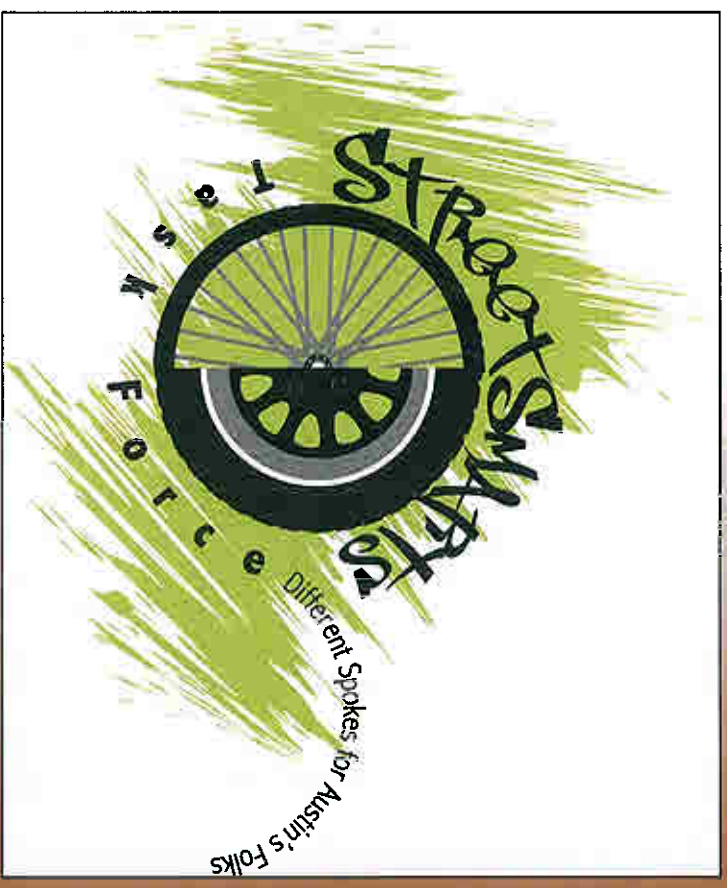


Street Smarts Task Force

April 24, 2008

Final Report

- Purpose
- History of Bicycle Planning in Austin
- Reasons to Promote Bicycle Use
- Task Force Recommendations



Final Report

Street Smarts Task Force

Purpose



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Street Smarts Task Force

Stated Goals

- **Facilitate bicycling as a viable transportation choice;**
- **Afford citizens the opportunity to experience the City's unique scenic and natural amenities;**
- **Provide access to healthful recreational activities; and**
- **Link major parks and open spaces with Austin neighborhoods**

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Street Smarts Task Force

Composition

- **Transportation, Recreational, and Competitive Cyclists**
- **Civil Engineers**
- **Urban Planners**
- **Architects**
- **Public Health Officials**
- **Bicycle Advocacy Organizations**



Final Report

Street Smarts Task Force

Vision

**Transform Austin into a
World Class Bicycling City**



Mission

**To create and promote the best environment for
the friendly co-existence of bicycle riders and
other transportation users in Austin.**

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History of Bicycle Planning in Austin

- 1970's
 - Proposed Bicycle Plan
 - Notable Projects
- 1980's
 - Approved Bicycle Plan
 - Bond Funding



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History of Bicycle Planning in Austin

- 1990's
 - Austin Bicycle Mobility Task Force
 - Updated Bicycle Plan
- 2000's
 - Bicycle Plan Update
 - Street Smarts Task Force
 - Current Projects



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History of Bicycle Planning in Austin

Urban Core Journey to Work Data

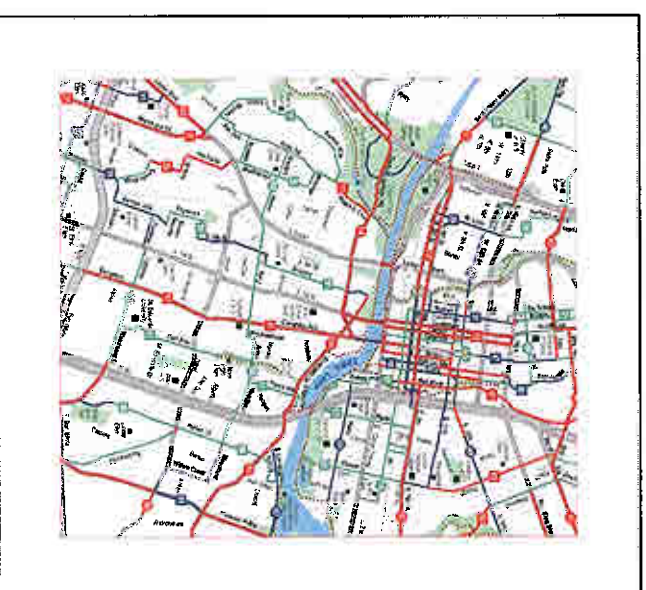
1990	.012%
2000	.017%

Central City (Oltorf, 2222, Mopac, Pleasant Valley)

1990	2.07%
2000	3.68%

Bicycle Plan Goals

2008	4%
2015	8%



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History of Bicycle Planning in Austin

- Priority One Routes
- 35% Complete (124 of 356 route miles)



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History of Bicycle Planning in Austin

• Downtown / UT

Route	Limits	1998	Current
31 ~ Shoal Creek – Nueces – Bouldin – S 5 th St	US 183 – Slaughter Ln	25%	45%
42 ~ Windsor – 24 th – Manor	Scenic Dr – Tillery St	13%	23%
47 ~ Congress – Speedway – Guadalupe – Metric	Metric Blvd – Slaughter Ln	11%	60%
48 ~ Enfield Rd – 15 th St	Lake Austin Blvd – MLK	15%	61%
49 ~ San Jacinto – Duval St	55 th St – Town Lake	50%	85%
59 ~ Pleasant Valley – Cherrywood	Wilshire Blvd – Pleasant Valley Rd	2%	40%

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History of Bicycle Planning in Austin

• Austin Veloway



Route	Limits	1998 %	Current %
3 ~ Escarpment Blvd	William Cannon -- SH 45	0	100
5 ~ Becket	US 290 -- Slaughter Ln	0	55
84 ~ Davis -- Dittmar	Escarpment Blvd -- S 1 st St	0	26
86 ~ Slaughter Ln	FM 1826 -- IH 35	27	73

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Journey To Work Data

Historical and Projected Figures: % of commuting workforce who ride a bike to work.

Year	City of Austin total pop.	Workers age 16+ who travel to work	Share of All work trips	# of commuter bicyclists
1990	465,622	237,329	0.7%	1,776
2000	656,562	341,080	1.0%	3,280
2008	750,525	389,893	4.0%	15,596
2015	855,788	444,577	8.0%	35,566

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Reasons to Promote Bicycle Use

- Minnesota Study: Impact of facilities on mode share
- Longitudinal
- Utilized Census Data
- There is a greater increase in modeshare near bicycle facilities



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Reasons to Promote Bicycle Use

- Minnesota Study: Impact of facilities on mode share
 - Longitudinal
 - Utilized Census Data
 - Facilities = greater mode share
- Impact on Air Quality
 - Federal Regulations
 - Carbon Footprint
 - Chronic Illness



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Reasons to Promote Bicycle Use

- Health and Wellness
 - Fit City
 - Trends
 - Exercise
- Economic Impact
 - Transportation and Energy Usage
 - Jobs
- Tourism and Recreation



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Reasons to Promote Bicycle Use

- **Quality of Life**
 - “The Rise of the Creative Class”
 - Inherent Interactions
 - Austin’s Reputation
- **Synergies with Other Organizations**
 - State and Local Government
 - Non-Profit Organizations
 - Chamber of Commerce



Final Report

Street Smarts Task Force

Subcommittees

- **Infrastructure and Facilities**
 - Lane Wimberley ~ Chair
- **Education and Promotion**
 - Preston Tyree ~ Chair
- **Law Enforcement and Safe Behavior**
 - Andrew Bucknall ~ Chair



Final Report

Street Smarts Task Force

Global Recommendations

Infrastructure and Facilities

The City of Austin should be creative in building a bicycle network that improves Austin's infrastructure to a world-class level where bicycling for recreation or commuting becomes easy, attractive, and safe for every citizen. The bicycle network is more than just bike lanes; innovative solutions are the key to solving some of the larger gaps in the Austin bicycle network.

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Street Smarts Task Force

Global Recommendations

Education and Promotion

The City of Austin should take a leading role in educating the public about bicycling safety and promoting the use of bicycles. Providing education and promotion is an integral part of a sound bicycle network that creates a safer, more predictable environment for all transportation users. Just as we provide training for driver of motor vehicles, we must provide information for bicyclists to safely operate their vehicles. Education and training increase confidence which translates into a greater number of individuals choosing to use a bicycle.

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Global Recommendations

Safe Behavior and Law Enforcement

The City of Austin should embrace bicycling in Austin as a safe and legitimate form of roadway use through its law enforcement policies and procedures. Thorough data reporting, reviewing of law enforcement policies, and implementation of additional traffic safety regulations will enhance the goal of providing a safe and accessible bicycle network.

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Street Smarts Task Force

Global Recommendations

Establish a Board or Commission

The City of Austin should establish a permanent council-appointed advisory Bicycle and Pedestrian Board or Commission to make on-going recommendations regarding bicycle and pedestrian issues to the Mayor and City Council. These recommendations would be based on citizen input and the status of on-going implementation of the City's Bicycle Plan. The focus for the commission should be viability, safety and effectiveness of bicycle transportation in Austin.

Final Report

Street Smarts Task Force

Task Force Recommendations

Infrastructure and Facilities Subcommittee

1. Barrier and Connectivity Gaps
2. Signing, Pavement Markings and Temporary Route Notification
3. On-street Facility Recommendations
4. Off-Street Facility Recommendations



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Street Smarts Task Force

Task Force Recommendations

Infrastructure and Facilities Subcommittee – cont.

5. Incorporate Bicycle Facilities as a Priority in Planning and Development Processes
6. Inter-Modal Transportation
7. Administrative Recommendations



Final Report

Street Smarts Task Force

Task Force Recommendations

Education and Promotion Subcommittee

1. City of Austin should encourage cycling by adopting policies that include incentives, city code and code enforcement:
2. City of Austin should create two new paid positions each with operating budgets to coordinate, manage contracts and implement the recommended educational and promotional activities. This would be done in accordance with best practices of other cities recognized in excellence for providing for safe and effective bicycle transportation and recreation.

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Street Smarts Task Force

Task Force Recommendations

Education and Promotion Subcommittee – cont.

3. The city of Austin should create city sponsored educational programs. Management of this program would be one of the responsibilities of the additional hire in the Education function:
4. The City of Austin should create a city sponsored promotion/marketing campaign to increase awareness of the benefits of cycling and the responsibilities of all road and trail users to share the road and trail safely.
5. The City of Austin should create a plan to evaluate the success of educational and promotional activities.

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Street Smarts Task Force

Task Force Recommendations

Law Enforcement and Safe Behavior Subcommittee

1. Bike/Car Interactions
2. Public Awareness / Education
3. Procedures of Enforcement
4. Reporting Collisions and Violations



Final Report

Street Smarts Task Force

Questions?

Sara Krause ~ Chair
Street Smarts Task Force