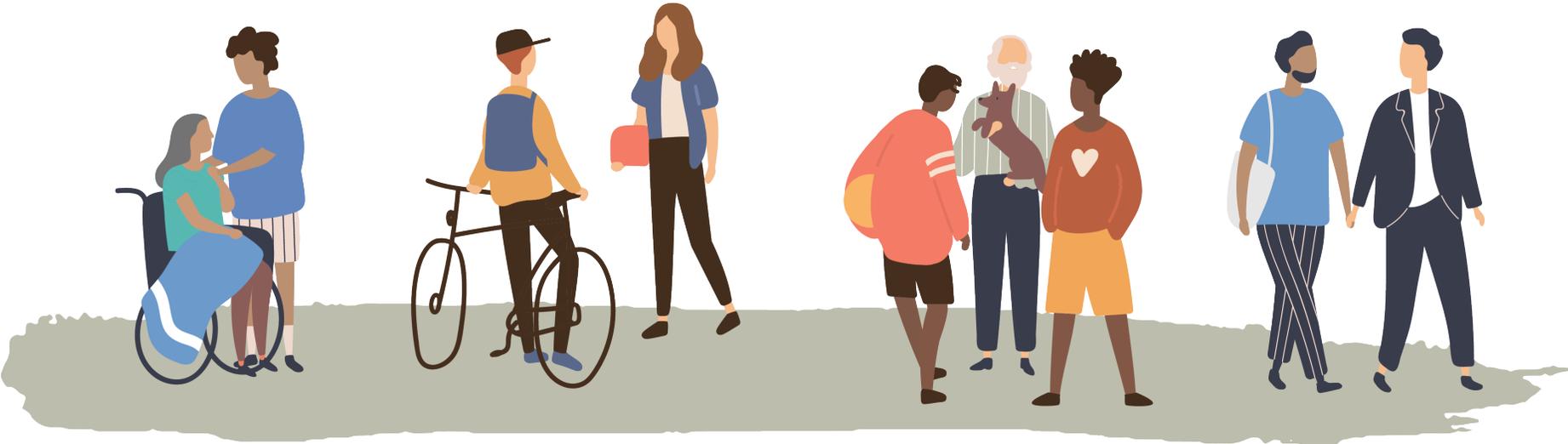


ATX Walk Bike Roll

Project Update

Asian American Quality of Life Advisory Commission



Agenda

- ATX Walk Bike Roll Overview
- What We Learned
- Urban Trails & Bikeways
- Sidewalks & Shared Streets
- What's Next





Goals of ATX Walk Bike Roll

- Update three modal plans that identify where to build sidewalks and crossings, urban trails, and bikeways
- Embed social and racial equity within the programs
- Add maintenance into plans and update project prioritization
- Work with partners to create a safer, more connected network
- Identify ways to build high quality bicycle and pedestrian pathways in less time





Timeline

- **Phase 1: Winter 2021 – Summer 2021**
 - Equity Framework; Conditions Analysis; Outreach Planning
 - **Outreach goal:** introduce project, discuss community needs and priorities to shape guiding values of ATXWBR.
- **Phase 2: Fall 2021 – Fall 2022**
 - Programs & Policies; Scenario Evaluation; Project Prioritization; Buildout Plans
 - **Outreach goal:** determine where we build, how we prioritize projects, and what we base decisions on.
- **Phase 3: Fall 2022 – Spring 2023**
 - Plan Document Development and Revisions
 - **Outreach goal:** review and discuss the plans and priorities – did we get it right?
- **Anticipated Adoption: Spring / Summer 2023**





Equity Focus

Equity is achieved when race no longer predicts a person's quality of life outcomes in our community.

The City of Austin recognizes that past plans and investments have not met the needs of all Austinites or have actively harmed communities - especially low-income communities and communities of color. This furthered inequalities in transportation, health, safety, housing, and income.



What We Learned

			
COMMUNITY PROFILE	COMMUNITY PROFILE	COMMUNITY PROFILE	COMMUNITY PROFILE
On-The-Go Grands	Multimodal Family	Neighborhood Champion	Car-Free Commuter
<i>Fierce community leaders, active Austinites, proud “Grands” to 4 active little-ones.</i>	<i>With only 1 car for a multi-generational, 5-person household, they rely on every form of walk, bike, and roll infrastructure you can imagine.</i>	<i>A beloved Austinite who takes pride in their family’s East Austin roots and plays countless community roles across the city.</i>	<i>A constant commuter reliant on sidewalks, trails, and public transportation to make it to the places they need to go on time.</i>

What We Learned – Concerns Around Housing

“Saw two more homes being prepared for seeming relocation - but perhaps demolition. There seems to be at least one property on every single block which is turning into one or several gentrified homes for people with much higher income and other privileges than those they have displaced. The cars I see are getting more expensive and of luxury brands. **It hurts to be so aware that this is the active and ongoing displacement driving out older, longtime, nonwhite, and/or low-income renters and owners.** I feel robbed of my enjoyment and helpless to regain it. It's very demoralizing and disincentivizing.”

“The City needs to invest more resources in listening to residents of color and implementing policies that vulnerable populations want. I want to see sidewalk and bike lane improvements that are coupled with “right of return” and other housing policies that keep people in their homes and prevent gentrification.”



How We Are Moving Forward



Policy Ideas

As Austin is experiencing an affordability crisis, ATXWBR is considering policy ideas to reduce transportation cost, such as:

- Making transit and bikeshare completely free for all residents
- A "Guaranteed Basic Mobility Program" (transportation debit card for low-income residents that can be used for transit, bikeshare, rideshare, scooters, taxis, etc.)
- Explore ways to provide a fair allocation of transportation services for transit, biking, walking, and rolling.
- Subsidies for residents to purchase an e-bike or scooter (equal to how the City currently subsidizes electric cars and chargers)
- Increased lighting on sidewalks, bikeways, urban trails, and pedestrian crossings



Urban Trails and Bikeways

Existing Bikeway and Urban Trail Routes

- 60+ miles of urban trails, 30 of which have been built since 2014 when the last Urban Trails Plan was adopted
- 215 miles of on-street bikeways designed for people of all ages and abilities, including 50 miles of bikeways that are fully separated from car traffic

How do we decide what to build next?



Urban Trails and Bikeways

Scenario 1: Connecting to Neighborhood Destinations

This Scenario focuses on:

- Connections to nearby destinations such as places to buy groceries, schools, recreation centers, libraries
- Crossing barriers, such as creeks and busy streets, to reach neighborhood destinations



Urban Trails and Bikeways

Scenario 2: Connecting to Nature

This Scenario focuses on:

- Connecting housing to parks and open space
- Prioritizing neighborhoods with few to no parks
- Supporting healthy lifestyles
- Making some streets trail like with planted buffers that bring nature into the city



Urban Trails and Bikeways

Scenario 3: Connecting to Citywide Destinations

This Scenario focuses on:

- Connecting to job centers and public transportation
- Connecting housing to jobs
- Crossing major barriers



Urban Trails - Beyond Prioritization

- Shared Use Corridors
 - E.g. transit corridors and utility easements
- Feasibility
- Design Standards
- Maintenance and Management Considerations
- Collaboration with other agencies



Bikeways – Beyond Prioritization

Currently adding new streets to the proposed all ages and abilities bicycle network

Addressing Interconnected Issues

- Affordability
- Climate and environment
- Access to nature / parks and integrate nature into the city
- Health
- Time competitive mobility choices and modal integration



Sidewalks – Existing Conditions

Snapshot of the current sidewalk network:

2,794 miles of existing sidewalk

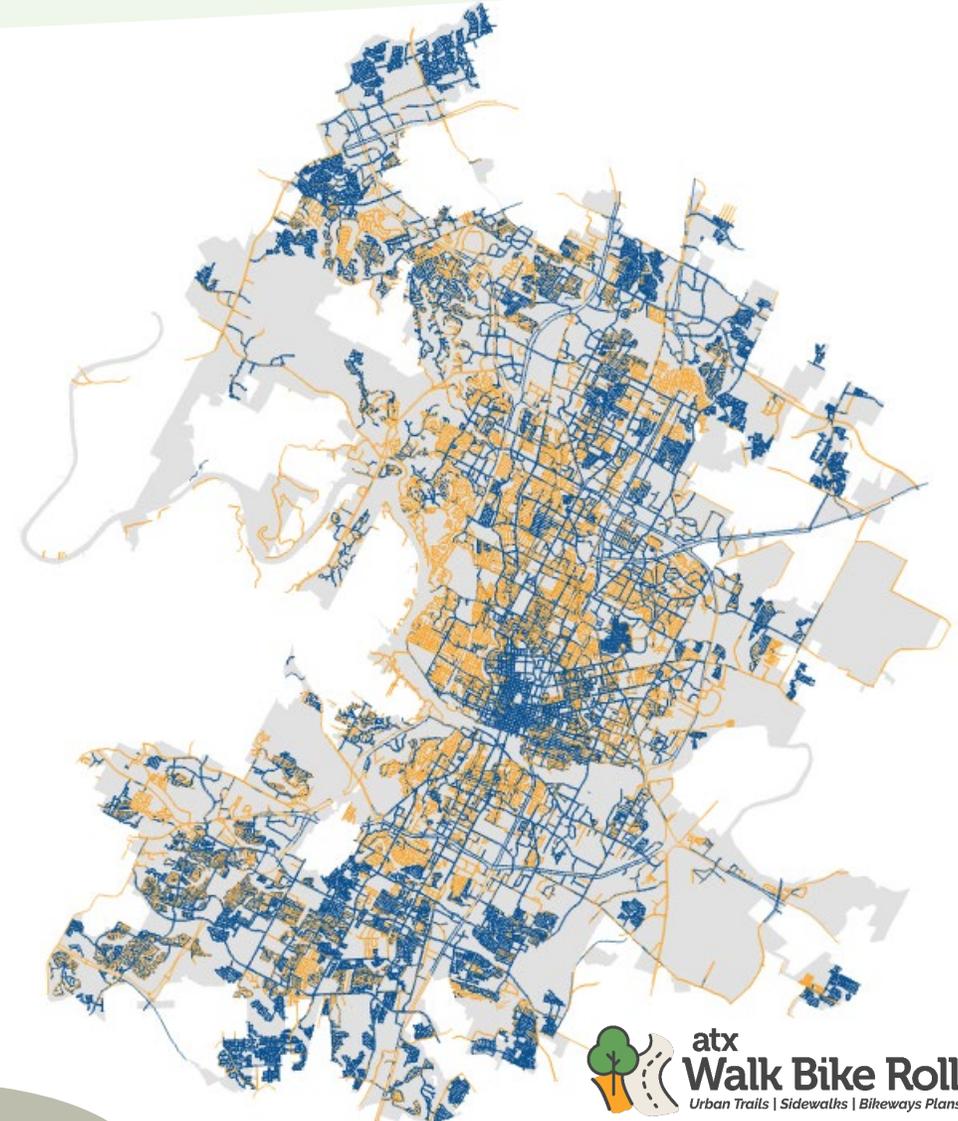
1,578 miles of absent sidewalk*

51% of properties are connected to the existing sidewalk network

45% are connected to schools**

*Absent sidewalks are places where sidewalks have not been built along existing streets. This total counts missing sidewalks on both sides of all collector and arterial streets. It also includes one side of all existing residential streets with missing sidewalks.

**Percent of properties within 2 miles of a school that are connected to a school.



Sidewalks - Comprehensive Network Plan

Complete Pedestrian Network Design: City wide plan for pedestrian needs that includes sidewalks, **safer crossings**, and **shared streets**

- **New Analysis tools:** network coverage and access
- **Update Americans with Disabilities Act (ADA) Transition Plan**
- **Incorporate green infrastructure:** design alternatives and partnerships to include more trees and rain gardens and reduce impervious cover.



Sidewalks – Shared Streets

- Possible on neighborhood streets with low amounts of traffic, low speeds, and no or few sidewalks
- Shared streets use traffic calming devices such as bollards, paint or planters to make residential streets more comfortable



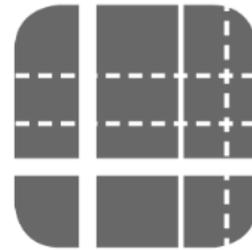
Sidewalks – Shared Streets

- Considering 3 scenarios for possible buildout

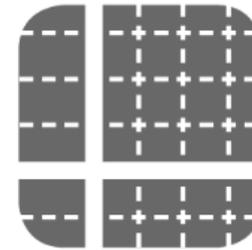
Scenario Comparison:



Mostly Sidewalks



An Even Mix



Lots of Shared Streets

How many miles can we build in 20 years?	300 miles of sidewalks 90 miles of shared streets	250 miles of sidewalks 250 miles of shared streets	200 miles of sidewalks 390 miles of shared streets
How much of the City will be covered?	58%	64%	67%
How many places* will be connected to schools?	54%	59%	61%

* Properties within 2 miles of a school with continuous sidewalk or shared street access to a school.

Pedestrian Crossings

In addition to building sidewalks and shared streets, we're investing in pedestrian street crossings and want your input on how we prioritize projects. Making street crossings safer is an important part of Austin's [Vision Zero](#) program and an important action for equity.

We're considering various ways to focus, including:

- a) Near K-12 schools
- b) Near transit/bus stops
- c) Streets with a history of serious or fatal pedestrian crashes
- d) Near neighborhood commercial districts
- e) Busy streets with many cars or cars moving quickly
- f) Improved connections across major barriers such as highways, railroads, and creeks



What's Next

- **Phase 2: Fall 2021 – Fall 2022 - Ongoing**
 - Programs & Policies; Scenario Evaluation; Project Prioritization; Buildout Plans
 - **Outreach goal:** determine where we build, how we prioritize projects, and what we base decisions on.
 - Phase 3 Engagement: September 7, 2022 – October 23, 2022
 - [Choosing Our Path: Virtual Open House](#)
- **Phase 3: Fall 2022 – Spring 2023**
 - Plan Document Development and Revisions
 - **Outreach goal:** review and discuss the plans and priorities – did we get it right?
- **Anticipated Adoption: Spring / Summer 2023**



Feedback

For additional information and to take the ATXWBR: Choosing Our Path survey, visit our website at AustinTexas.gov/ATXWBR

