

# ATX Walk Bike Roll Plans & Austin Strategic Mobility Plan Amendments

Planning Commission Recommendation

April 25, 2023



atx  
**Walk Bike Roll**  
*Urban Trails | Sidewalks | Bikeways Plans*



# Presentation Outline

- ATX Walk Bike Roll (ATXWBR)
- ASMP Amendments

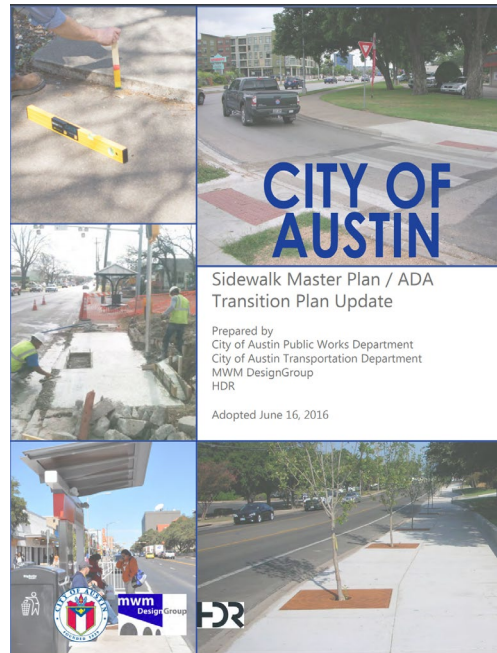
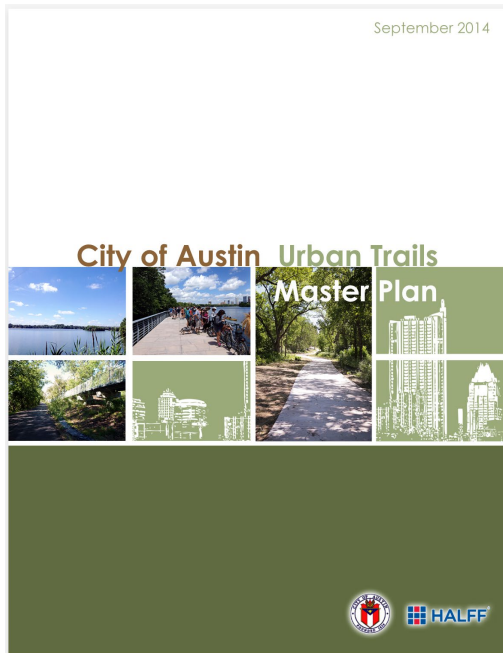
# ATXWBR Agenda

- ATX Walk Bike Roll Overview
- Equitable Outcomes
- ASMP Recommendations
- Urban Trails
- Sidewalks, Crossings & Shared Streets
- Bikeways
- What's Next



# ATXWBR Overview

Process to update the Urban Trails, Sidewalks, and Bikeways Plans



# Centering the Plans in Equity

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

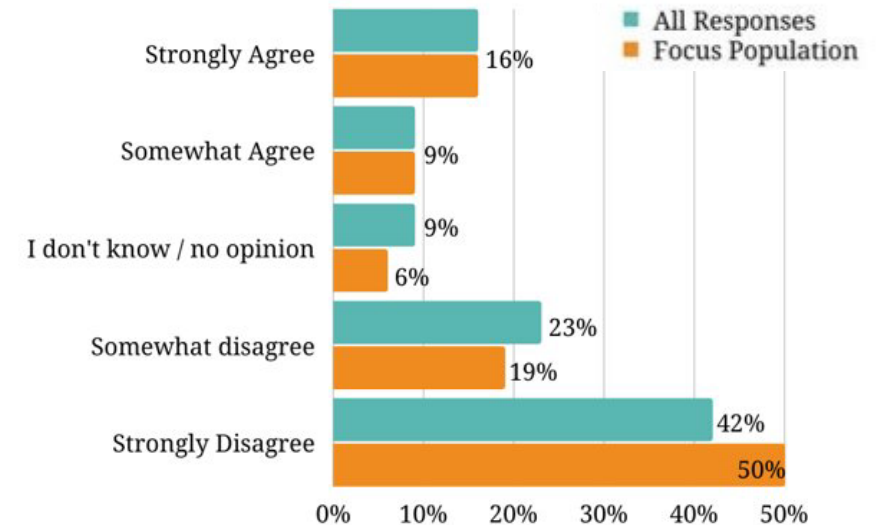
**Equity Framework:** A guiding document that ensures equity is centered in all stages of this planning process.

**Community Ambassadors:** Hired through ATX Walk Bike Roll to consultant the project team and conduct outreach in their communities.

**Equity Analysis Zones:** Identifying areas in Austin that have higher concentrations of historically marginalized populations and more barriers to achieving equitable outcomes.



**“In Austin, people of all races share equal access to safe and comfortable places to walk, bike, or roll”**



**Focus populations** are respondents who either:

- Reported an annual income below \$50,000, or
- Reported a race /ethnicity other than non-Hispanic White



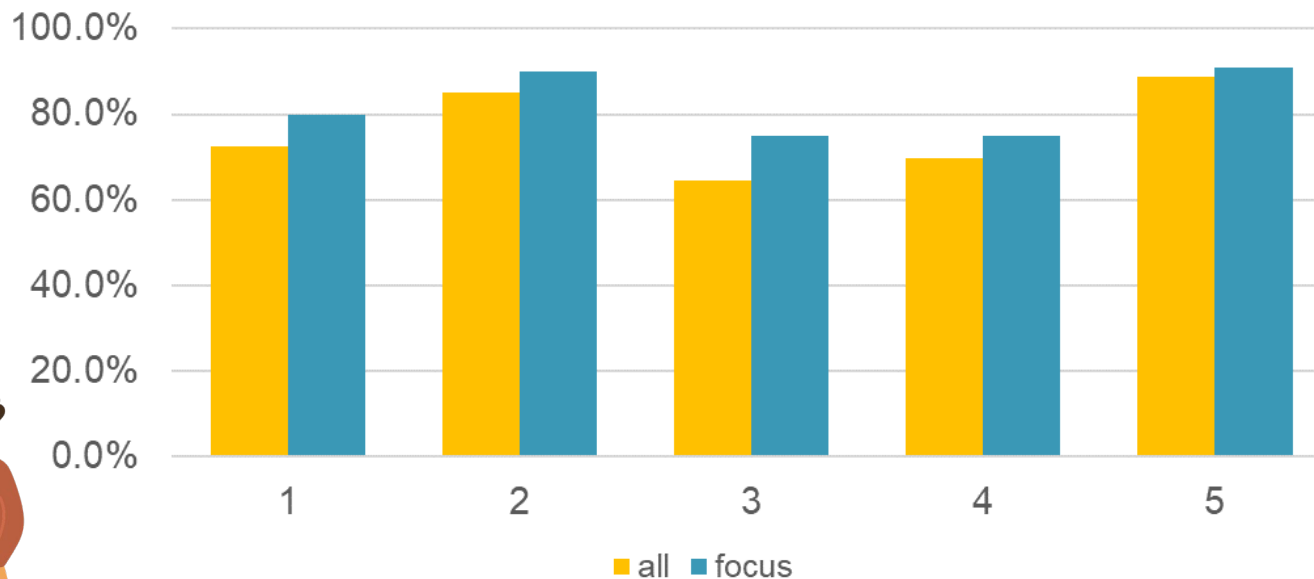
# Equitable Transportation Outcomes

- Addressing Austin's affordability and displacement crisis is necessary to achieve equitable outcomes
- All Austinites, regardless of income should be able to
  - Live where there are safe places to walk, bike, and roll
  - Live where there are destinations close enough to walk, bike, and roll to (including transit)
- To achieve this, the City should continue integrated affordability, anti-displacement, land use, and mobility programs and policies



# Addressing Transportation Affordability

To help address the affordability and displacement crisis in Austin, we must find solutions to decrease transportation costs and provide equitable access to active transportation modes and services. The results of the survey show that our community supports these ideas. The chart shows **the level of support** by all respondents and priority population.



- 1 Transit and bikeshare subsidy
- 2 Guaranteed Basic Mobility program
- 3 Fair allocation of transportation services
- 4 E-bike and scooter subsidy
- 5 Lighting on active transportation routes



**Priority populations** are respondents who either:

- Reported an annual income below \$50,000, or
- Reported a race /ethnicity other than non-Hispanic White

# Austin Strategic Mobility Plan Recommendations

- The ASMP is a comprehensive multimodal plan that includes chapters on Equity and Affordability, making it the best place to include new action items identified through the ATXWBR process addressing transportation affordability
- The individual modal plans are being adopted as attachments to the ASMP and included as part of it
- Therefore, the ASMP is being amended to reflect the new strategies and action items in the ATXWBR plans
- The ASMP Street Network Table and Map is also being amended to reflect the updated modal plans' recommended improvements

## Austin Strategic Mobility Plan



Adopted April 11, 2019  
Amended June 9, 2022





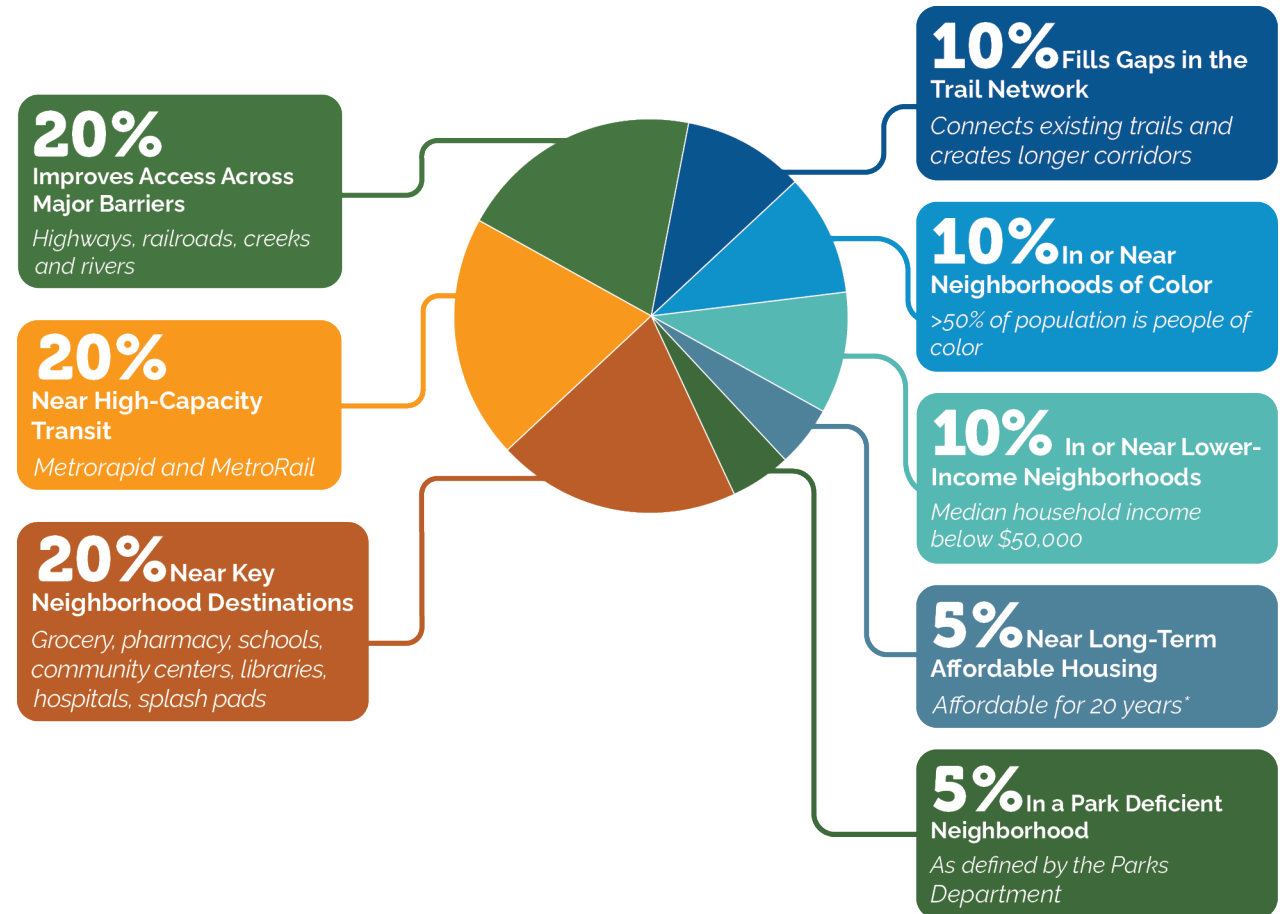
# Urban Trails Plan

## Updated Network Based On:

- Fieldwork
- Addition/modification by City staff
- Removal of redundant segments
- Community Feedback

## Updated Prioritization

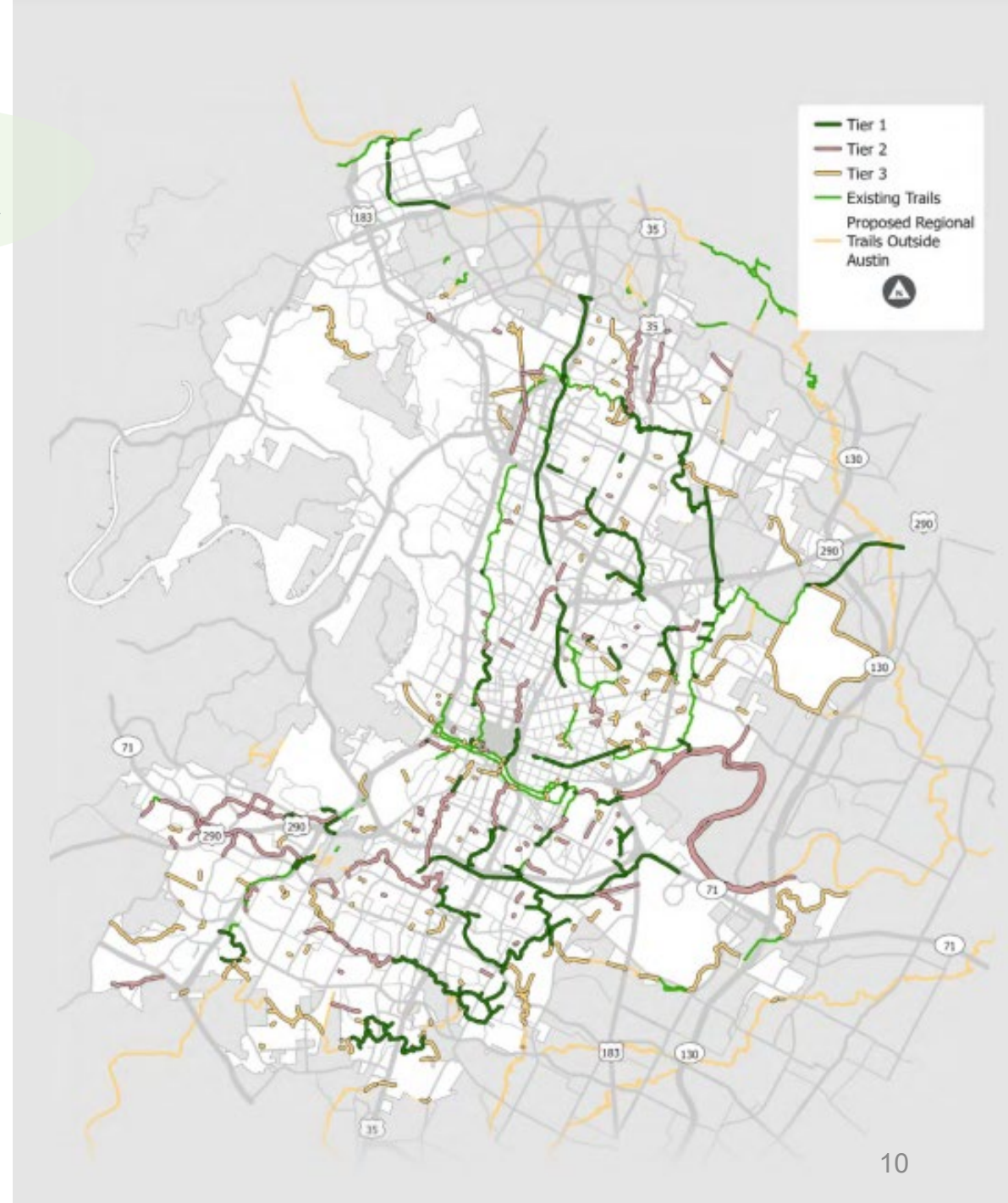
- Data-driven method based on public input and city policies



# Urban Trails Network

## Prioritization

- **Tier 1 Trails** – High priority for urban trails to implement in the near term
- **Tier 2 and Tier 3 Trails** - Recommended to be approached more opportunistically over time (for example if new partnership opportunities arise or redevelopment occurs)



# Urban Trails Implementation

## Equity and Affordability

### Mitigating Displacement

- Study displacement impacts near urban trails and develop an action plan to mitigate
- Partner with existing anti-displacement work when building a trail within a census tract where the displacement risk is “active” or “vulnerable”

### Climate Justice

- Add tree plantings to urban trail projects to increase tree canopy and naturally lower heat

### Outreach and Education

- Hire community ambassadors to conduct outreach and education around urban trails



# Urban Trails Management

## Programming



Trail Stewards



Placemaking



Temporary Activation



# Urban Trails Maintenance

## ADA Transition Plan

- Complete an ADA assessment of all urban trails

## Proactive Maintenance Plan

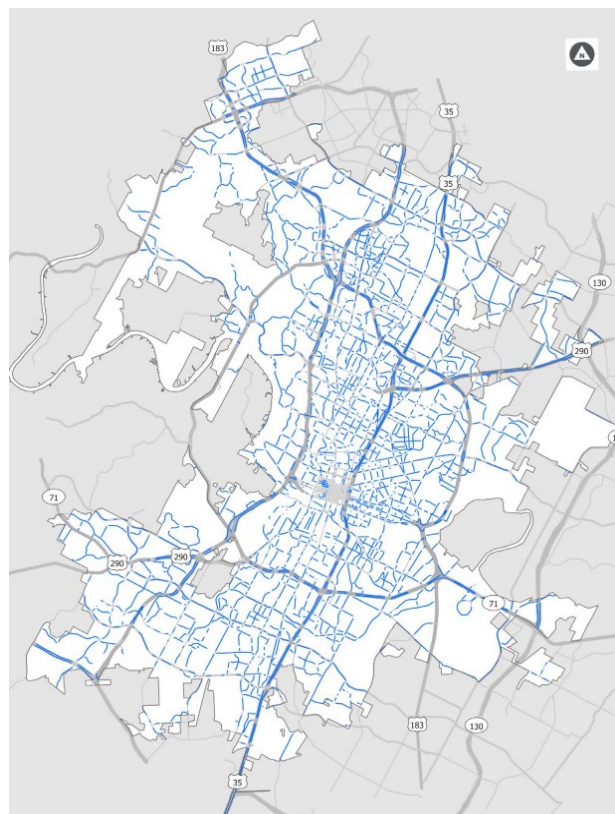
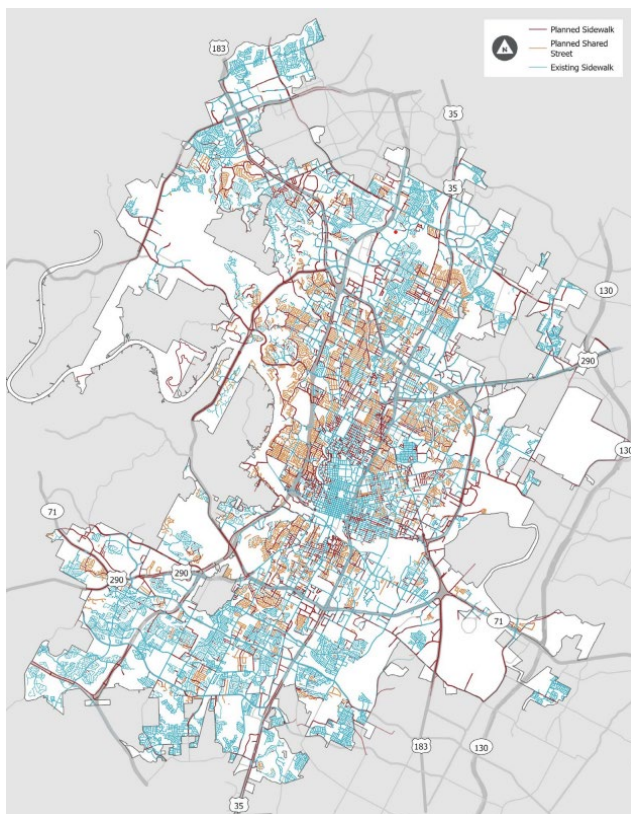
- Define management roles and responsibilities
- Establish maintenance standards
- Annual evaluation report
- Performance measures





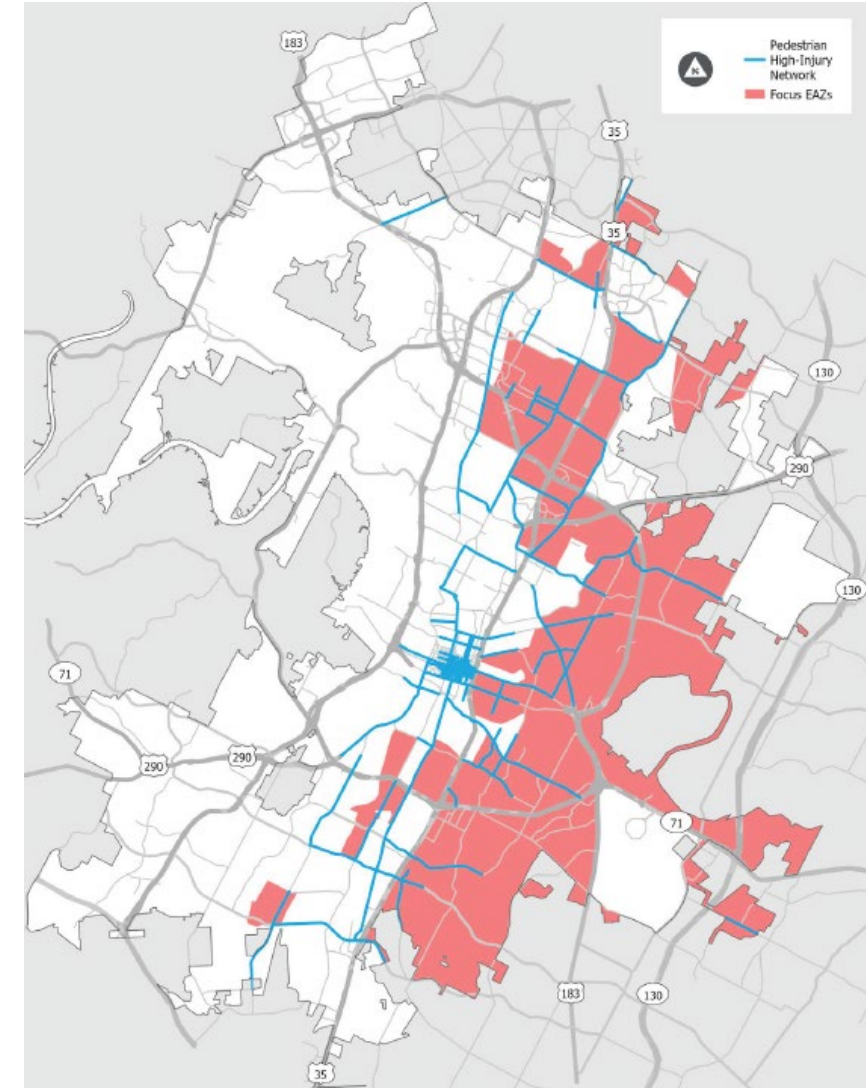
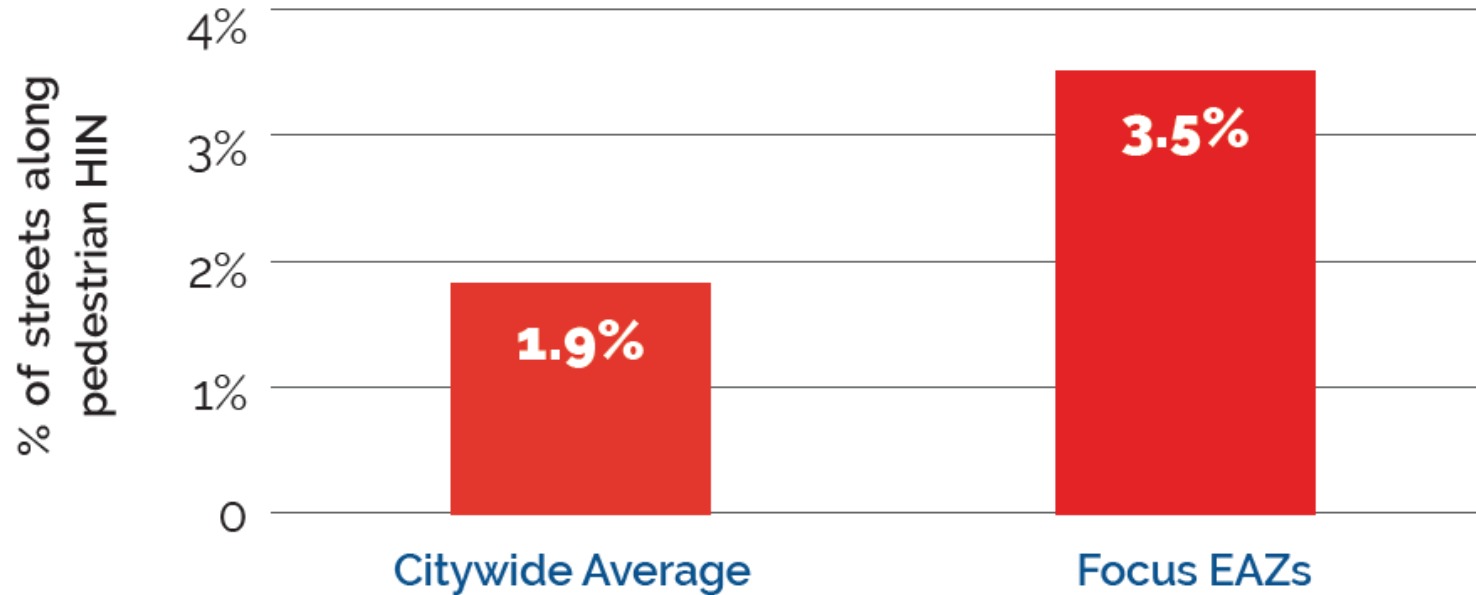
# Sidewalks, Crossings, and Shared Streets Plan

- The City should seek to **prioritize equity** in the completion and maintenance of the pedestrian network by: 1) allocating more resources in areas of historical inequity and ongoing vulnerability; and 2) providing funding through the full life cycle and maintenance of the assets.



- **Provide safe, comfortable, and accessible pedestrian passage along and across every public street.**
- **Collaborate with public and private partners using a Complete Streets approach** to improving the pedestrian network

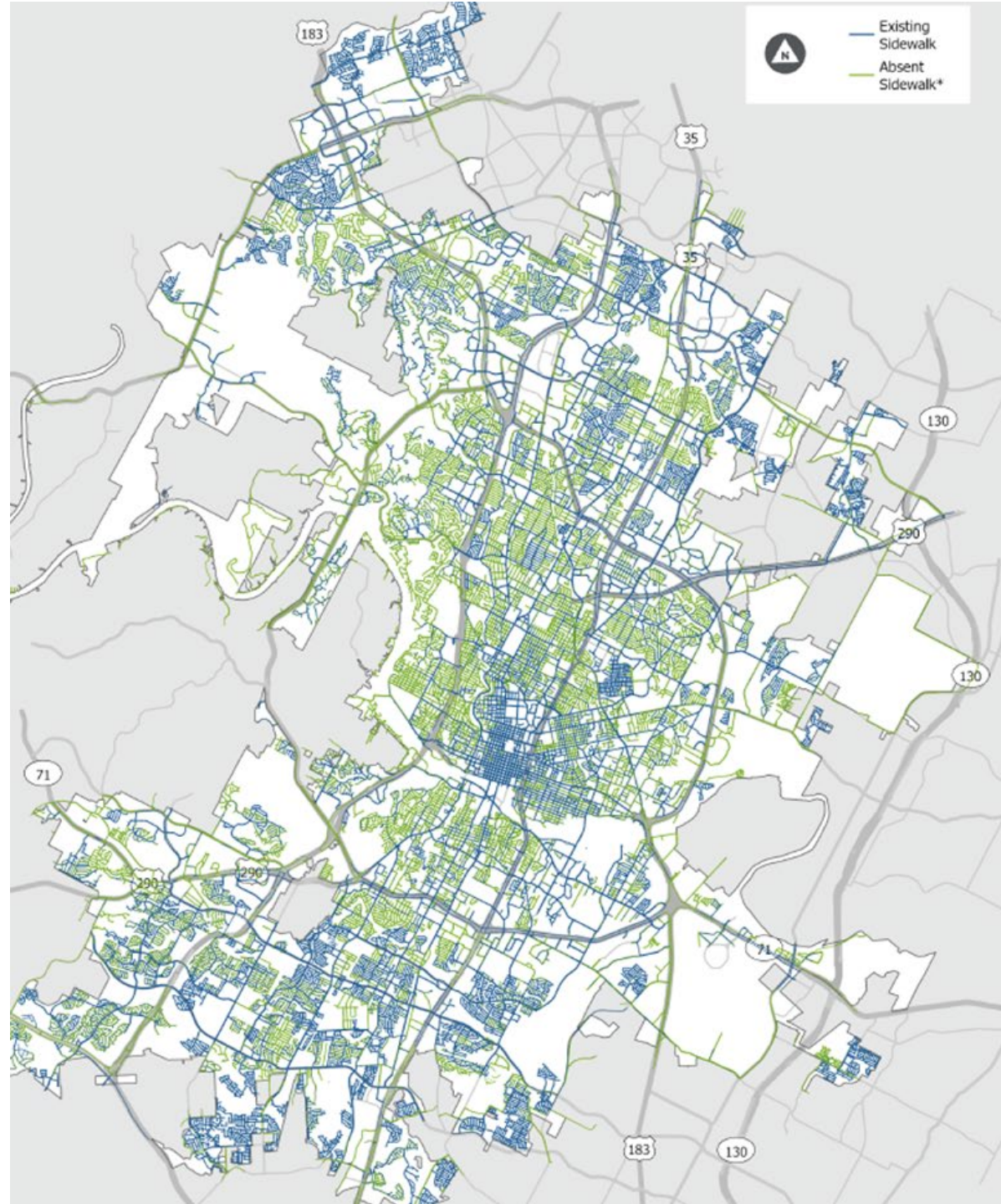
# Equity and Pedestrian Safety



Pedestrian High Injury Network "HIN" and Medium-High to Most Vulnerable Equity Analysis Zones "Focus EAZs"



# Equity and Pedestrian Access



## Snapshot of the current sidewalk network:

**2,800 miles of existing** sidewalk

**Approximately 1,500 miles of absent** sidewalk\*

**61%** of properties are on streets with existing sidewalks\*

**51%** of properties are connected by sidewalks to schools\*\*

**35%** of properties are connected by sidewalks to transit\*\*

**20%** of properties are connected by sidewalks to groceries and other food sources\*\*

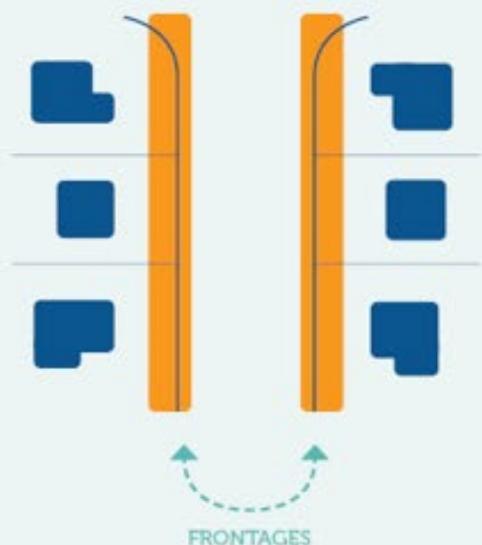
\*City policy is to address sidewalk gaps on both sides of arterial and collector streets, and on one side of existing residential streets. Streets labeled as "absent sidewalk" do not meet these conditions.

\*\*Percent of properties within two miles of a school, 0.25 miles of a transit stop, and 0.25 miles of a place to buy groceries that are connected to those places by the existing sidewalk network.

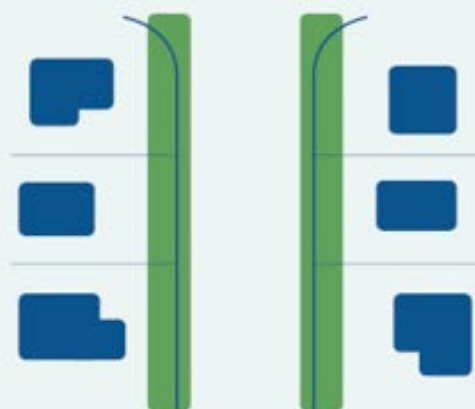
# Completing the Pedestrian Network

What does it mean when we say that Austin has the need for an additional approximately 1,500 miles of pedestrian network?

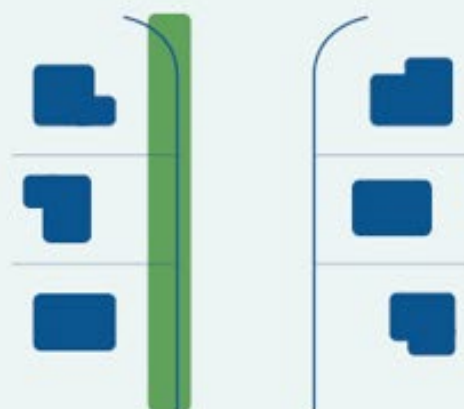
All streets have two frontages, one on each side of the street:



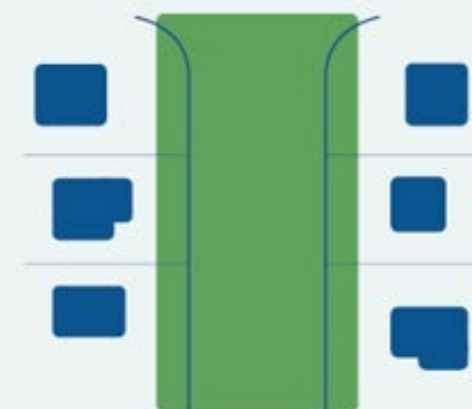
There are different ways of providing pedestrian access based on the type of street:



**On most streets, sidewalk is required on *both* sides to complete the pedestrian network.**



**On low-traffic residential streets in existing neighborhoods\*, sidewalk is only required on one side to complete the pedestrian network.**



**On low-traffic residential streets in existing neighborhoods, shared streets can be provided instead of sidewalks. They provide access to both frontages.**

\*Sidewalks are generally required on both sides of all streets in new development, which reflects best practices for pedestrian safety and comfort.



## What we heard about shared streets

In addition to testing the concept via pilot projects and collecting feedback (described on the following pages), citywide surveys and pop-up tabling at community events were used to explain and gather feedback on the concept.

Overall, 80% of respondents said they strongly support or somewhat support the concept of shared streets. 82% of focus population respondents said they strongly or somewhat support the concept.

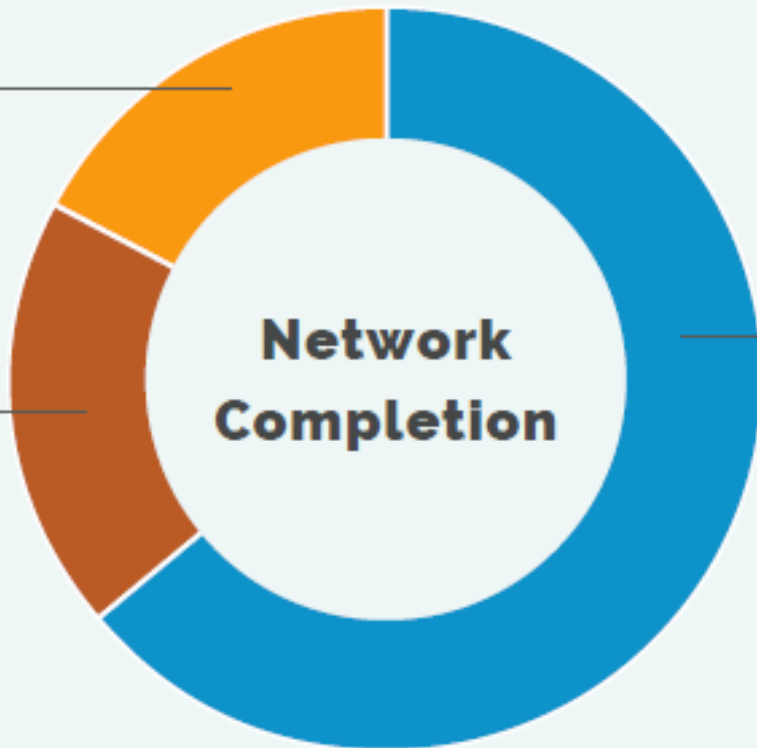




# Sidewalk and Shared Streets Network

Planned  
Shared  
Street\*  
**17%**

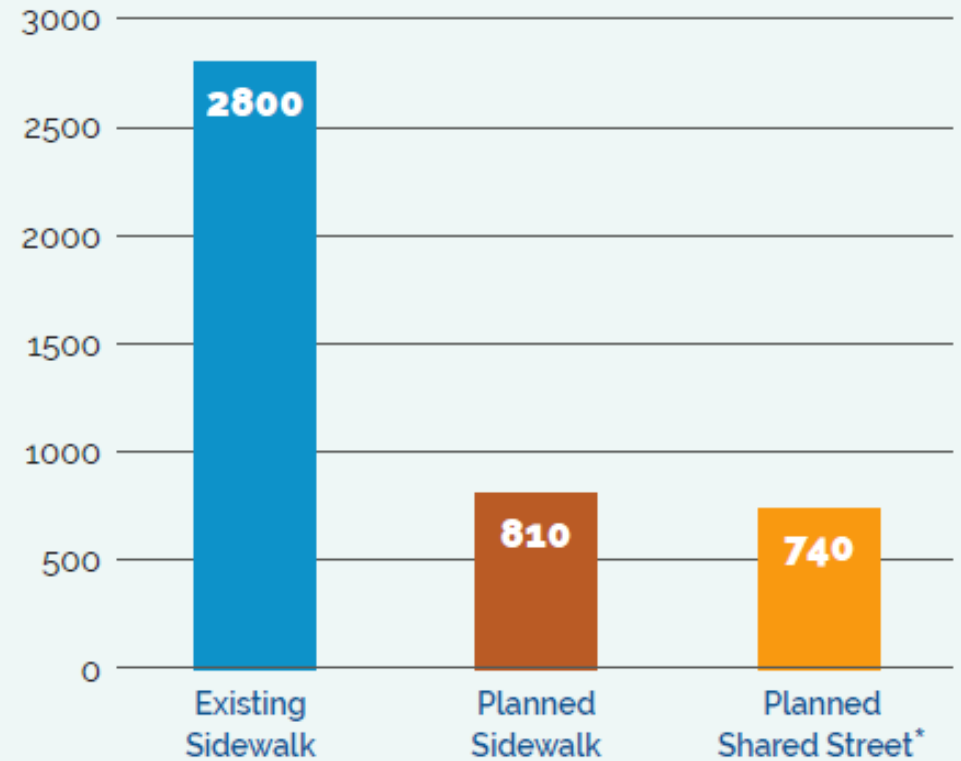
Planned  
Sidewalk  
**19%**



**Network  
Completion**

Existing  
Sidewalk  
**64%**

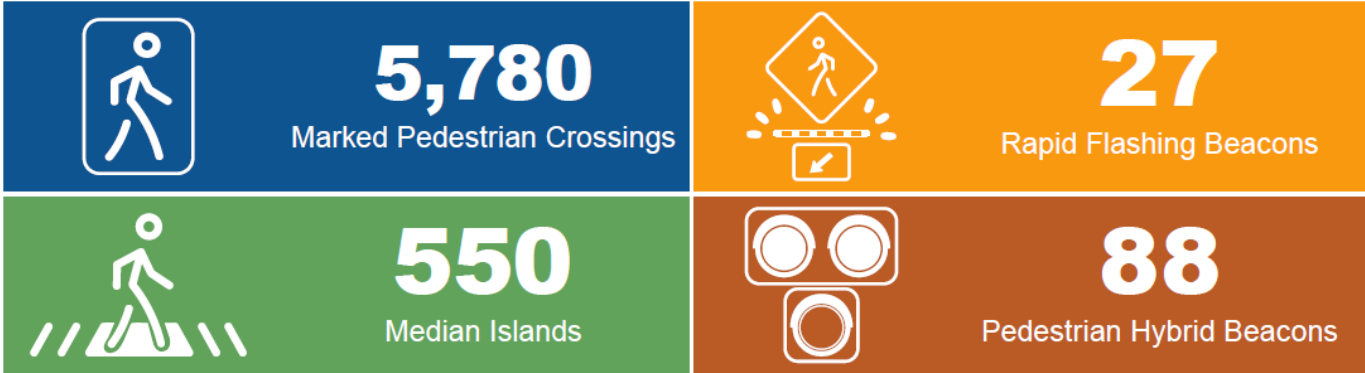
## Frontage Mileage



\*740 frontage miles of shared street equate to 370 miles of shared street. One mile of shared street addresses two frontage miles. 19

# Crossings and Crossing Gaps

## Snapshot of Pedestrian Crossings Features in Austin



## Corridor Gap Crossing Summary

	# of Gaps	Gap Total Length (mi.)	Mileage of Level 2/3/4 Streets	Gap %
Citywide	1,986	607	1,040	58%
In Focus EAZs	698	222	348	64%





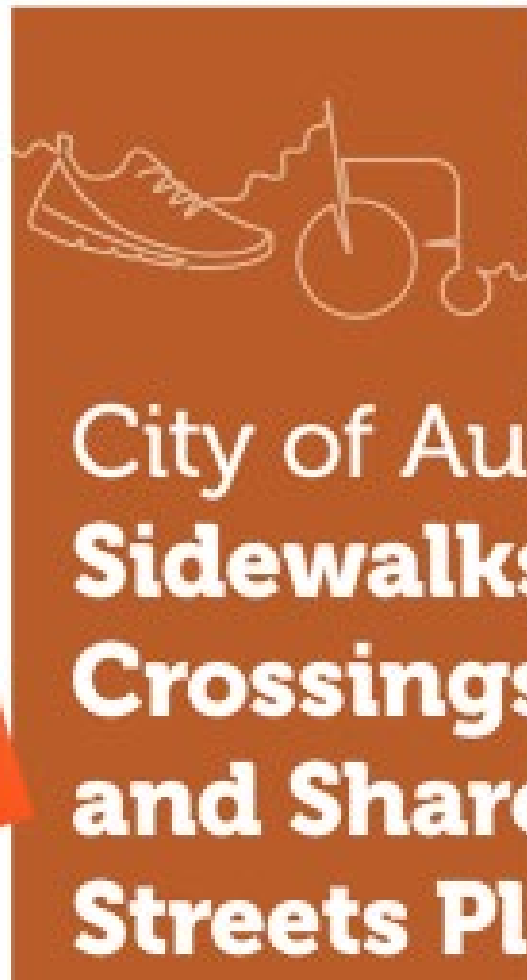
# CITY OF AUSTIN



## Sidewalk Master Plan / ADA Transition Plan Update

Prepared by  
City of Austin Public Works Department  
City of Austin Transportation Department  
MWM DesignGroup  
HDR

Adopted June 16, 2016



## City of Austin Sidewalks, Crossings, and Shared Streets Plan



Public Review Draft  
January 2023

# Sidewalks, Crossings, and Shared Streets

## Key Targets and Indicators

**COMPLETE 100%**

of missing *Very High* and *High-priority* sidewalks and shared streets by 2033



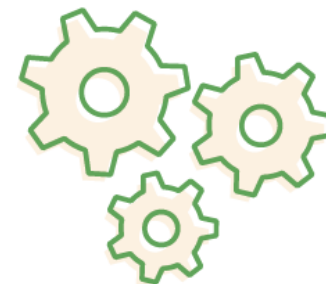
**ACHIEVE & MAINTAIN**

**80%**

**functionality** for *Very High* and *High-priority* sidewalks by 2033 and

**50%**

**functionality** for the sidewalk system by 2033



**ELIMINATE 50%**

of *Very High* and *High-priority* crossing gaps within Priority Equity Analysis Zones (EAZ)<sup>2</sup>, along the Pedestrian High Injury Network (HIN), and/or within 1/4 mile of all identified schools, public transit stops and stations, and parks by 2033



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Urban Trails | Sidewalks | Bikeways Plans





# Bicycle Plan

## Two Central Challenges



### 1) Mobility Choice

- Giving people **mobility choice through safe places** to ride bicycles, scooters, tricycles, motorized wheelchairs and other micromobility devices
- Top strategy of building the **All Ages and Abilities Bicycle Priority Network** (AAA Network) is well underway but has a long way to go

### 2) Who has Access to Mobility Choice

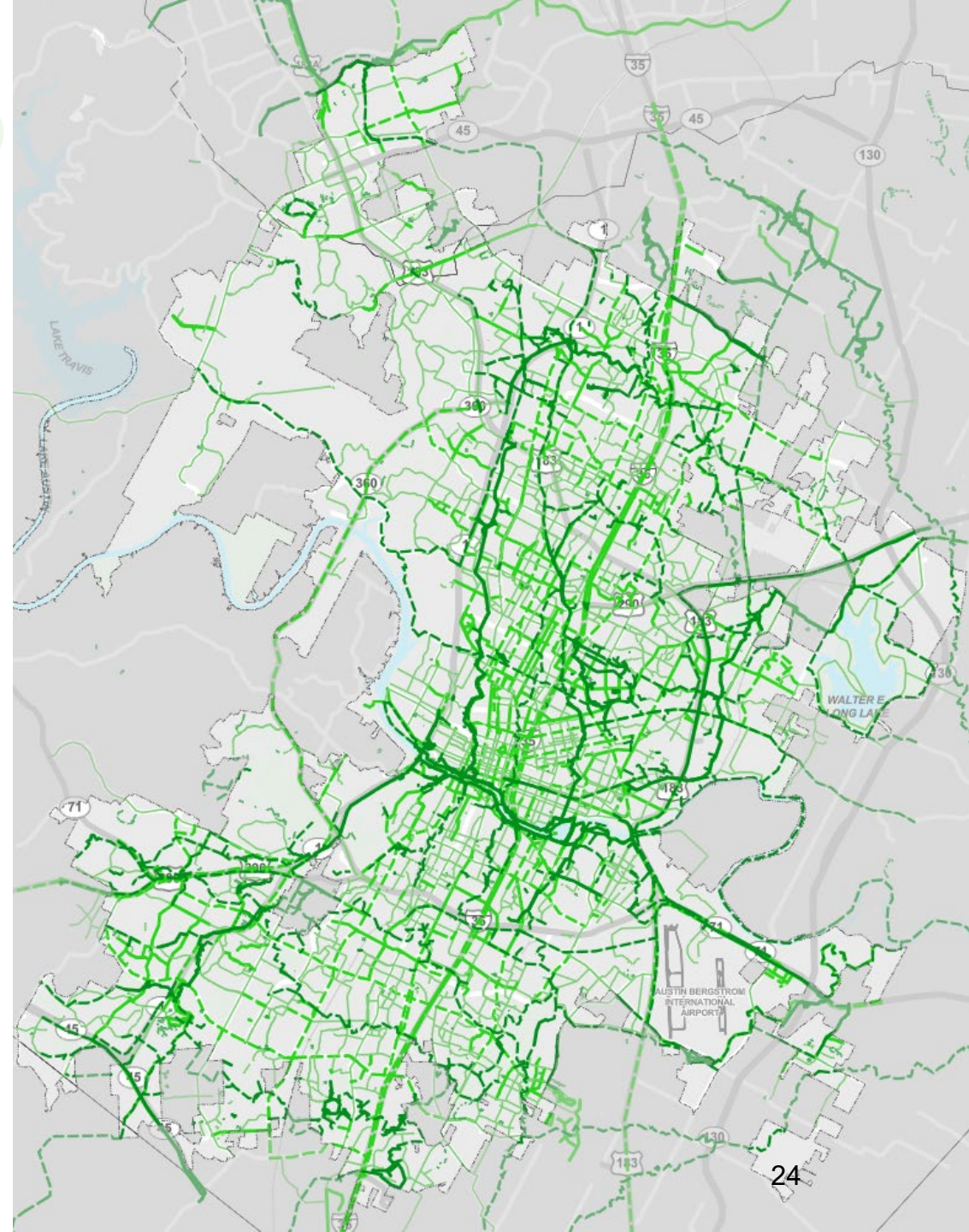
- The affordability and displacement crisis deeply affects who has access to this mobility choice, particularly for those who are most vulnerable who are being displaced to disconnected and car dependent areas or unhoused



# Bicycle Plan

## Updated Network and Prioritization

- **AAA Bicycle Network additions were focused on equity and connections to transit, corridor and other projects**
- **Three new prioritization themes;**  
**Connections to...**
  - Neighborhood Destinations
  - Nature
  - City-wide Destinations
- **New prioritization model**
  - A model that includes factors related equity, travel demand, destinations, density, transit, network deficiency, and cost





# Bicycle Plan

## New Focus Areas

- Need to manage affordability and displacement
- Integrated land, affordability, mobility planning for holistic outcomes
- Feeding transit (Project Connect and existing bus service)
- Expanding access to electric bikes
- Climate, resiliency, shade, greening streets, and water management
- Improving quality of bicycle network (intersections and physical protection)
- Better social support services



# ATXWBR - Conclusion

While there are big challenges and much work to do, there is significant opportunity in implementing strategies from these three Plans:

- Studies show that people who walk and bike as part of their daily lives are healthier and happier
- Connecting these networks, giving people mode choice, and shifting travel behavior is a top priority of the Austin Strategic Mobility Plan
- Providing accessible transportation choices will allow everyone to access the resources they need to live, including people without access to a vehicle
- Building out these networks are an important part of addressing our climate and affordability goals supporting the Climate Equity Plan, Austin Strategic Housing Blueprint, the Equitable Transit Oriented Development Plan, and Imagine Austin

# ATXWBR - Next Steps

## Boards and Commissions (Feb – March)

- Bicycle and Pedestrian Advisory Councils – February 6
- Urban Transportation Commission – February 7
- Zoning and Platting Commission – February 21
- Joint Sustainability Committee – February 22
- Joint Inclusion Committee – February 22
- Planning Commission – Briefing February 28
- Council Mobility Committee – March 2



## Public comment January 27 - March 20

### Comprehensive Plan Joint Committee Recommendation:

**April 13**

### Planning Commission Recommendation:

**April 25**

### Release Final Drafts based on public comment and B&C recommendations

### Council Public Hearing and Action:

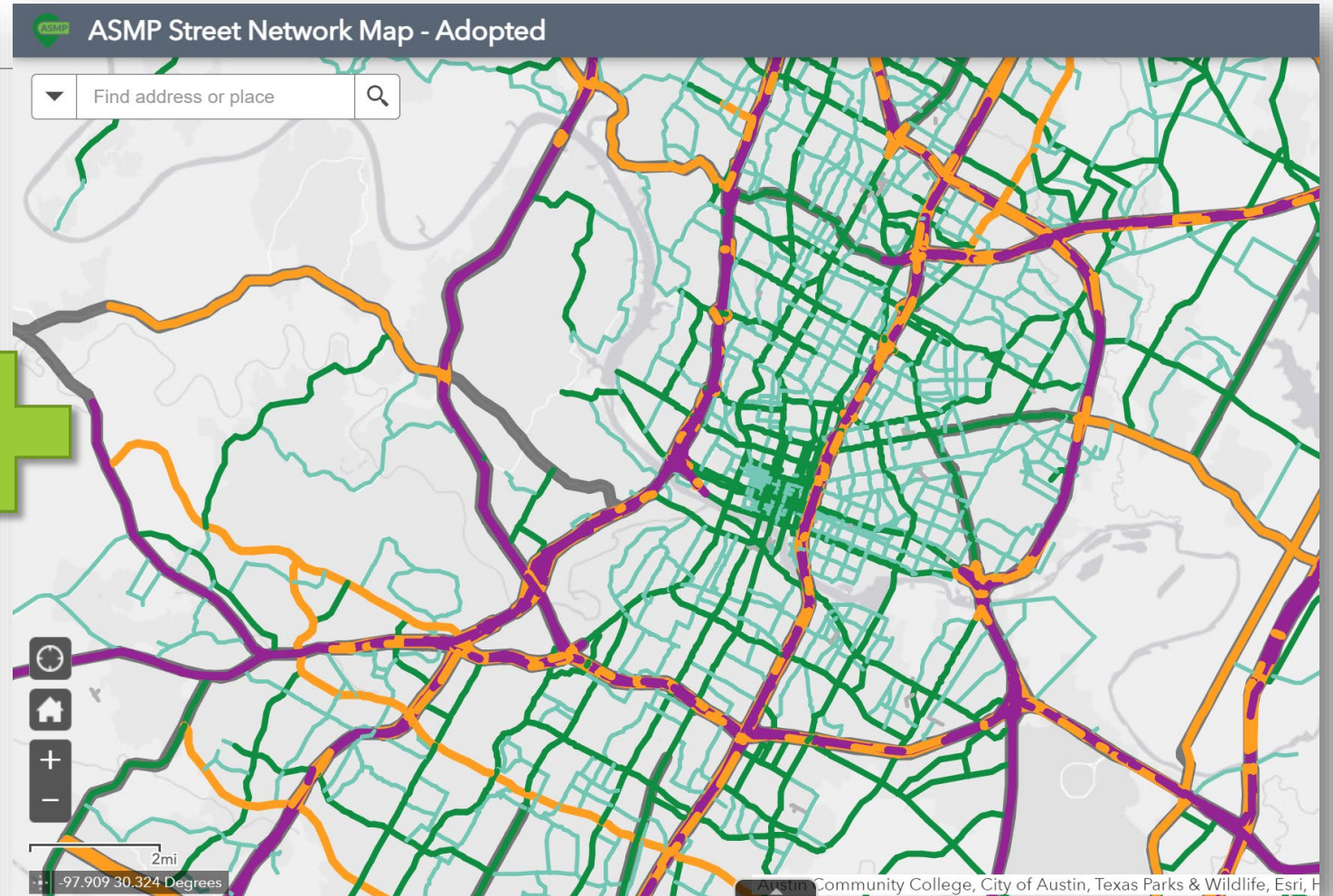
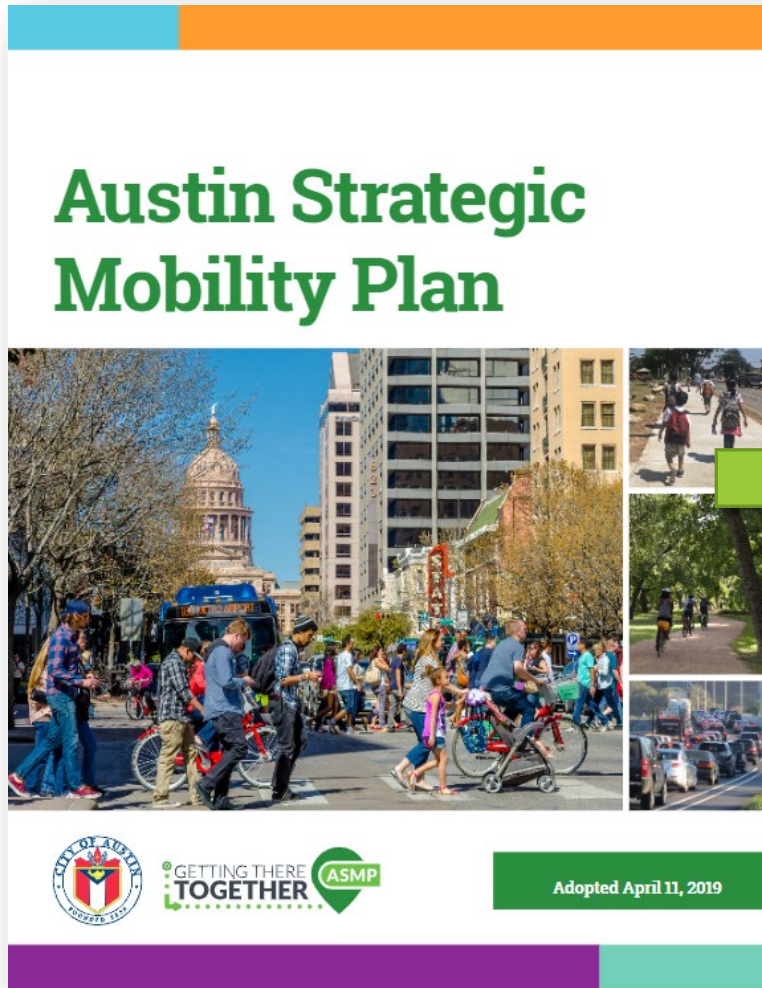
**Anticipated in May**

# ASMP Agenda

- **ASMP Overview**
- **ASMP Amendments**



# Policy Document + Street Network Table & Map



# ASMP | Policy Document

## Austin Strategic Mobility Plan



Adopted April 11, 2019

- A comprehensive multimodal transportation plan for the future of our transportation network
- **50 / 50 mode share**
- Includes:
  - Indicators + Targets
  - Policies
  - Action Items



# ASMP | Policy Document

## Austin Strategic Mobility Plan



Adopted April 11, 2019

- Modal plans adopted by Council are attached to and included as part of the ASMP
  - Urban Trails Plan
  - Bicycle Plan
  - Sidewalk Plan / ADA Transition Plan
- The ASMP provides the model plans supporting policy and reflects their strategies and actions



## ASMP | Street Network

- A database of streets organized by Street Name with **existing and future conditions of the right of way**
- These future conditions reflect the policies and transportation vision in the ASMP and **reflect our modal plans for walking, bicycling, transit and driving**
- Includes **right of way dedication requirements** needed to accommodate future roadway conditions (referred to as Dedication of Right of Way in the Land Development Code)

*\*Adopted Street Network Table can be found at [atd.knack.com/asmp#home/](http://atd.knack.com/asmp#home/)*



# What's in this ASMP Amendment Cycle

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## POLICY DOCUMENT

ASMP policy document updates to align with ATXWBR Plans

- Changed Sidewalk System to Pedestrian Network to reflect the Sidewalks, Crossings, and Shared Streets Plan
- Updated Indicators and Targets
- Updated Maps
- Action Item revisions and additions
- Various minor document updates to supporting text

*\*All proposed changes can be found in the ASMP Redline using the Amendment Log with ID's and page numbers*

## STREET NETWORK TABLE AND MAP

Street Network updates

- Sidewalks, Crossings, and Shared Streets, Plan
- Bicycle Plan

*\*All proposed map changes can be found online at [AustinTexas.gov/ASMP](https://austintexas.gov/ASMP)*



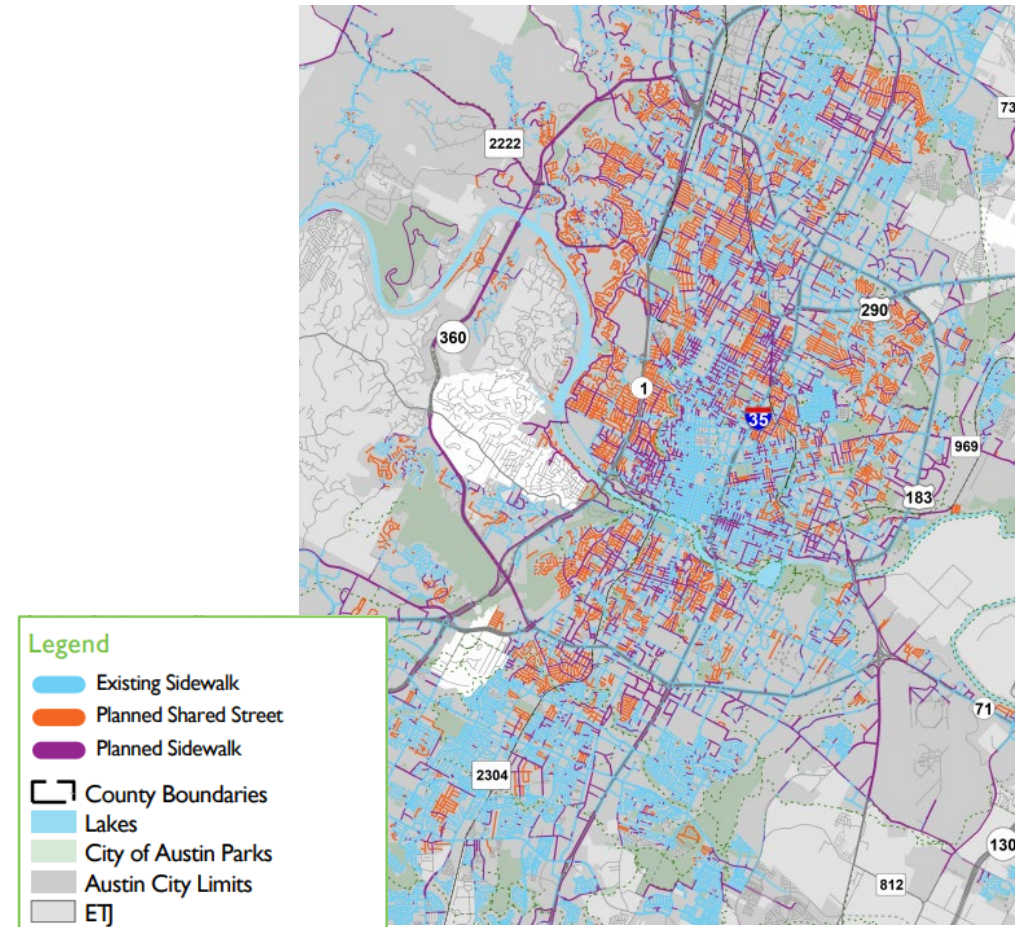
## ***Pedestrian Network Policy 1***

### ***Complete the Pedestrian Network***

Provide safe, comfortable, and accessible pedestrian passage along and across every public street to provide safe, equitable access throughout all of Austin

*\*Full text in the ASMP Redline ID-7 & 8, pg. 82*

# Policy Document/ Sidewalks, Crossings, and Shared Streets Plan



*\*Full Pedestrian Network Map in the ASMP Redline ID-10, pg. 86*

# Policy Document| Indicators and Targets



## ***Increase the number of new very high and high priority sidewalks and shared streets***

Complete 100% of all missing very high and high priority sidewalks and shared streets by 2033



## ***Increase the number of pedestrian crossings and associated treatments***

Eliminate 50% of Very High and High-priority crossing gaps within Focus Equity Analysis Zones (EAZ), along the Pedestrian High Injury Network (HIN), and/or within 1/4 mile of all identified schools, public transit stops and stations, and parks by 2033

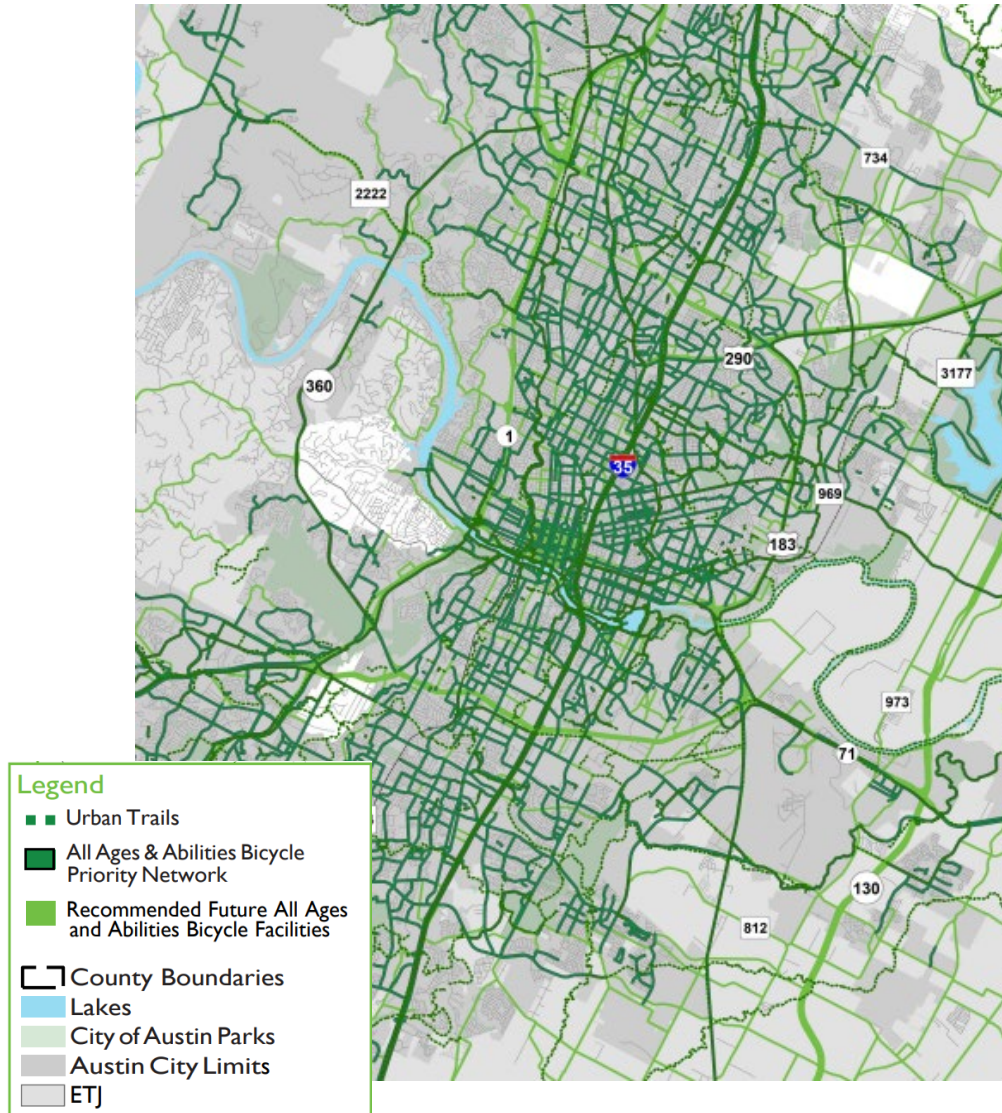


## ***Increase the tree canopy along Urban Trails***

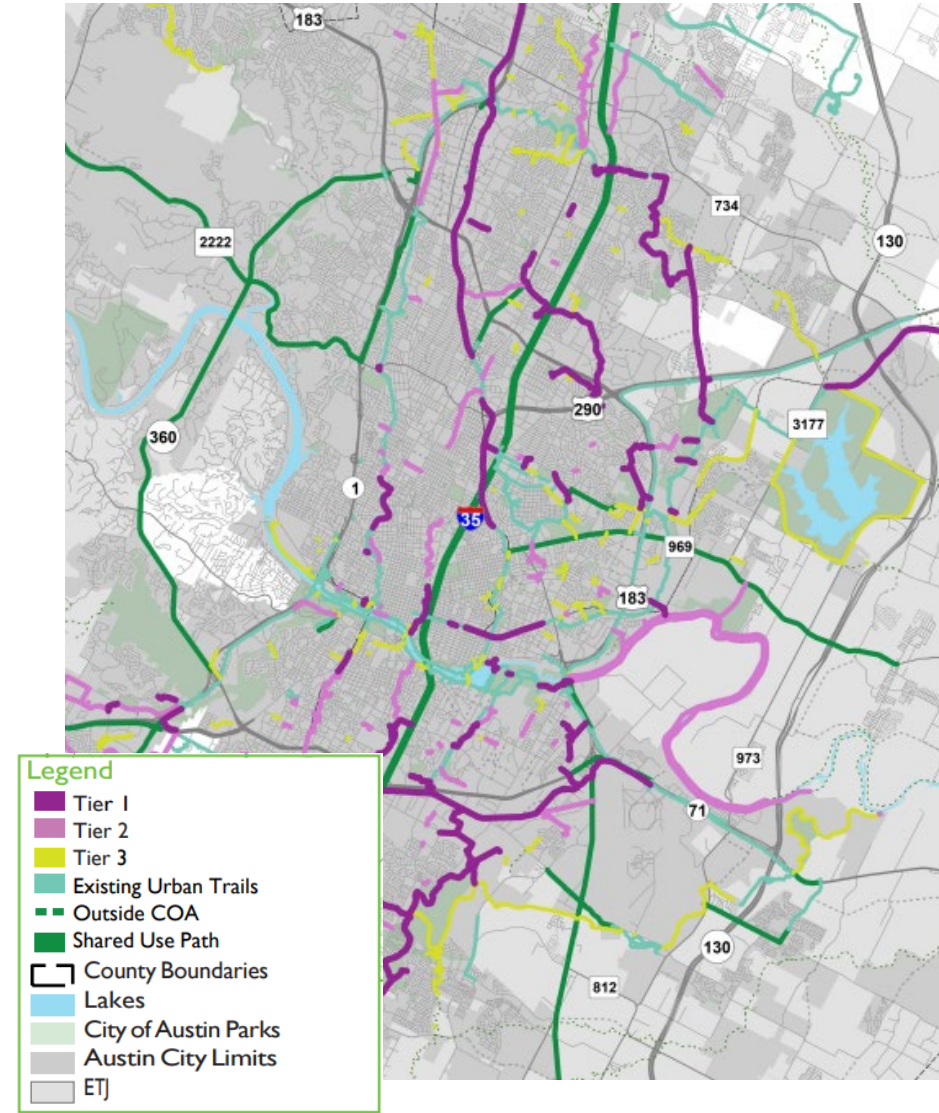
*\*Full list of changes to Indicators and Targets can be found in the ASMP Redline, pgs. 81, 115, & 125*



# Policy Document/ Maps



*\*Full Bicycle System Map in the ASMP Redline ID-14, pg. 122*



*\*Full Urban Trails System Map in the ASMP Redline ID-20, pg. 129*



# Policy Document| Action Items

Equity	
Fair allocation of transportation services	Explore providing to all residents transportation services consistent with their preferred way of getting around so residents who choose to take transit, walk, bike, roll instead of driving receive a fair allocation of transportation
Affordability	
Transit and bikeshare subsidy	Explore the expansion of discounted or free transit passes and bikeshare for all Austin community members
Guaranteed Basic Mobility program	Explore providing low income residents with funding that can be used for transit, bikeshare, rideshare, scooters, taxis, or other transportation services
Electric bike and scooter subsidy	Continue to provide Austin residents with a subsidy for electric bike and scooter purchases with a goal to increase the amount in a value that is equal or greater to those provided for electric cars and charging stations.

*\*Full list of additions and revisions to Action Items can be found in the ASMP Redline, pgs. 286-298*

# Street Network | Sidewalks, Crossings, and Shared Streets Plan



*Shared Street pilot project on Avenue H in 2022*

- The Plan identified a Pedestrian Network composed of sidewalks and shared streets
- These planned sidewalk or planned shared street improvements are reflected in the Street Network
- \*Per Ordinance 20220609-052, these designations will be administratively updated in the future when sidewalks and shared streets are completed or plans change. These changes do not impact the adopted right of way widths and do not require an amendment to the Imagine Austin Comprehensive Plan.

# Street Network Example | Sidewalks, Crossings, and Shared Streets Plan

Proposed  
Change

 *Shared Street*

 *create Shared Street*  
 *Shared Street improvements only*

 *no change*

 *no change*

\*The planned improvements will be administratively updated in the future as sidewalks and shared streets are completed or plans change.

Name	HOLLYWOOD AVE
Segment Limits	38TH HALF ST TO CONCORDIA AVE
Type	Local Mobility
Street Level	1
Priority Network	
Improvement*	Sidewalk
Existing Cross Section	
Existing Number of Lanes	
Future Cross Section	2U-OP
Future Number of Lanes	2
Roadway Description	2 travel lanes
Existing Bicycle Facility	
Future Bicycle Facility	
Bicycle Description	
Pedestrian Description*	complete missing sidewalks
Project Description*	Improvements to sidewalks only
Mean ROW	
Median ROW	
Minimum ROW	
Maximum ROW	
Required ROW	58 or 64
ROW Remarks	Improvements will be made within the existing ROW using flexible design criteria. ROW dedication may be required from new development and commercial redevelopment through the land development process. Required ROW does not apply to single-family home properties.



# Street Network | Bicycle Plan



*Rio Grande St & W 21<sup>st</sup> St, Austin, TX*

- The Plan identified an All Ages and Abilities Bicycle Priority Network by type and location of bicycle facilities
- These bicycle facility recommendations are reflected in the Street Network
- Changes to Street Level and right of way widths are proposed to align Level 1 and Level 2 streets classifications with the bicycle facility recommendations

Name	W 49th ST
Segment Limits	WOODVIEW AVE TO SHADY GLADE CT
Type	Local Mobility
Street Level	2
Priority Network	
Improvement	Bicycle Facilities
Existing Cross Section	2U-OP
Existing Number of Lanes	2
Future Cross Section	2U-OP
Future Number of Lanes	2
Roadway Description	2 travel lanes
Existing Bicycle Facility	Wide Curb Lane
Future Bicycle Facility	Bike Lane
Bicycle Description	all ages and abilities bicycle facilities
Pedestrian Description	
Project Description	These recommendations are long-term. Improvements to bicycle facilities only
Mean ROW	48.813774
Median ROW	48.512482
Minimum ROW	47.470988
Maximum ROW	56.136437
Required ROW	84
ROW Remarks	Improvements will be made within the existing ROW using flexible design criteria. ROW dedication may be required from new development and commercial redevelopment through the land development process. Required ROW does not apply to single-family home properties.

Proposed Change

1

Bicycle Priority

no change

no change

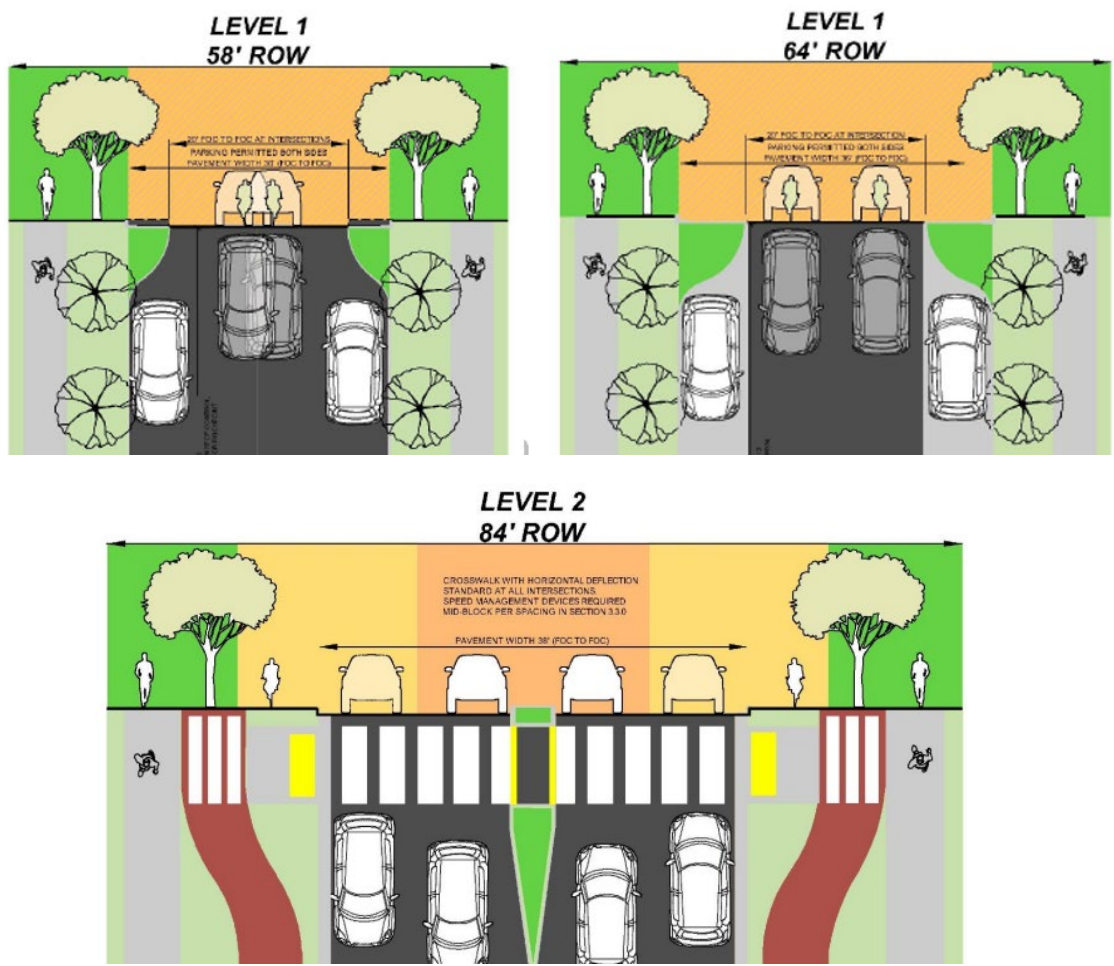
Neighborhood Bikeway

Improvements to bicycle facilities only

58 to 64

no change

# Street Network Example | Bicycle Plan



\*Top images are Level 1 streets and bottom image is a Level 2 street from the adopted Transportation Criteria Manual (TCM)

# Next Steps | Remaining Schedule

Comprehensive Plan Joint Committee : *April 13*

Public comment period : *March 24 – April 25*

Planning Commission Recommendation : *April 25*

Release Final Draft based on public comment and recommendations with ATX Walk Bike Roll Plans

**City Council Public Hearing and Action : anticipated *May 18***





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**Walk Bike Roll**  
*Urban Trails | Sidewalks | Bikeways Plans*



# Thank You!

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QUESTIONS?

PLEASE EMAIL US AT [ASMP@AUSTINTEXAS.GOV](mailto:ASMP@AUSTINTEXAS.GOV)