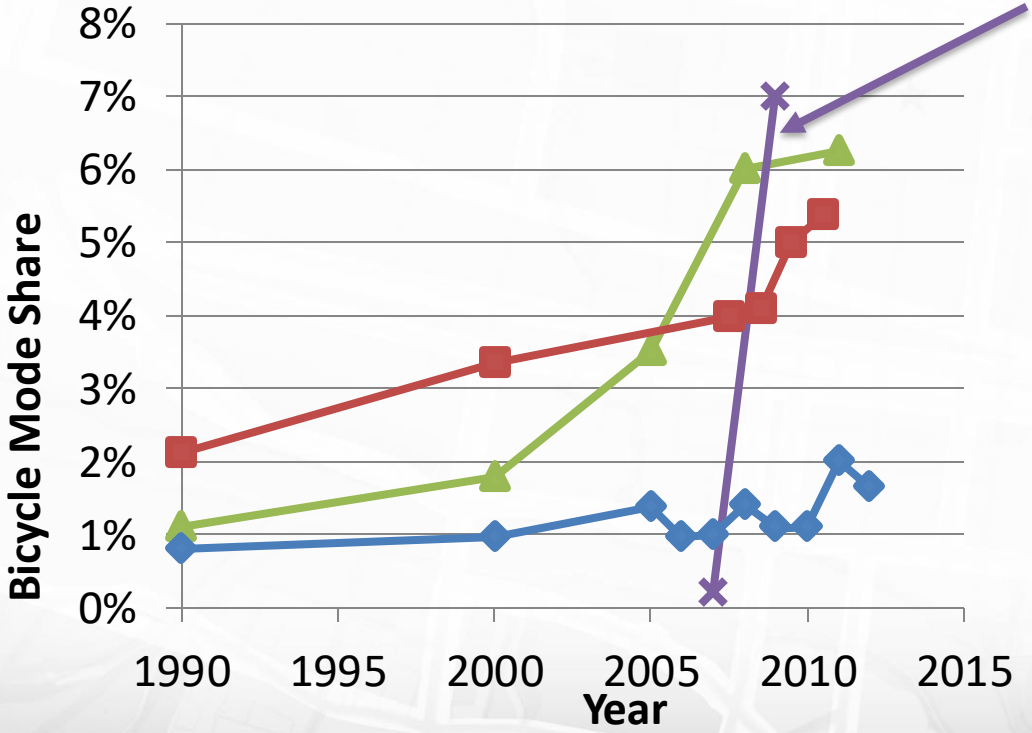
Focus on where short trips exist

- The central city
- To major transit stations
- Key feeder routes to the central city
- To local schools and parks
- Supporting Imagine Austin Centers

Equitable of access



RISE OF CYCLING IN OVER TIME IN PORTLAND, SEVILLE, AND AUSTIN



Seville's incredible increase in bicycle mode share was as a result of an 87 mile network of protected bicycle facilities implemented

- Portland, OR
- Seville, Spain
- Austin City Wide
- Austin Central City

BENEFITS OF AAA BICYCLE NETWORK ON MOTOR VEHICLE MOBILITY

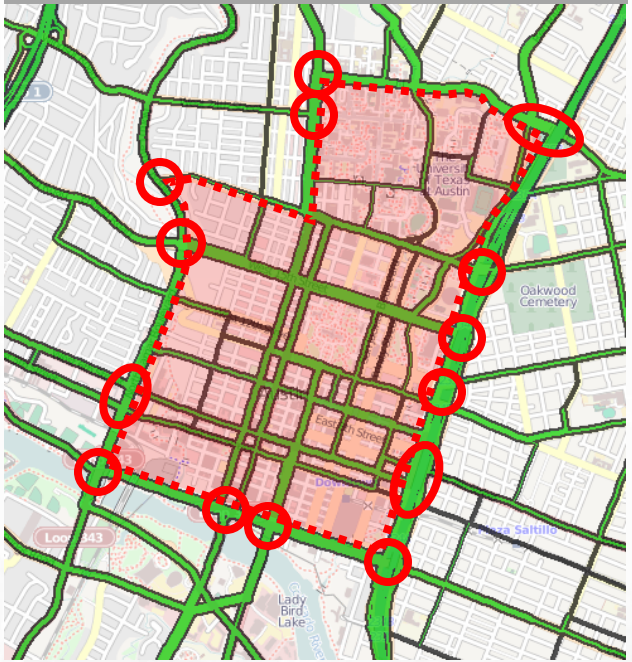
Our Analysis Shows
Of the 300k passenger vehicle trips that enter the "Ring of Congestion" Daily

36% are less than 3 miles

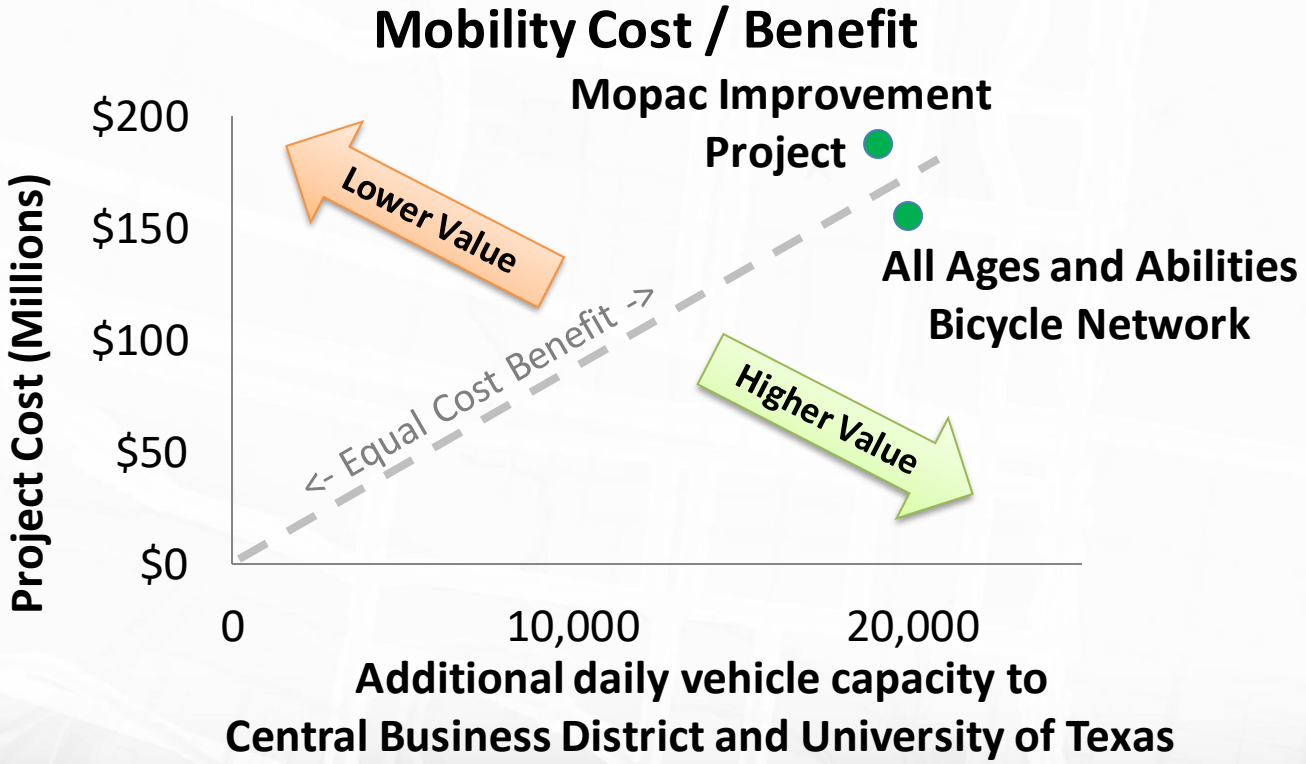
*If **only 15%** of these trips 0-3 miles*
*and **7%** of trips 3-9 miles*
are converted to bicycle trips

There would be a total reduction of
7% all motor vehicle trips
to the Ring of Congestion

The "Ring of Congestion"



COST BENEFIT TO REGIONAL MOBILITY



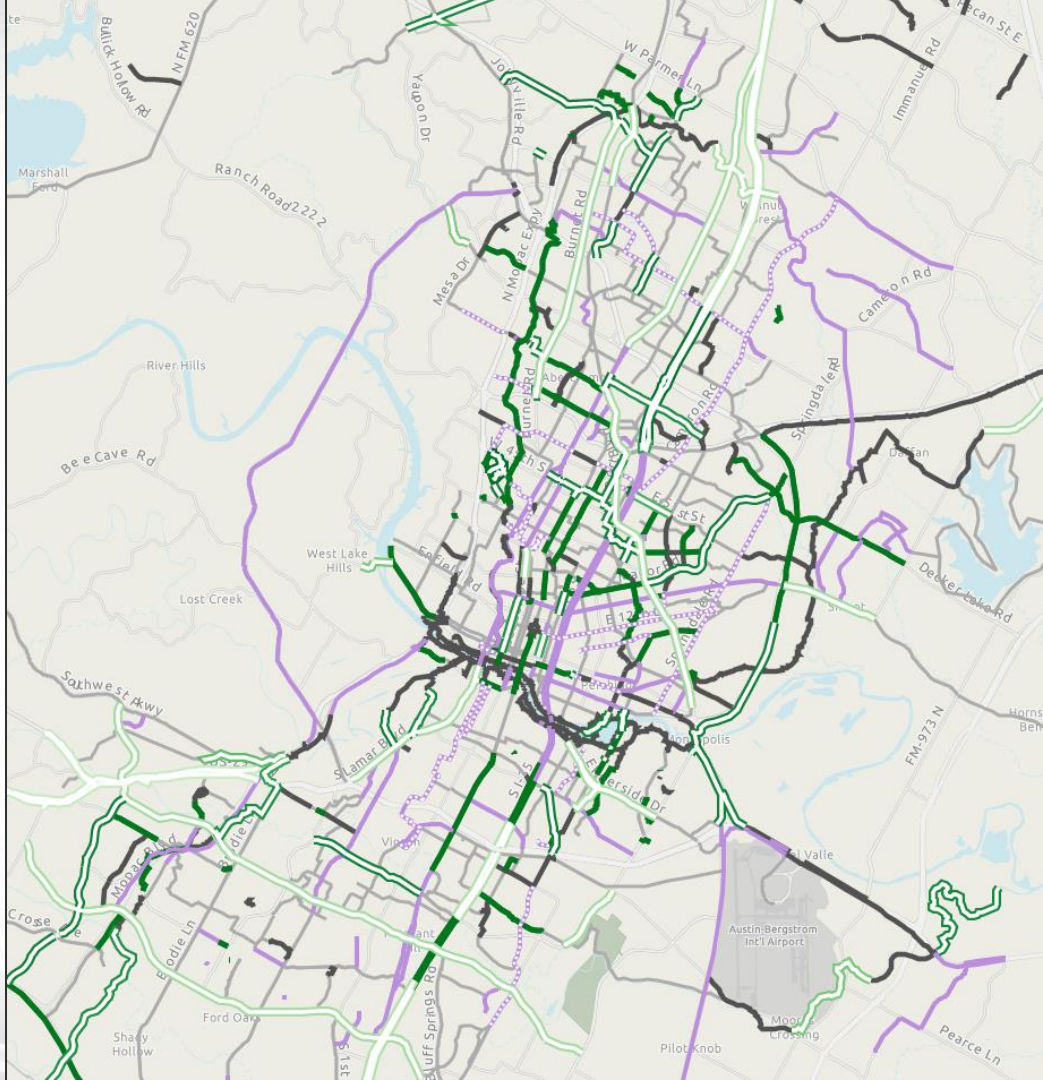
QUANTIFYING THE BENEFITS TO MOBILITY, AFFORDABILITY, HEALTH

- ↓ 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

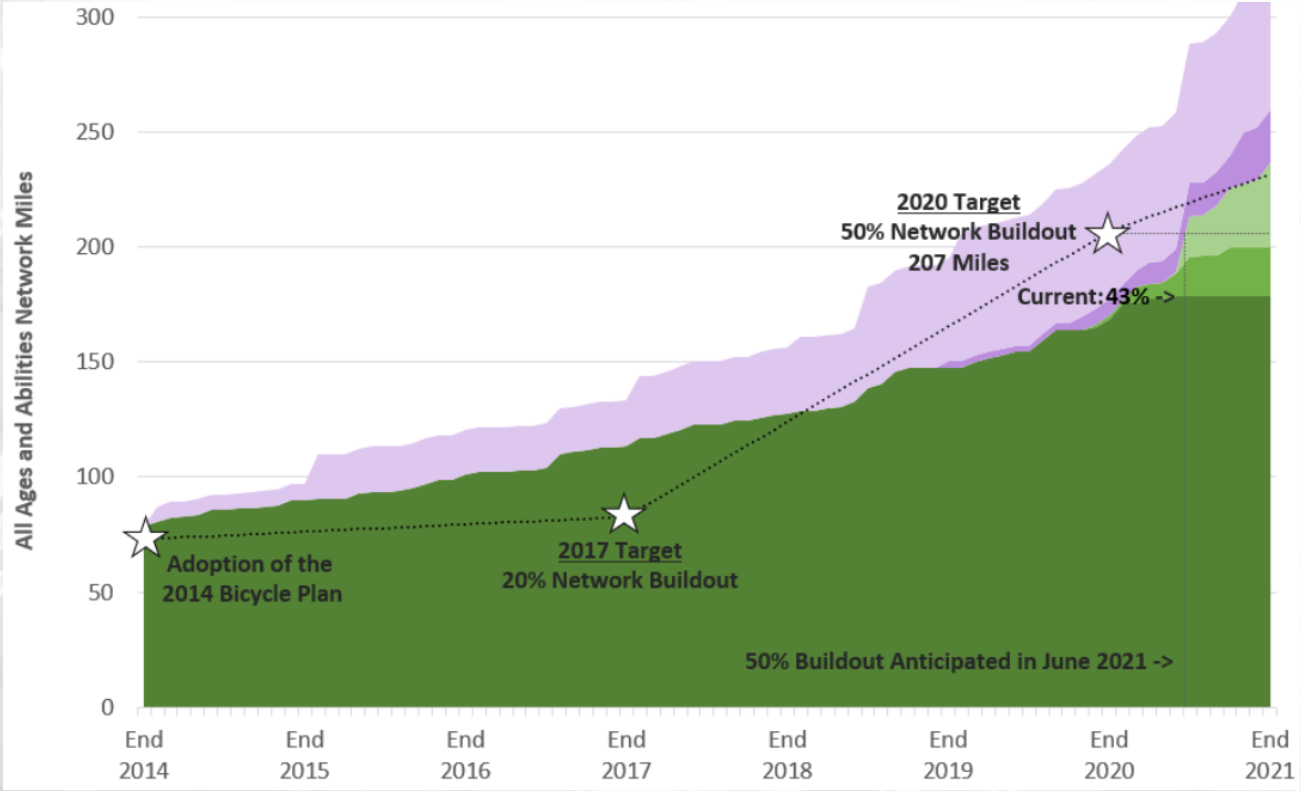
CURRENT BUILDOUT

All Ages and Abilities Bikeway Network Tool

www.austintexas.gov/aaabikenetwork



PROGRESS TOWARDS 2020 – 50% BICYCLE NETWORK BUILDOUT GOAL



STATUS OF BIKEWAY PROJECTS MOBILITY ANNUAL PLANS 2017-2021

Status	Count of Projects
Complete	52
Construction	9
Public Process Complete	7
Active	54
Potential	70
Total	**192**

PROJECT SPOTLIGHTS

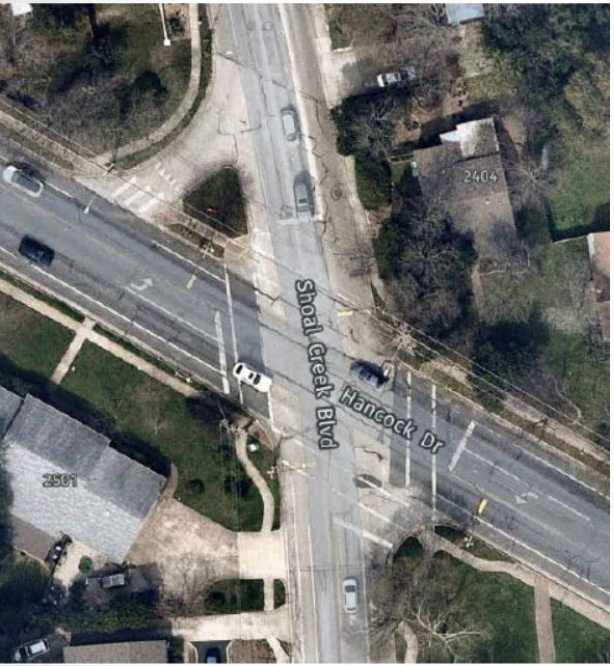
PROTECTED BIKE LANES

Red River Extension - University of Texas

OAK SPRINGS DRIVE

CONGRESS AVENUE

PROTECTED INTERSECTIONS



Shoal Creek Boulevard and Hancock Drive

TERI ROAD PROJECT

ESCARPMENT AND LACROSSE

GREEN INFRASTRUCTURE

Shoal Creek Boulevard and Woodview Avenue Rain Garden

DOWNTOWN STATION AND PLAZA SALTILLO BIKEWAY

LONGHORN DAM INTERIM IMPROVEMENTS

QUESTIONS / DISCUSSION