



## CHAPTER 5

# IMPLEMENTATION & FUNDING

### IMPLEMENTATION & FUNDING GOAL:

*To strengthen implementation efforts through funding and adopting bicycle-friendly practices and policies.*

The Austin Bicycle Plan is just one element of a compendium of plans, policies, and ordinances that molds how the city will grow and function. Implementation is strengthened by collaboration among the various city departments and public agencies that are affected by or have a responsibility in fulfilling any objectives or actions of this Plan. Therefore, commitment by these departments and agencies is essential.

Over the past 10 years, Austin has been very successful at building the Bicycle System and implementing the policies the 1996 & 1998 Plans proposed. They've been successful at coordination efforts and securing funding and grants and have seen a significant increase in the miles of bicycle lanes, multi-use paths, wide shoulders, traffic calming, and bicycle friendly streets.

The City has limited data pertaining to bicycle use within the city. Data from the census is limited to just commuters, and does not count bicycle trips made to grade school or non-work related travel or recreational purposes. This makes it difficult to determine how many people are bicycling and where they're bicycling. Coordinating the study of bicycle transportation with larger multi-modal traffic modeling efforts will help gather needed data on bicycle use.

Based on the data that is available, bicycle use has not increased as much as one would have liked to see, despite the expansion of the bicycle network. The previous plan set a lofty goal of seeing a mode split of 4% by 2005, but in 2006 the bicycle mode share was still less than 1% in the City of Austin. Central Austin has seen better results, with a bicycle mode split of 3.23%. This is typical of downtown areas, where density and is higher, increasing the likelihood of living closer to work, and the street pattern is more accommodating to bicyclists on streets, providing a more direct route.

Funding is another component of successful implementation of the Bicycle Plan. There are several sources of funding that the Bicycle Program and the City of Austin can draw from to financially support bicycle efforts. These include local funding sources and revenue through the Capital Improvement Program and general budget; federal, state, and private grants; and bond funding. These are discussed in more detail in Objective 4.2.

Finally, building relationships with other public agencies and private bicycle advocacy groups and organizations can help strengthen implementation efforts. Not only does assistance from other parties increase numbers behind an effort, but help from organizations can typically cut costs and more efficiently implement components of

this plan. In fact, many action items rely on the agreement and participation of other City Departments and external organizations and agencies.

## IMPLEMENTATION & FUNDING OBJECTIVES:

1. *Strengthen implementation efforts to fulfill goals and objectives of this Plan.*
2. *Identify and secure federal, state, and local funding to implement the Austin 2009 Bicycle Plan Update.*
3. *Periodically monitor implementation progress and update Plan on a regular basis.*





### Objective 4.0

*Strengthen implementation efforts to fulfill goals and objectives of this Plan.*

#### Benchmark

Expand Bicycle Program staff by one in 2015 and by two by 2020.

Complete 10% of Action Items by 2015, 40% by 2020, and 100% by 2030.

Create and execute a Bicycle Plan Implementation Charter by 2015 to be signed by all applicable public, private, and non-profit organizations having a stake in the realization and implementation of this Plan.

### IMPLEMENTATION

Successful implementation will require ongoing cooperation within and among City departments, other public agencies, and bicycle stakeholders. One of the most critical steps in implementing the recommendations of the Austin 2009 Bicycle Plan Update is to institutionalize bicycle considerations into City policies and processes.

According to [bicyclinginfo.org](http://bicyclinginfo.org), the intent of institutionalization is to change bicycling and walking from being perceived as *alternative* activities to being treated as *mainstream* activities ([bicyclinginfo.org](http://bicyclinginfo.org), 2008). [Bicyclinginfo.org](http://bicyclinginfo.org) identifies several important steps to institutionalize bicycling in cities:

- Modifying planning and design documents and regulations to reflect bicycle concerns, such as transportation design manuals, zoning codes, and land development regulations.
- Developing maintenance practices that give special attention to bikeways and other bicycle facilities.
- Training designers, planners, and engineers who make the day-to-day decisions that affect bicyclists.
- Communicating, collaborating, and building support among public agencies, departments, boards, commissions, committees, and advocacy groups.

Earlier chapters discussed current practices of implementing the goals of the 1996 and 1998 Bicycle Plans, such as building and maintaining bikeway network facilities and educating and promoting bicycling by City departments and among bicycle advocacy groups. Generally, the City has experienced successes in constructing bicycle facilities in conjunction with other transportation projects, private developments or private initiatives (see City Council Resolution 020418-40). These efforts should continue and be strengthened for heightened implementation.

While many of these steps are addressed in other objectives and actions of the Austin 2009 Bicycle Plan Update, this objective identifies specific steps and action items to institutionalize bicycling in Austin and implement the Austin 2009 Bicycle Plan Update. Additionally, this plan envisions a significant increase in responsibilities of the Bicycle Program beyond overseeing construction of bicycle facilities, including data collection, progress monitoring, and significantly increasing education and promotional efforts. To efficiently perform the tasks related to implementing the Austin 2009 Bicycle Plan Update, additional staff expertise is necessary.

Lastly, cost estimates to produce a functional bicycle network by 2020

The intent of institutionalization is to change bicycling and walking from being perceived as *alternative* activities to being treated as *mainstream* activities.

[bicyclinginfo.org](http://bicyclinginfo.org)

is approximately \$12.6 to \$22 million<sup>1</sup>. Complete build out of the entire bicycle network is estimated at \$254 million. This includes approximately \$103 million to build new multi-use paths and improve Johnson Creek Trail and Shoal Creek Trail to create an urban trails network that can accommodate bicyclists.

Objective 4.0 Benchmark

- Expand Bicycle Program staff by 1 employee by 2011, 2 by 2015, and 3 by 2020.
- Complete 10% of Action Items by 2015, 40% by 2020, and 100% by 2030.
- Create and execute a Bicycle Plan Implementation Charter by 2015 to be signed by all applicable public, private, and non-profit organizations having a stake in the realization and implementation of this Plan.

Objective 4.0 Actions

- 4.0.1 Increase Bicycle Program staff.

4.0.1a

Maintain the Bicycle Program Manager position at a level of responsibility capable of interacting with all City departments, public and private agencies, and City, County, and State officials.

4.0.1b

Hire three additional staff members to implement the Austin 2009 Bicycle Plan Update, specifically, project implementation, benchmark management, and public outreach/promotion and education.
- 4.0.2 Provide bicycle planning and facility design training to appropriate staff, consultants, departments, and agencies.
- 4.0.3 Continue to support and receive input and guidance from the Bicycle Advisory Council (BAC). The BAC shall consist of City of Austin citizens and function like a neighborhood association in that it shall have by-laws, elected officers, and hold regular meetings, open to its members.
- 4.0.4 Encourage and support efforts made by the bicycling community to unify existing organizations, groups, and non-profits.
- 4.0.5 Establish a Bicycle/Pedestrian or Alternative Modes Subcommittee of the Urban Transportation Commission (UTC).

4.0.5a

The Bicycle/Pedestrian Subcommittee of the Urban Transportation Commission, in concert with the bicycle program manager, will contribute to the integration of



SSTF on City Staffing Needs

The SSTF recommends that the Bicycle Program hire two new positions with operating budgets to coordinate, manage contracts, and implement the educational and promotional component of this Bicycle Plan.

Source: SSTF, 2007, p. 17, recommendation no. III.2

<sup>1</sup> This includes key network improvements and super routes recommended in Tables 2.8 & 2.9.





### The Need for Inter- & Intra-governmental Interaction

Creating a regional network of bicycle facilities requires cooperation and coordination among different City departments and other public agencies. Effective communication and cooperation among neighboring communities and surrounding jurisdictions can help our community realize a regional network of bicycle facilities to make bicycling a more feasible mode of transportation in Central Texas.

Several cities and regional governments have been aggressive in creating a regional network for bicycle transportation, such as the San Francisco Metropolitan Transportation Commission, in which the bicycle plan calls for a 1,600-mile regional bicycle network, and Madison/Dane County, WI, where there are 151 miles of bicycle lanes and 263 miles of multi-use paths county-wide (Madison Area MPO, 2006, p. 69).

In Texas, six cities in the DFT Metroplex (Allen, Frisco, Garland, McKinney, Plano and Richardson) must work together to implement the Six Cities Trail Plan, a 20-mile multi-use trail through these six jurisdictions.

*bicycle planning. The Subcommittee should be composed of members of the Urban Transportation Commission. The bicycle program manager should serve as staff liaison for the subcommittee.*

- 4.0.5b *The subcommittee will provide recommendation and advice to the City Council and City staff as appropriate.*
- 4.0.6 Integrate the recommendations in this Plan and bicycle design information into other city ordinances, plans, and guidelines.
- 4.0.7 Integrate bicycle planning and facilities in all CIP projects.
  - 4.0.7a *Coordinate bicycle system improvements with City, County, State, and privately funded roadway and trail improvements.*
  - 4.0.7b *Review all roadway projects and plans for impact on bicycle access and/ or creation of barriers to continuous bicycle travel.*
  - 4.0.7c *Review traffic studies and/or development applications and subsequent ordinances and Plans which restrict through automotive traffic for impact on bicycle access and/ or creation of barriers to continuous bicycle travel.*
- 4.0.8 Partner with TXDOT Austin District to facilitate the implementation of this Plan on State roadways.
- 4.0.9 Engage in public/private partnerships as a tool for implementation of this Bicycle Plan.
- 4.0.10 Integrate bicycle facility planning into the private development process.
- 4.0.11 Coordinate within Austin Department of Public Works and with other departments, agencies, and organizations where necessary to implement this Plan. This includes, but is not limited to:
  - *Parks and Recreation*
  - *Watershed Protection and Development Review*
  - *Neighborhood Planning and Zoning*
  - *Austin Police Department*
  - *Health and Human Services*
  - *Climate Protection Program*
  - *Transportation*
  - *Texas Bicycle Coalition*
  - *Downtown Austin Alliance*
  - *The University of Texas*
  - *Envision Central Texas*
  - *Austin Energy*
  - *Capital Area Metropolitan Planning Organization*
  - *Capital Area Council of Governments*

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- *Texas Department of Transportation*
- *Capital Metropolitan Transportation Authority*
- *Bicycle shops*
- *Health agencies*
- *Community organizations*
- *Bicycle advocacy organizations*
- *Neighborhood Associations*

- 4.0.12 Notify the Urban Transportation Commission (UTC) when project proposals are inconsistent with this Bicycle Plan.
- 4.0.13 Research and then implement the best structure for the involvement of the UTC bicycle and pedestrian subcommittee in the review of development applications having boundary streets which are in the Bicycle Plan.
- 4.0.14 Periodically review interpretation and application of Land Development Code and the Transportation Criteria Manual regulations as necessary to improve the process to coordinate and facilitate the incorporation of bicycle facilities into the development process (both private and public) to the greatest extent possible.
- 4.0.15 Require Bicycle Program approval of all private development applications which contain streets within this Bicycle Plan.
- 4.0.16 Require approval by the City Transportation Department Director for all developments containing phased plans (affecting roadway construction). Construction of initial phases of major roadway (having collector or arterial characteristics) construction shall accommodate B/C bicyclists.



### Objective 4.1 **FUNDING**

*Identify and secure funding to implement the Austin 2009 Bicycle Plan Update.*

#### **Benchmark**

*Submit at least one grant application per year for Plan implementation assuming grant availability.*

*Appropriate at least \$3 million per year in funding for Bicycle Plan implementation starting in FY09-10 until next Bicycle Plan Update or until Plan is fully implemented.\**

Regular and consistent funding of the goals, objectives, and action items of this Plan are critical to the increased use of the bicycle network, as well as the completion and maintenance of a safe and functional bicycle system. Without regular sources of funding, the planned bicycle system cannot be promoted or completed, nor regular maintenance provided.

Funding for bicycle facilities and programs come from a variety of sources, including transportation and non-transportation Federal funds as well as local resources such as tax revenue and voter-approved bonds. This section of Chapter 5 discusses various funding sources and identifies actions to strengthen funding for implementation of the Bicycle Plan.

Current best practice in Cities which experience a high bicycle modal split for the commute to work spend approximately 1 to 5% of their annual City budget on bicycle plan implementation. Additionally, many bicycle "best practice" cities also set minimum funding amounts per year for Bicycle Plan implementation.

Implementation of this plan also relies on existing regulations and incentives applicable to the development process.

The current Bicycle Program staff and associated activities and projects are funded through the various funding sources explained below. This Plan exists to support the continued funding of the Bicycle Program and its associated activities and projects, while identifying the need to strengthen and expand existing funding. It is the responsibility of the Bicycle Program to identify short and long term program and Plan implementation funding needs, exercise judgment on appropriate funding sources for the multiple and varying action items in this Plan, and request budget accordingly. It is the responsibility of upper City management and the City Council to respectively recommend and approve the City's budget each year. Lastly, it is the responsibility of the citizens of Austin to be knowledgeable of the City's budget process, to be involved with the City's budget as well as any other special budget items each year, such as proposed bond elections. Below is a summary of funding sources, by type.

#### **Local Funding Sources**

##### General Fund

The general fund is not earmarked for a specific purpose. The revenue of the general fund is utility transfers, property taxes, sales taxes, and other revenue such as fines, service charges, interest earnings, licenses, and permits. The General Fund typically funds public safety (fire, police, and other public services), human services,

*\*Directly related to staffing available for Bicycle project and Program implementation*

urban growth management, public recreation and culture, and other city services such as street lighting or the municipal court (City of Austin, 2008d).

Bonds

Bonds are voter-approved general obligation debt to be used for a particular project. Bonds are also useful when a municipality needs to spend a considerable amount of funding upfront to construct a project. Bonds are typically used for Capital Improvement Projects, which are those projects that have a life of several years and are considered an investment in the future of the city (examples of bond funded CIP projects include libraries, affordable housing, bicycle transportation projects and parks and recreation facilities, to name a few). Therefore, bonds should be used to create new bicycle facilities, as bicycle facilities do contribute to the the future sustainability of the city. Examples of Bicycle Plan implementation using this funding source include many linear miles of new bicycle lane installations and the Pfluger Bridge and the Pfluger Bridge Extension. Additionally, Bicycle Program staff are partially funded by this source to the extent that staff work on specific bicycle related Capital Improvement Projects.

Transportation Fund

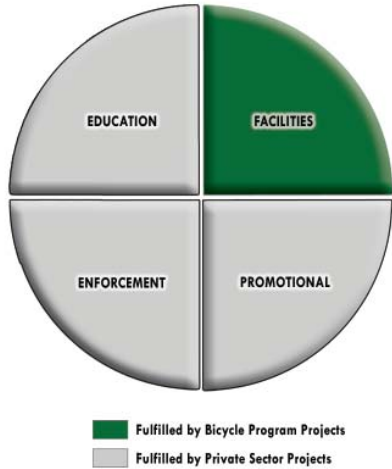
The City of Austin Transportation Fund is an enterprise fund, which are funds that are primarily supported by user fees. The Transportation Fund is funded by transportation fees that were established in 1991. These funds are spent on maintaining and enhancing the transportation system, such as street maintenance, traffic control, and enhancements (City of Austin, 2008d).

Currently, the majority of funding for the implementation of the infrastructure portion of this Plan comes from the 2000 and 2006 voter-approved bond. Since adopting the 1998 Bicycle Plan, there has been \$17 million in bond funding allocated to bicycle transportation. As previously stated, the Bicycle and Pedestrian Program also receives funding from the Transportation Fund, and the Bicycle Plan is indirectly implemented through the General Fund (by way of the cooperation and actions by other Departments). Bicycle Program staff positions are partially funded by this source and Bicycle Plan implementation is also affected by this funding source by way of coordination with the street maintenance program (which provides opportunities for street striping and marking modifications made to implement bicycle facilities) and by coordination with the Traffic Calming program (installation of traffic calming on bicycle routes is regarded as implementation of this plan, as slower traffic does benefit bicycle transportation) .

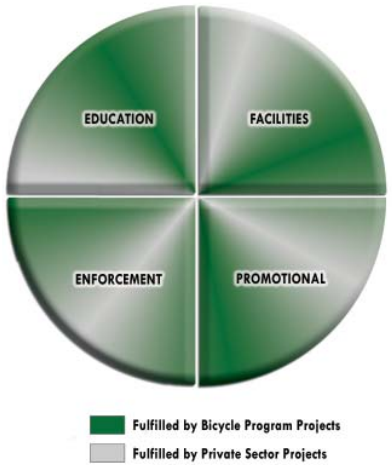
Currently, the majority of Bicycle and Pedestrian program funding supports infrastructure improvements; minimal funding goes towards promotional and educational programs.

This Plan recommends that the Bicycle Program commit more funds toward education, promotion, and enforcement efforts to achieve the goals of this Plan.

Current Funding Utilization



Proposed Funding Utilization







Cyclists take advantage of newly striped parking-free bicycle lanes on Exposition Boulevard. Re-striping funding was provided by General Bond monies.



A multi-use path at the intersection of Mopac and Gracy Farms Lane creates improved access and mobility for non-motorized traffic. This project was funded by grant monies.

### Federal and State Funding Sources

The Bicycle and Pedestrian Program has been able to leverage their bond money by matching Federal and State funds. In 1992 the federal government passed the Intermodal Surface Transportation Efficiency Act (ISTEA), which expanded transportation funds to become available for bicycle and pedestrian facilities, planning, safety, and promotion programs. Since then, the effort has been strengthened and is now funded by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) bill. Under SAFETEA-LU there are more opportunities for the use of Federal matching funds for bicycle projects than previous acts. Signed into law in August 2005, it authorizes 244.1 billion in Federal gas-tax revenue and other federal funds for *all* modes of surface transportation, including bicycling.

To be eligible to receive federal funds for any transportation projects, the local community is responsible for setting transportation priorities through its local metropolitan planning organization, which for Austin is the Capital Area Metropolitan Planning Organization (CAMPO). However, in order to utilize federal funds, typically, matching local funds must be available.

### Grants

A grant is a financial assistance award that can come from the federal or state government or a private entity to assist the recipient in carrying out a specific project identified by the grant. This is typically a public purpose or stimulation authorized by US law.

### ***Objective 4.1 Benchmark***

- Submit at least one grant application for every available funding opportunity.
- Budget and appropriate at least \$3 million per year in funding for implementation of the Austin Bicycle Plan 2020.

### ***Objective 4.1 Actions***

- 4.1.1 Provide consistent and on-going funding for the maintenance of bicycle transportation, such as bicycle lane sweeping and bicycle lane sign and marking maintenance. Funding for this should be within the City's operating budget.
- 4.1.2 Per City Council Resolution No: 20020418-40, the City of Austin shall include in all planning and project estimates, as well as actual construction costs, an appropriate amount of funding for bicycle facilities (including end-use facilities where appropriate). All City projects shall be included unless excluded by approval by the Bicycle Program.
- 4.1.3 Identify and pursue funding partnerships and support from other

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local agencies and other City Departments.

- 4.1.4 Pilot a mini-grant program to support community education and encouragement efforts, including those conducted by community groups, bicycle advocacy groups, bicycle shops, schools, and other non-profit organizations.
- 4.1.5 Acquire maximum available funding from state and federal sources.
  - 4.1.5a *Establish a grant match reserve fund to be available to rapidly match federal and state highway grants.*
  - 4.1.5b *The City of Austin will propose bond elections at appropriate times to provide needed matching funds to obtain funding from these sources and to provide for projects not funded otherwise.*
- 4.1.6 Pursue public-private partnerships as appropriate.

**Supporting private initiatives with a mini-grant program**

A mini-grant program hosted by the City of Austin could support private initiatives to educate and promote bicycling. By using funds earmarked for education and promotion to match private funds that endeavor to accomplish similar goals, the City of Austin can stretch its dollars for education and promotion.

The City of Chicago plans to establish a mini-grant program whereby 5 mini-grants (less than \$2,500) are awarded annually to bicycling groups, wellness centers, schools, and other not-for-profit organizations that encourage bicycling (Chicago, 2006, p. 36).

Other best practices among mini-grants include Philadelphia's Bicycle Education Enhancement Program and Perth, Australia's Cycle Instead Sponsorship Program (Chicago, 2006, p. 36).



## Objective 4.2

*Periodically monitor implementation progress and update Plan on a regular basis.*

### Benchmarks

*Evaluate benchmarks annually; and report them to appropriate City boards and commissions.*

*Update the Bicycle Plan at least every ten (10) years, with interim updates every five (5) years.*

## MONITORING PROGRESS

The Austin Bicycle Plan is a living document, and therefore should be updated periodically to assess progress, identify new opportunities, and re-evaluate priorities and goals.

One component of evaluating progress is to establish benchmarks and report measures periodically. While it is the goal of the Austin 2009 Bicycle Plan Update to reach the established benchmarks by the next update (2014-2018), data should be collected, reported, and evaluated more frequently to evaluate ongoing progress and the appropriateness and cost-effectiveness of the benchmarks and measure techniques. Additionally, evaluation must include review by and feedback from appropriate City boards and commissions and the public.

Also, evaluation of facility treatments, and projects or programs should be evaluated for their effectiveness in implementing the goals of the Austin 2009 Bicycle Plan Update. Evaluations and brief studies of these should be reported. This evaluation will help guide decisions on future use of those facilities or programs.

Finally, a current short and long-term facilities project list should be maintained and updated annually. This not only helps the City know what projects have been completed, but also identifies the projects and programs with the highest priority for each fiscal year and into the future.

### Objective 4.2 Benchmarks

- Evaluate benchmarks annually; evaluation to include UTC feedback.
- Update the Bicycle Plan at least every ten (10) years, with interim updates every five (5) years.

### Objective 4.2 Actions

- 4.2.1 In 2009, the Bicycle and Pedestrian Program will establish baseline measures for each benchmark in the Austin 2009 Bicycle Plan Update.
- 4.2.1a *If necessary, coordinate with appropriate City departments or public agencies to collect data for measures.*
- 4.2.2 Regularly collect and maintain local bicycling data, including monitored bicycle counts and bicycle-related traffic violations and accidents.
- 4.2.2a *Coordinate with appropriate agencies and/or City Departments to include bicycles in all traffic counts, traffic models, and transportation surveys in the area.*
- 4.2.2b *Coordinate with the Austin Police Department, Travis*

*County Sheriff’s Department, University of Texas Police Department, and Texas Department of Public Safety to establish and/or improve reporting methods for bicycle-related accidents and citations.*

- 4.2.3 Continue to use and expand use of public surveys to evaluate public opinions of facilities, programs, and Plan implementation.
- 4.2.4 Annually update the short and long term bicycle network project list and program list.
- 4.2.5 Evaluate new facility treatments and pilot projects and programs.
- 4.2.6 Update the Austin Bicycle Plan every 10 years. For this Plan, the interim update shall begin by December 31, 2014, and a major update by December 31, 2019.
- 4.2.7 Hold an annual meeting with the bicycling community stakeholders to solicit feedback on bicycling issues, maintenance, and facilities, this meeting may be combined with other agencies,

**Best Practices: Measuring Progress Based on Benchmarks**

Cities with successful bicycle programs have a tradition of establishing and consistently and accurately measuring benchmarks that show progress toward achieving their goals. For example, Portland and Seattle both conduct manual bicycle counts rather than solely rely on the Decennial Census travel mode to work counts. Portland also counts bicycle use of the bridges over the Willamette River, into downtown, which is a strong indicator of work-related trips into the employment center. These cities also collect data for their benchmarks regularly to measure interim progress toward Plan goals. In order to ensure implementation of the Bicycle Plan, the City of Austin should strengthen its efforts in data collection to better monitor progress toward the goals and objectives of the 2009 Bicycle Plan Update.

Table 5.1 Bicycle Master Plan Benchmarks

	Benchmark	Baseline Measurement	Benchmark Target	Data Collection Frequency
Goal 1	Percentage of all trips made by bicycle	2000 US Census: Central city: 3.23% Citywide: 0.96% <i>(represents only commute mode share and includes university students)</i>	Central City: 8% (2015); 10% (2020) of all commute trips  Citywide: 2% (2015); 5% of all commute trips(2020)	Every two years
Goal 2	Number of bicycle-motor vehicle crashes.	To be calculated in 2009	Maintain number of bicycle-motor vehicle crash rates by 2015 and reduce bicycle-motor vehicle crashes by 5% by 2020.	Every five years.





**Table 5.1 Bicycle Master Plan Benchmarks**

	Benchmark	Baseline Measurement	Benchmark Target	Data Collection Frequency
<b>BIKEWAY SYSTEM</b>				
<b>Obj 1.0</b>	Percentage of Bicycle Network completed	1,245 miles of existing bikeway network facilities, 41% of which is complete.	50% complete by 2015, 70% complete by 2020, and 100% by 2030	Annually
<b>Obj 1.0</b>	Number of gaps and barriers connected	Approximately 101 in existing bikeway network	Provide improved connectivity at 12 network gaps by 2020	Annually
<b>Obj 1.0</b>	Contact adjacent jurisdictions to discuss bicycle system and connectivity improvements	N/A	By 2009	Annually
<b>Obj 1.1</b>	Miles of bicycle lanes in network with parking in the bicycle lane	55.0 miles of bicycle lanes have parking in the bicycle lane	Remove parking in 100% of bicycle lanes by 2020	Every two years
<b>Obj 1.2</b>	Number of short-term bicycle parking installed at existing developments by City Bicycle Rack Program	3,600 short-term bicycle parking spaces	Provide 3,950 spaces by 2015 ( <i>includes</i> existing)	Every two years
<b>Obj 1.2</b>	Begin sale of bicycle parking racks at wholesale pricing through City of Austin Bicycle Rack Program	N/A	By 2010	N/A
<b>Obj 1.2</b>	Number of long-term bicycle parking installed at ABIA	None	Provide 5 long-term spaces by 2015 and a total of 10 long-term spaces by 2020	Every two years
<b>Obj 1.2</b>	Install "Share the Road" signs on all streets which are gaps in the bicycle network.	N/A	By 2015	N/A
<b>Obj 1.3</b>	Percentage of CapMetro buses and rail cars that can accommodate 3 bicycles	None	100% of CapMetro buses and rail cars will be able to accommodate 3 bicycles by 2020	Every two years
<b>Obj 1.3</b>	Percentage of CapMetro transit stops with bicycle parking	To be calculated in 2009	100% of CapMetro transit stops will have bicycle parking by 2020	Every two years
<b>Obj 1.4</b>	Include maintenance within the operating budget of the Transportation Division of Public Works	N/A	Include within the operating budget by FY 2009-2010	N/A
<b>Obj 1.4</b>	Establish guidelines for maintenance of multi-use paths and bikeways that serve as bicycle commuter routes	N/A	By 2015	N/A

Table 5.1 Bicycle Master Plan Benchmarks				
	Benchmark	Baseline Measurement	Benchmark Target	Data Collection Frequency
Obj 1.4	Add bicycle lane sweeping as a stand alone item within the Solid Waste Services street sweeping program.	N/A	By 2015	N/A
EDUCATION & PROMOTION				
Obj 2.0	Number of adult bicyclists and motorists educated through city classes about bicycle and motorist safety	Calculate starting in 2009	Educate 1,000 bicyclists and motorists annually	Annually
Obj 2.0	Number of Austin Bicycle Maps distributed each year	4004 distributed in 2008	Distribute 5,000 Austin Bicycle Maps each year	Annually
Obj 2.0	Number of stakeholder contacts in Bicycle Program listserve	345 stakeholders in 2008	350 stakeholder contacts by 2015, and increase by 10% every year	Annually
Obj 2.0	Number of media pieces per year	58 media pieces in 2008	Increase number of media pieces (radio, television, Internet, or print) to 75 annual occurrences by 2015 and increase 10% each year	Annually
Obj 2.0	Provide a bicycle rider educational presentation to the PTA of every school served by a new bicycle facility.	N/A	Starting in 2010	N/A
Obj 2.0	Hire one staff member to focus on education and promotional programs	N/A	By 2011	N/A
Obj 2.1	Number of citywide events and/or rides promoting utilitarian and recreational cycling	To be calculated in 2009	Offer 1 annual citywide event and/or ride promoting cycling, in partnership with other public agencies, non-profit groups, and/or private sector groups	Annually
Obj 2.2	Percentage of bicycling mode share of children commuting to school	To be calculated in 2009	Increase bicycle mode share of children commuting to school to 25% by 2020	Every two years
Obj 2.2	Percentage of school-aged children receiving bicycle safety education annually	85.9% of elementary school students	90% of school-aged children	Annually
Obj 2.2	Bicycle lane use education and bicycle safety information provided at schools served by new or improved bicycle lane (or more conservative) facility.	N/A	100% of schools served by new or improved bicycle lane (or more conservative) facility.	N/A



**Table 5.1 Bicycle Master Plan Benchmarks**

	Benchmark	Baseline Measurement	Benchmark Target	Data Collection Frequency
<b>Obj 2.3</b>	Number of participants at Bike to Work Day breakfast	781 participants in 2008	1,000 participants in 2009 and increase by 10% for every subsequent year	Annually
<b>Obj 2.3</b>	% of City of Austin employees who commute by bicycle	To be calculated in 2009	10% of City of Austin employees by 2015 and 15% by 2020	Every two years
<b>Obj 2.3</b>	Usage rate of City Cycle bicycle fleet.	To be calculated in 2009	Increase by 100% by 2020	Every two years
<b>Obj 2.3</b>	Implement a Citywide Bike Share Program	N/A	By 2020	N/A
<b>SAFETY &amp; ENFORCEMENT</b>				
<b>Obj 3.0</b>	% of APD law enforcement officers trained in bicyclist and motorist behavior laws and bicycle issues in conjunction with the City Bicycle Program	To be calculated in 2009	Train 100% of APD law enforcement officers	Every two years
<b>Obj 3.1</b>	Reduction of work-age (16+) bicycle-related crashes as share of bicycle commuters per US Census Bureau.	The bicycle-related crash rate among bicycle commuters was 4.1% in 2000 and 4.9% in 2006	Reduce bicycle-related crashes as share of 16+ bicycle commuters to 3% by 2020	Every two years
<b>IMPLEMENTATION &amp; FUNDING</b>				
<b>Obj 4.0</b>	New Bicycle Program staff	N/A	1 new employee by 2011 2 new employees by 2015 3 new employees by 2020	N/A
<b>Obj 4.0</b>	Percent of action items completed	To be calculated in 2009	Complete 10% by 2015, 40% by 2020, 100% by 2030	Every two years
<b>Obj 4.0</b>	Bicycle Plan Implementation Charter	N/A	Create and execute by 2015	N/A
<b>Obj 4.1</b>	Number of grant funding applied for and obtained by bicycle program	To be calculated in 2009	At least an application for every available funding opportunity	Annually
<b>Obj 4.1</b>	Funding for Bicycle Plan implementation	N/A	At least \$2-3 million per year in funding starting in FY 2009-2010 until next Bicycle Plan update or until Plan is fully implemented	Annually
<b>Obj 4.2</b>	Time frame to evaluate benchmarks	N/A	Evaluate benchmarks annually.	Annually
<b>Obj 4.2</b>	Time frame to update Bicycle Plan	N/A	Interim update every 5 years and complete update every 10 years	Every 5 years.



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