

# ATX Walk Bike Roll

Review Draft Plans

Commission on Aging February 8th, 2023



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



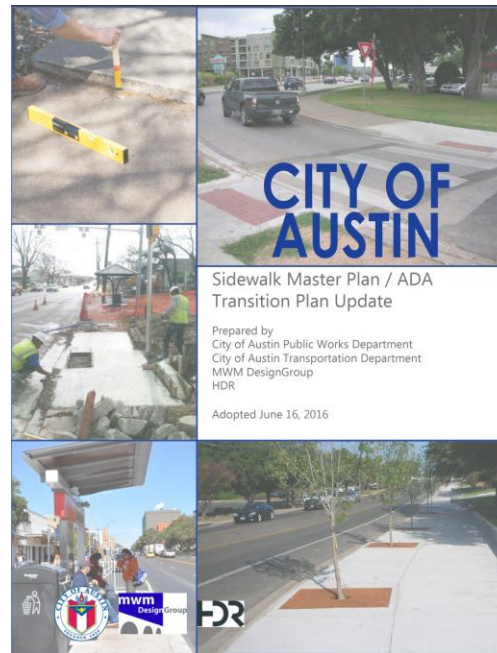
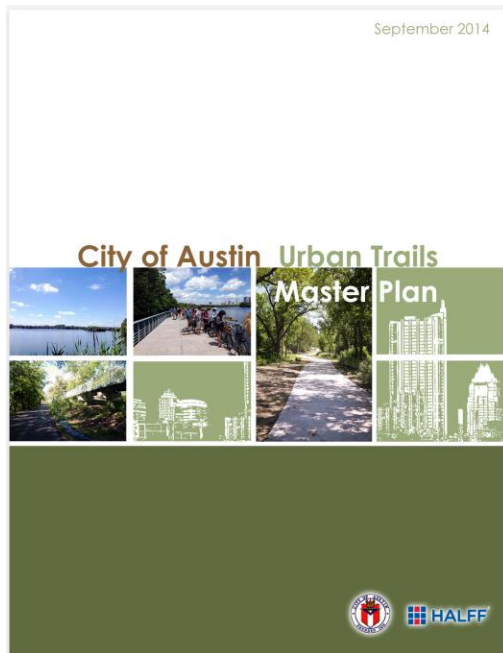
# Agenda

- ATX Walk Bike Roll (ATXWBR) 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





# How this relates to the ASMP

- The Austin Strategic Mobility Plan (ASMP) is Austin's comprehensive multimodal plan with individual modal plans included as attachments
- The ASMP will be amended alongside the adoption of these plans to reflect the new strategies and action items recommended through ATX Walk Bike Roll
- ASMP policy amendments are also recommended as a result of public outreach and planning process
- The ASMP Street Network Table and Map will be amended to reflect the updated modal plans

## Austin Strategic Mobility Plan



Adopted April 11, 2019  
Amended June 9, 2022



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# Centering the Plans in Equity

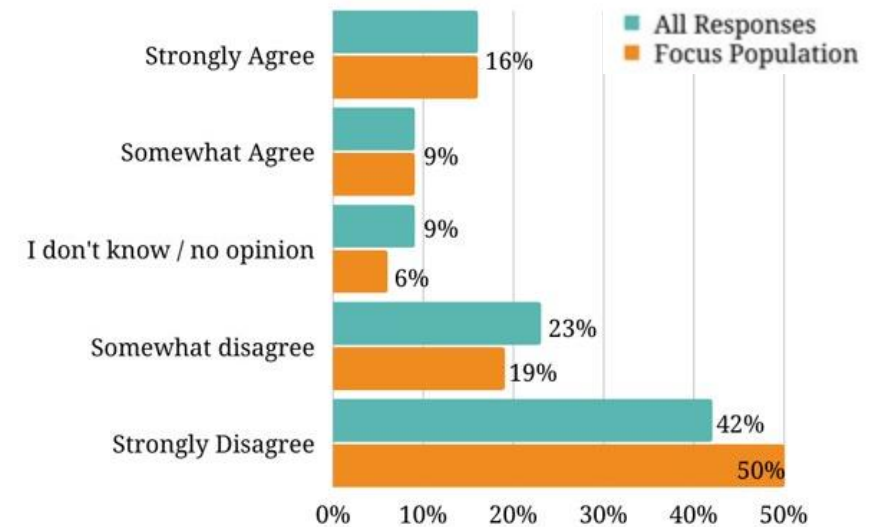
**Defining Equity:** Equity is achieved when race no longer predicts a person's quality of life outcomes in our community.

**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.



**“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 must prioritize integrated affordability, anti-displacement, land use, and mobility programs and policies



# Addressing Transportation Affordability

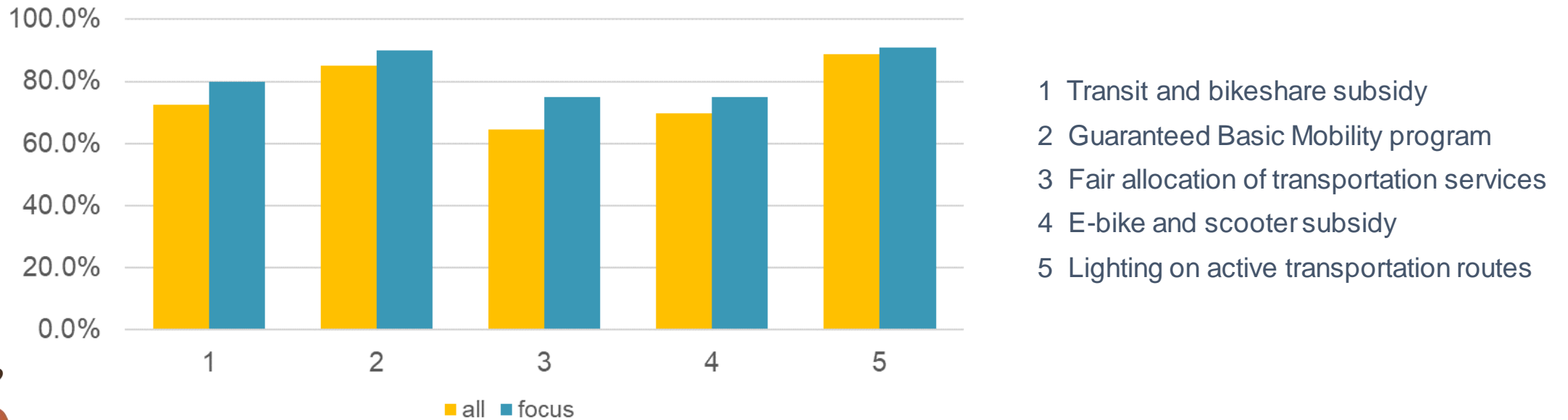
To help address the affordability and displacement crisis in Austin, we must find solutions to decrease transportation costs and provide equitable access to active transportation modes and services. Through ATXWBR, we asked the community if they would support the following ideas:

1. Making transit and bikeshare completely free for all residents
2. A "Guaranteed Basic Mobility Program" (transportation debit card for low-income residents that can be used for transit, bikeshare, rideshare, scooters, taxis, etc.)
3. Providing all residents transportation choices consistent with their preferred way of getting around so that residents who choose transit, biking, walking, and rolling instead of driving receive a fair allocation of transportation services.
4. Subsidies for residents to purchase an e-bike or scooter that is equal to or greater in value to City subsidies for electric cars and charging equipment
5. Lighting on sidewalks, bikeways, urban trails, and pedestrian crossings that is comparable to lighting on roads and highways



# Addressing Transportation Affordability

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.



**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 Recommended Updates

ASMP SECTION	ACTION ITEM
Affordability	Transit and bikeshare subsidy
Affordability	Guaranteed Basic Mobility Program
Equity	Fair allocation of transportation services
Affordability	Electric bicycle and scooter subsidy
Designing for Safety	Lighting for pedestrian and bicycle routes

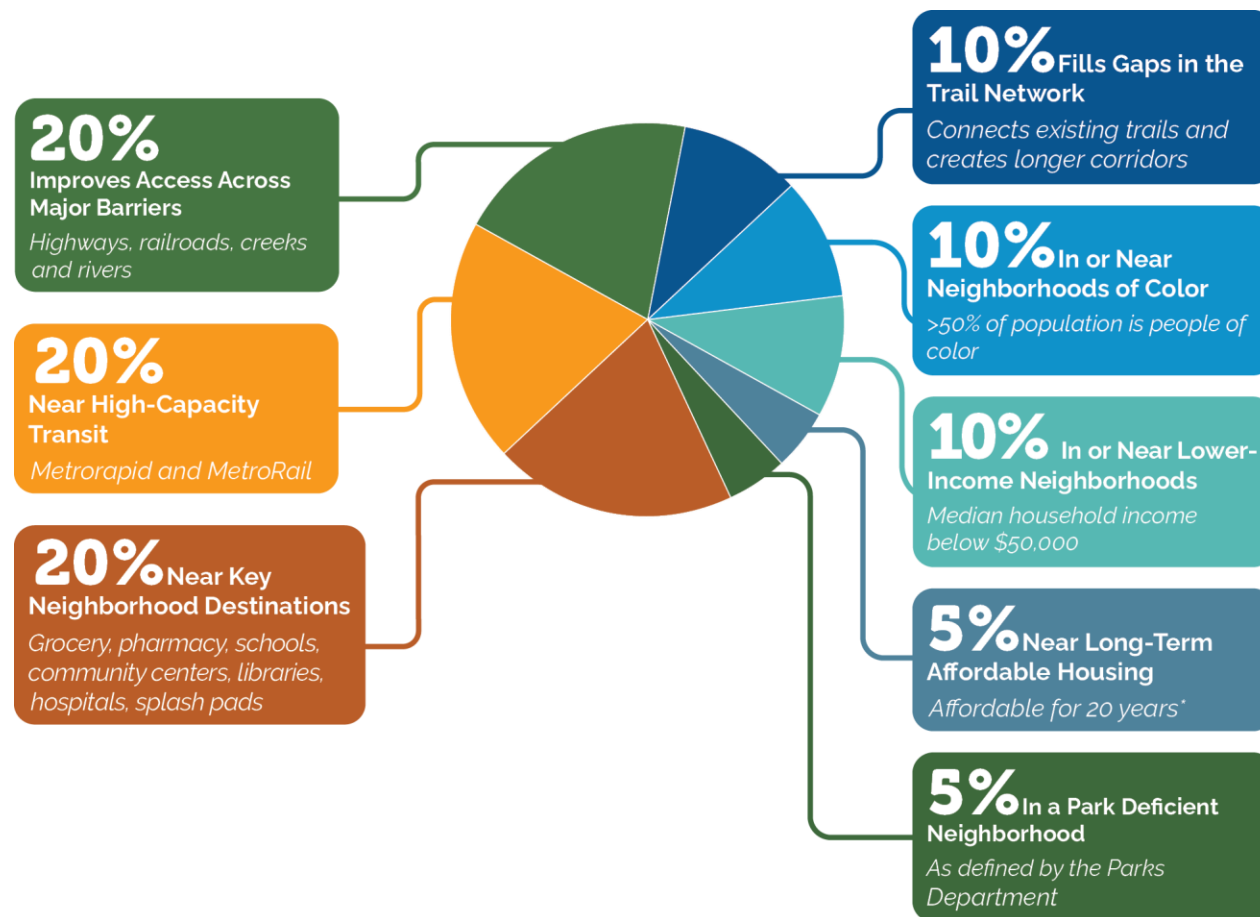
# Urban Trails Plan

## Updated Network Based On:

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

## Updated Prioritization

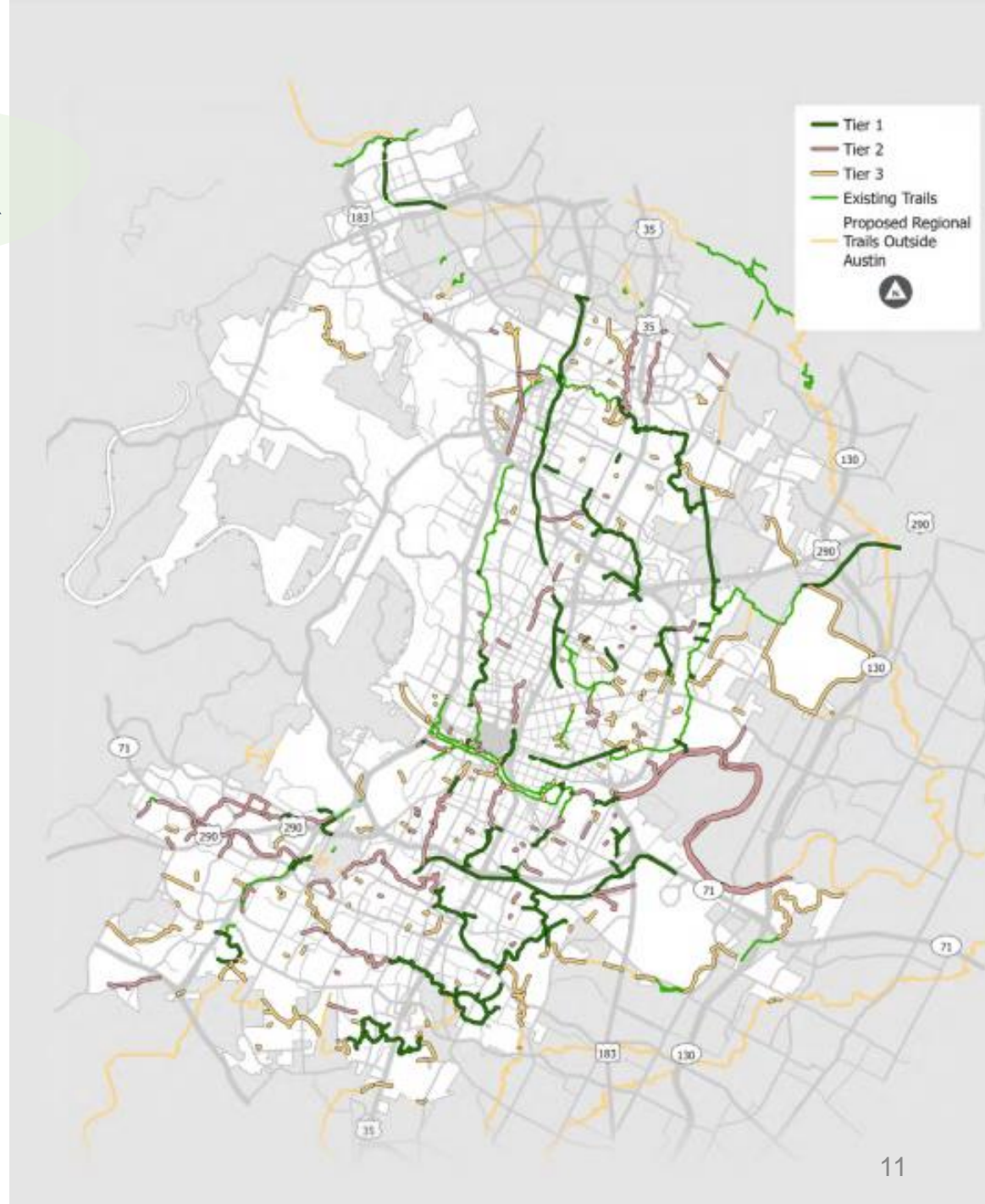
- Data-driven method based on public input and city policies



# 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

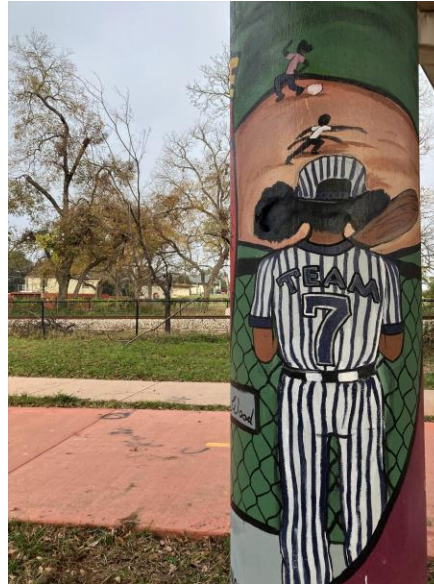


# Urban Trails Management

## Programming



Trail Stewards



Placemaking



Temporary Activation



# Urban Trails Maintenance

## ADA Transition Plan

- Complete an ADA assessment of all urban trails

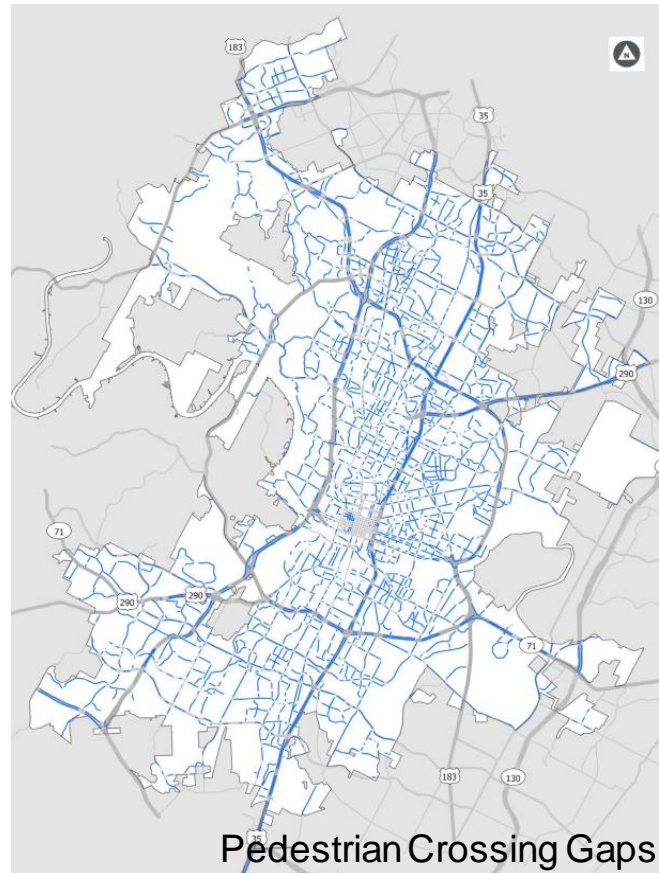
## Proactive Maintenance Plan

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



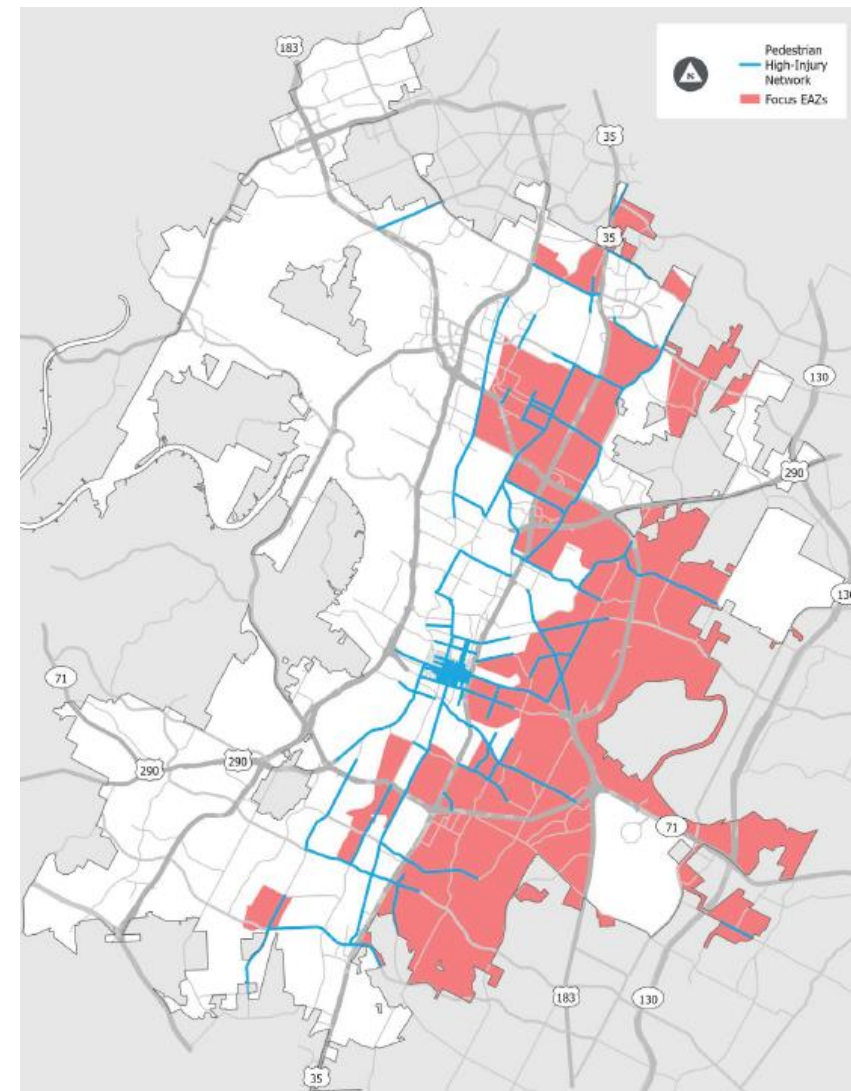
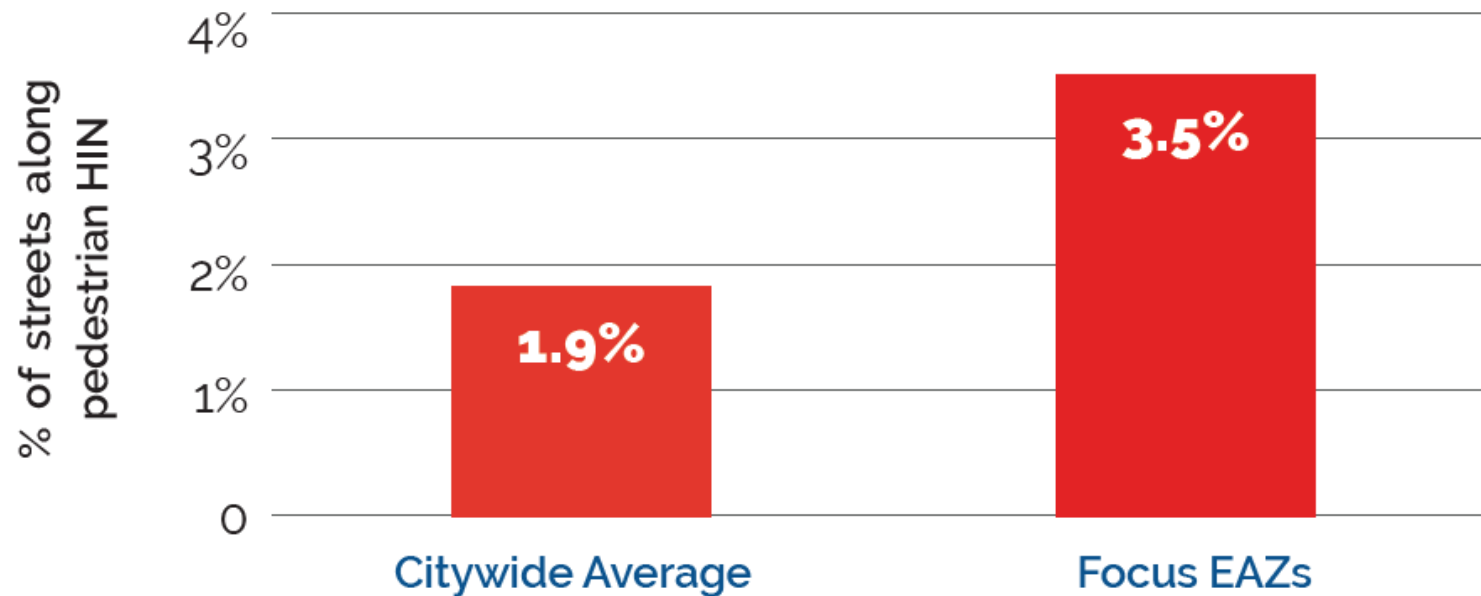
# Sidewalks, Crossings, and Shared Streets Plan

- **Prioritize equity** in the completion and maintenance of the pedestrian network by allocating more resources in areas of historical inequity and ongoing vulnerability.



- **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

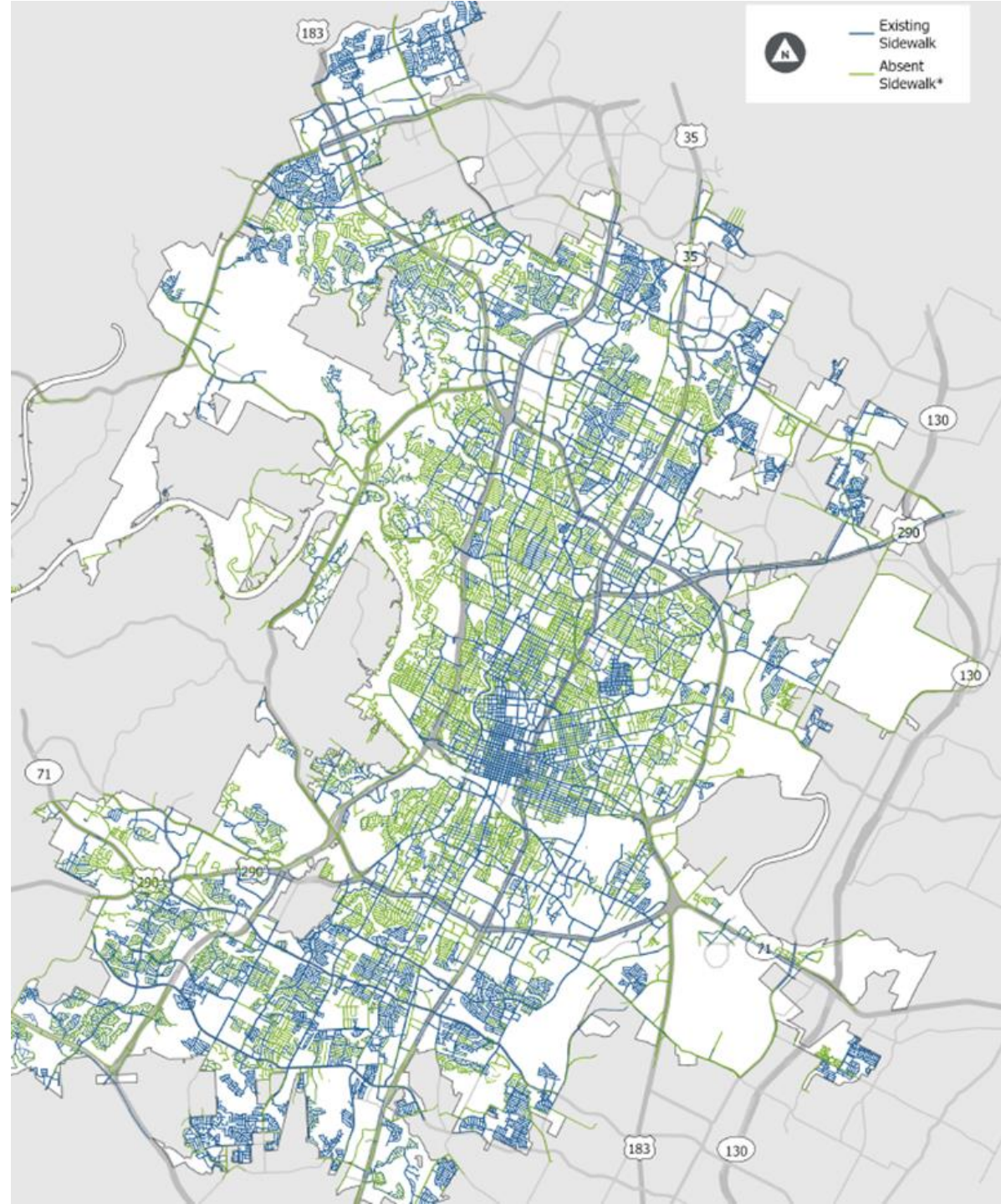
# Equity and Pedestrian Safety



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\*\*

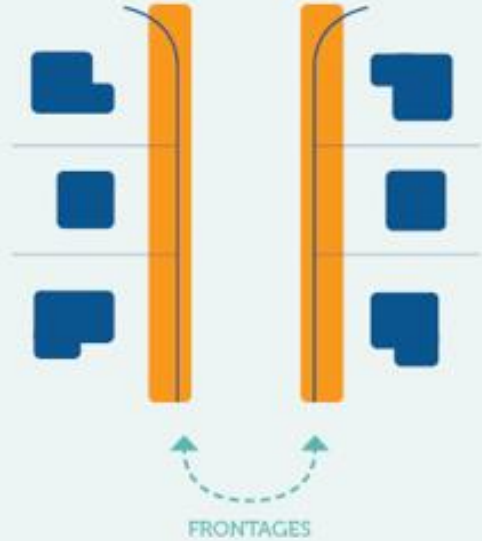
\*City policy is to address sidewalk gaps on both sides of arterial and collector streets, and on one side of existing residential streets. Streets labeled as "absent sidewalk" do not meet these conditions.

\*\*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.

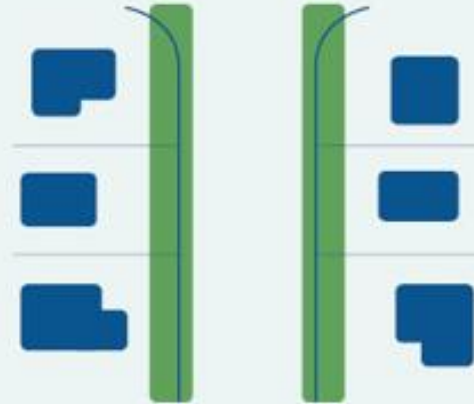
# Completing the Pedestrian Network

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:



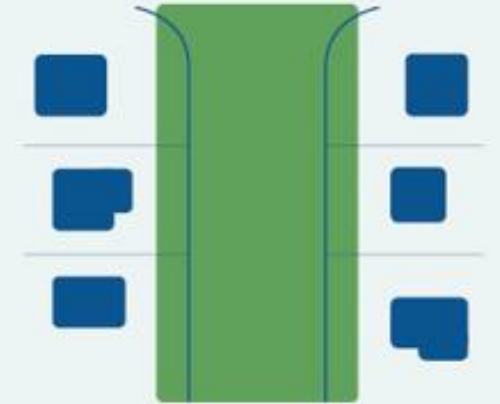
There are different ways of providing pedestrian access based on the type of street:



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.



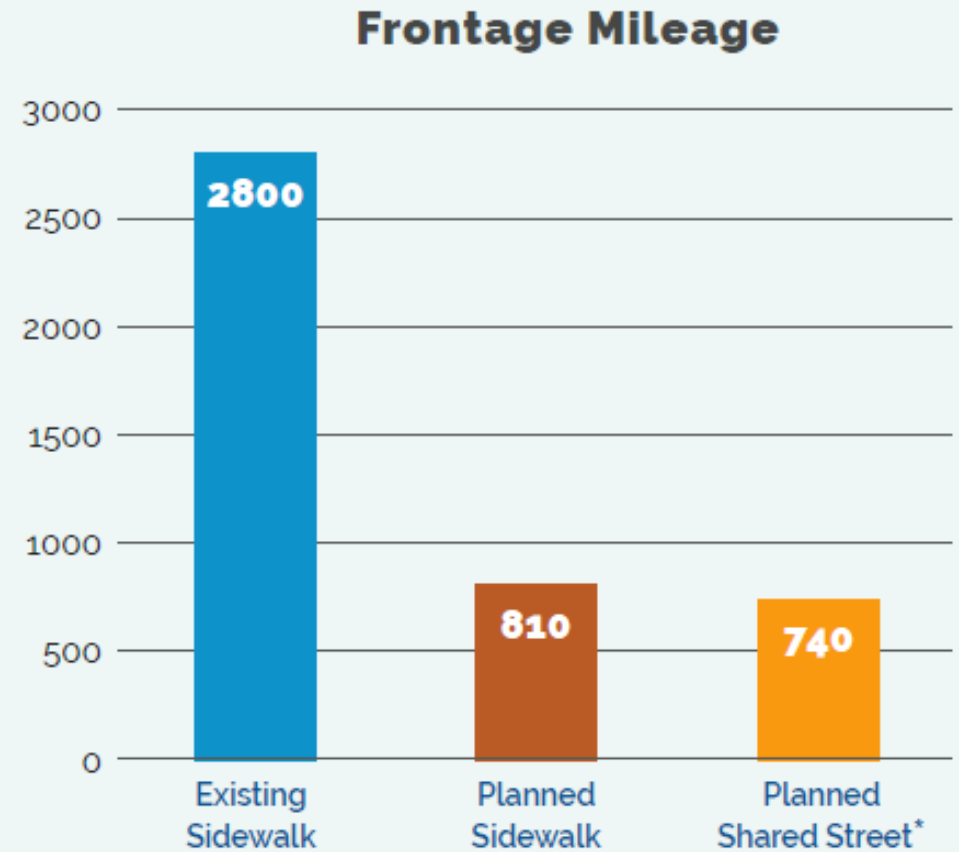
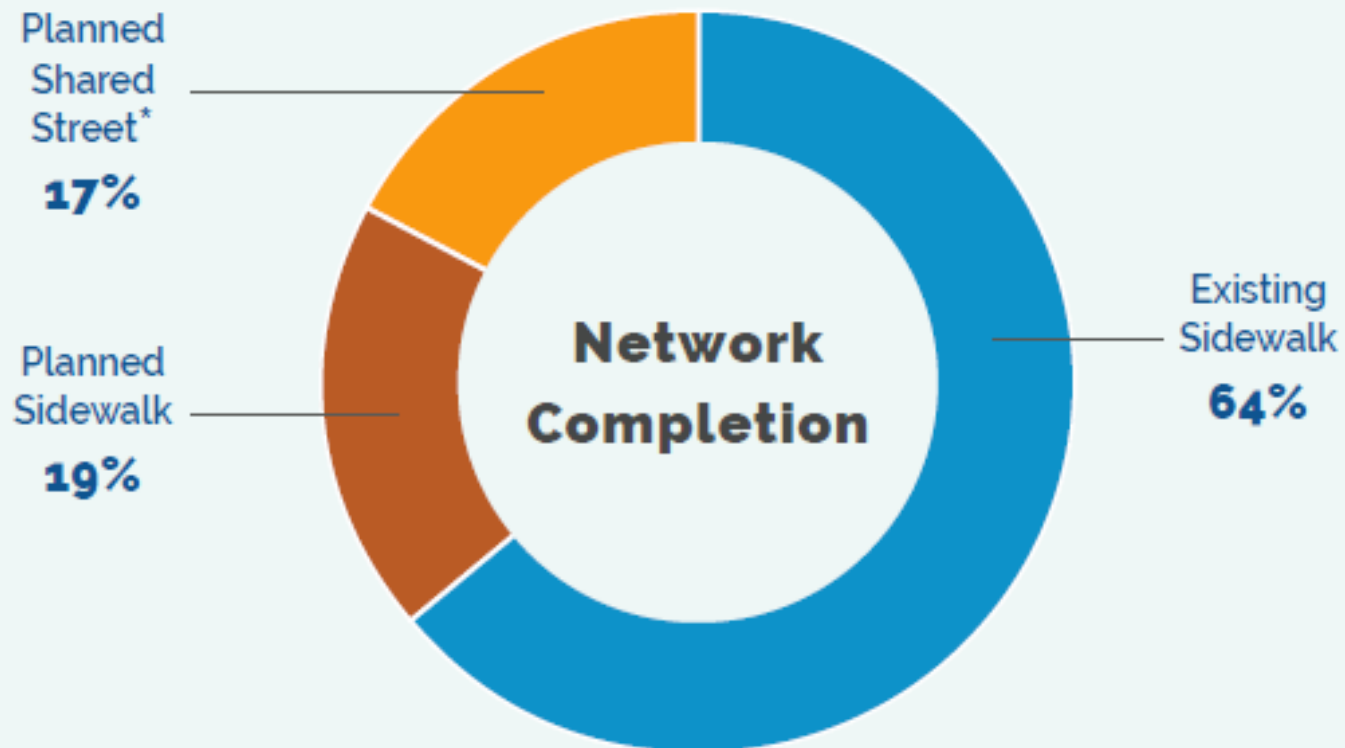
## What we heard about shared streets

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.



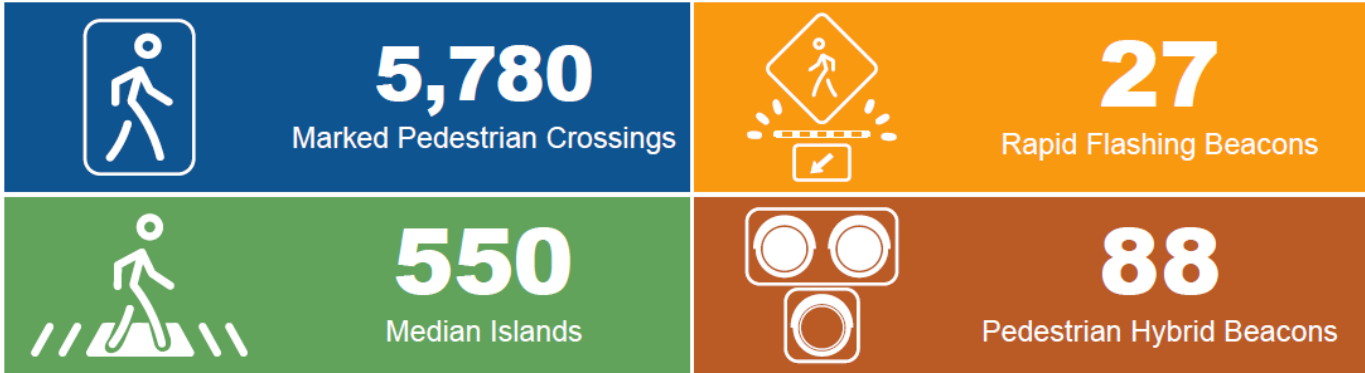
# Sidewalk and Shared Streets Network



\*740 frontage miles of shared street equate to 370 miles of shared street. One mile of shared street addresses two frontage miles. 20

# 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%





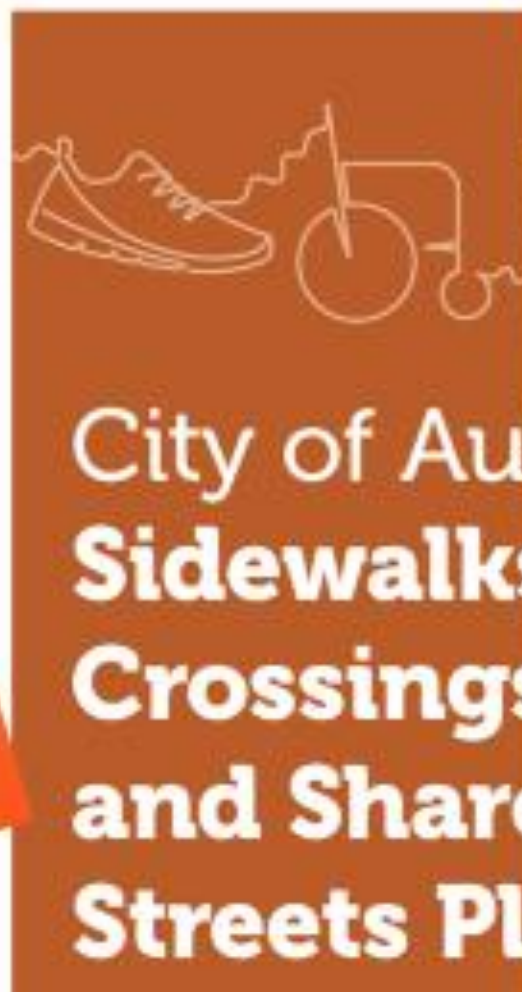


# CITY OF AUSTIN

## 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



**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



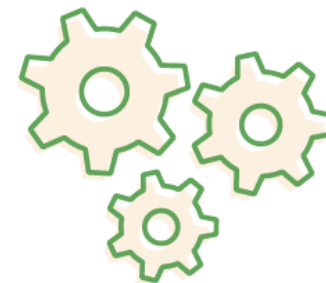
**ACHIEVE & MAINTAIN**

**80%**

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

**50%**

**functionality** for the sidewalk system by 2033



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# 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

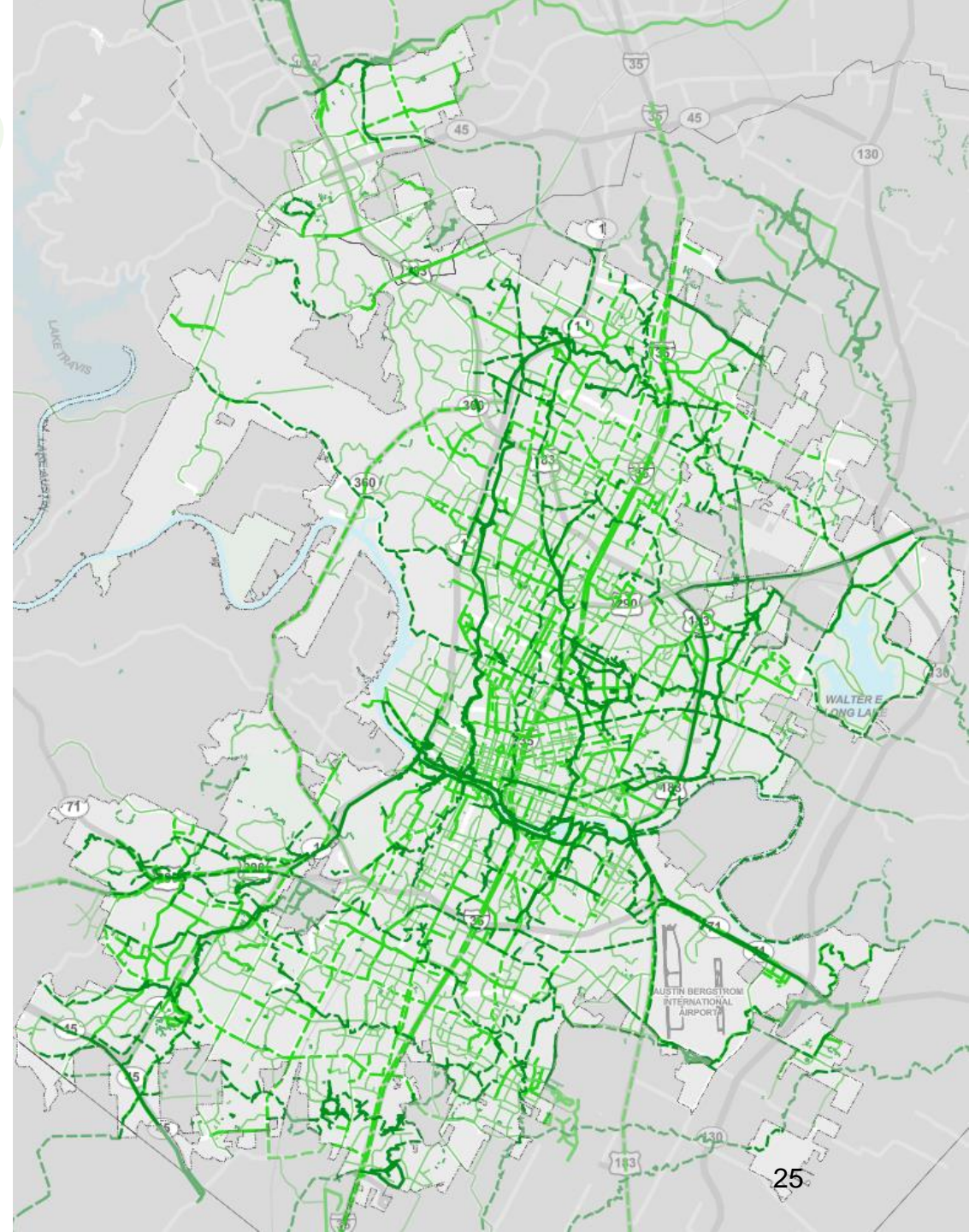
### 2) Who has Access to Mobility Choice

- 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
- Addressing this crisis is necessary to have equitable outcomes

# 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 - Next Steps

## Boards and Commissions (Feb – March)

- Council Mobility Committee – February 2
- Bicycle and Pedestrian Advisory Councils – February 6
- Urban Transportation Commission – February 7
- Zoning and Platting Commission – February 21
- Joint Sustainability Committee – February 23
- Joint Inclusion Committee – February 23
- Planning Commission – Initial Briefing February 28



**Public comment deadline: March 20**

[AustinTexas.gov/ATXWBR-GetInvolved](https://austintexas.gov/ATXWBR-GetInvolved)

**Planning Commission Recommendation:  
April**

**Council Public Hearing and Action:  
Anticipated in May**

# 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 DRAFT Equitable Transit Oriented Development Plan, and Imagine Austin



# ATXWBR - Feedback

Plans and opportunity to provide comment is available online at [AustinTexas.gov/ATXWBR-GetInvolved](https://AustinTexas.gov/ATXWBR-GetInvolved)

Please provide feedback and any endorsements by March 20th

Contact staff directly at: [atxwalkbikeroll@austintexas.gov](mailto:atxwalkbikeroll@austintexas.gov)



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