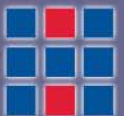
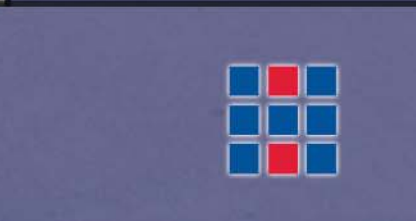




# AUSTIN

## BICYCLE PLAN UPDATE





# Austin 2020 Bicycle Plan



City of Austin



Department of Public Works  
Transportation Department  
Bicycle and Pedestrian Program

March 2009

**DRAFT**







# City of Austin

**Will Wynn, Mayor**

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January 16, 2009

Dear Friends,

As Mayor of Austin, it is a pleasure to see Austin recognized as one of the best bike friendly cities in the United States. Biking is a key element in making this city sustainable and in creating an active lifestyle for all our citizens.

Bicycling is a great way to reducing our carbon footprint and keep our air clean. It supports the goals of the City's Climate Protection Plan, a plan that strives to make Austin a leading city in reversing the impacts of global warming.

In an effort to attain Gold-level bike friendly status from the League of American Bicyclists we have prepared the Austin 2009 Bicycle Master Plan Update. This plan has two simple goals: get more people on bicycles, and keep them safe while bicycling. We want to continue to create an environment where biking is an alternative choice for how Austinites commute in and around the city

Austin's Bicycle Master Plan is an effort to become the most bicycle friendly major city in Texas and make Austin a world-class city for cycling. The City has plans to establish new bike lanes, more signed routes, more off street paths and more biking amenities. The Lance Armstrong Bikeway and the Pfluger Bridge Extension are already underway, with new bike facilities to be built at other locations within the City.

The Bicycle Master Plan identifies the City's best cycling routes and makes it easy for Austinites to bike on the trails around Lady Bird Lake. It will help citizens plan routes to bike to retail, public libraries, schools, parks, restaurants and begin to make bicycling an integral part of daily life in Austin.

The Austin 2009 Bicycle Master Plan Update also includes the recommendations of the Street Smarts Task Force. A public input process was instrumental in soliciting public ideas in preparing for the plan. The Street Smarts Task Force, a group of bicycle advocates, planners, engineers and governmental officials, worked for a year to develop a plan that identifies specific actions that will improve bicycle infrastructure and strategies for advocacy, education, safety, and bicycle enforcement for the Austin community.

Let's work together to make Austin a better and safer place for bicyclists.

Regards,

Will Wynn  
Mayor



# AUSTIN BICENTENNIAL



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# ACKNOWLEDGEMENTS

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Austin Water Utility  
Aviation Department  
Economic Growth and Redevelopment Services Office  
Emergency Medical Services Department  
Financial and Administrative Services Department  
Fire Department  
Health and Human Services Department  
Homeland Security and Emergency Management  
Law Department  
Library Department  
Neighborhood Housing and Community Development  
Neighborhood Planning and Zoning Department  
Parks and Recreation Department  
Police Department  
Public Works Department  
Solid Waste Services Department  
Transportation Department

Watershed Protection and Development Review Department

### Partner Agencies

Austin Independent School District  
Capital Area Metropolitan Planning Organization  
Capital Metropolitan Transit Authority  
Texas Department of Transportation  
Texas Transportation Institute  
Travis County

## Travis County Commissioners Court

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Commissioner Ron Davis, Precinct 1  
Commissioner Sarah Eckhardt, Precinct 2  
Commissioner Gerald Daugherty, Precinct 3  
Commissioner Margaret Gomez, Precinct 4

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# TABLE of CONTENTS

- EXECUTIVE SUMMARY   viii
- INTRODUCTION   2
  - Benefits of Bicycling   4
  - History of Bicycling in Austin   6
  - Austin 1996 & 1998 Bicycle Master Plan   8
  - Evaluation of Bicycling in Austin Today   10
    - Conditions in 2008   13
  - Austin’s Bicycle Program Compared to Other Bicycle Programs   23
  - Plan Development   26
- BICYCLE TRANSPORTATION SYSTEM   42
  - Evaluation of Existing Bicycle Infrastructure   43
    - Objective 1.0 - Bicycle Network   70
    - Objective 1.1 - Parking and Bicycle Lanes   148
    - Objective 1.2 - End of Trip Facilities   156
    - Objective 1.3 - Integrating Bicycling and Transit Transportation Modes   163
    - Objective 1.4 - Maintenance   165
- EDUCATION & PROMOTION   170
  - Objective 2.0 - Education   172
  - Objective 2.1 - Promotion   176
  - Objective 2.2 - Promote Bicycling to School   179
  - Objective 2.3 - Promote Bicycling to and for Work   182
- SAFETY & ENFORCEMENT   186
  - Objective 3.0 - Consistency in Law Enforcement   188
  - Objective 3.1 - Strengthening Enforcement   190
- IMPLEMENTATION & FUNDING   192
  - Objective 4.0 - Implementation   194
  - Objective 4.1 - Funding   198
  - Objective 4.2 - Monitoring Progress   202
- CONCLUSION – A PLAN FOR 2020   208
- APPENDIX   215
  - A. Definitions
  - B. Bicycle Laws
  - C. Public Input Process
  - D. Bicycle Network Recommendations
  - E. Bicycle Network Prioritization Matrix
  - F. Bicycle System Facility Design Standards
  - G. Street Smarts Task Force Final Report
  - H. Amendment Process
  - I. Trail Detour Management
  - J. Trail Master Plan Map
  - K. Shoal Creek Project History



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

*-Mission of the Street Smarts Task Force*



# AUSTIN BIG

## EXECUTIVE SUMMARY



The Austin 2009 Bicycle Plan Update (the Plan) is a set of goals, objectives, and actions to be completed over the next 10 years to transform Austin into a world-class bicycling city. Austin has always been a leader in taking steps to grow and develop in a more sustainable fashion. Bicycling is an important component of sustainability as it provides an alternative mode of transportation to the car as well as provides Austin's residents with a convenient and low cost method of recreation and exercise.

The history of bicycle planning in Austin proves that without a commitment to make bicycle transportation part of the budget process and to provide staff to carry out the plan, a multi-modal transportation system that includes bicycles will never be completed. The level of achievement in facility development, inter-departmental and interagency coordination, public education, enforcement, promotional campaigns, and the creation of supportive public policy is directly correlated to the level of staffing and project funding for the Bicycle Program.

The Austin 2009 Bicycle Plan Update is an update of the existing Austin Bicycle Plan, which was completed in two parts in 1996 and 1998. The goals defined in the previous bicycle plan are still important goals, and it is still the intent of this update to achieve those goals. This update presents a holistic and practical approach to achieve the vision of becoming among the best communities for bicycling. It provides the framework and actions necessary to build a bicycle system, including the bicycle network and supporting end-of-trip facilities, to develop the educational and encouragement programs necessary to promote bicycling as a safe and convenient way to travel and exercise, and improve enforcement of bicycle-related laws to create a safe environment for bicycling.

The vision of 2009 Bicycle Plan Update, as established by the Street Smarts Task Force, is to "transform Austin into a world-class bicycling city." Austin is already considered one of the country's most bicycle friendly cities, proven by its Silver level Bicycle Friendly Community status awarded in 2007 by the League of American Bicyclists, the oldest and most prominent national bicycling advocacy groups in the country. This bicycle plan will guide our City into achieving Gold, and even Platinum, the highest Bicycle Friendly Community ranking. This will require an integrated strategy of facility development, inter-departmental and interagency coordination, public education, enforcement, promotional campaigns, and supportive public policy.

The Austin 2009 Bicycle Plan Update identifies two overall goals, which are supplemented by four goals in specific implementation elements:



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City of Austin



2009 Bicycle Plan Update





Bicycle System, Education & Encouragement, Safety & Enforcement, and Implementation & Funding. Each element is then supported by objectives to achieve the goal and actions to accomplish each objective. Additionally, benchmarks are set for the overall goals and each objective to measure progress of implementation of the plan over time.

## Goals and Objectives

Again, the vision of the Austin 2009 Bicycle Plan Update is to transform Austin into a world-class bicycling city. This will be done by achieving two overall goals:

- To significantly increase bicycle use across the city of Austin over the next decade.
- To increase bicycle safety across the city of Austin.

In order to achieve these goals, the Austin 2009 Bicycle Plan Update identifies four complementary goals. These goals are supported by objectives and specific actions to implement the objectives. A summary of each plan element and goal is described below. Additionally, benchmarks are established to measure progress of the plan implementation over the next 10 years.

- **Bicycle System** – To provide and maintain a comprehensive bicycle system that serves all residents and neighborhoods of Austin. The Plan recommends nearly 900 miles of bicycle lanes, 9 miles of bicycle boulevards, and 107 miles of multi-use paths, in addition to signing and marking bicycle routes on paved shoulders, wide curb lanes and shared lanes.
- **Education & Promotion** – To improve awareness and acceptance of bicycling and increase bicycle ridership throughout Austin through promotion, education, and encouragement.
- **Safety & Enforcement** – To reduce bicycle-related crashes through remedial efforts such as education of bicycle related laws and consistent enforcement of bicycle laws.
- **Implementation & Funding** – To strengthen implementation efforts through funding and adopting bicycle-friendly practices and policies.

Table A on the following pages summarizes the goals, objectives, and benchmarks established in this Plan.







**Table A**  
**Summary of Goals, Objectives, and Benchmarks of the Austin 2009 Bicycle Plan Update**

Goal	Objective	Benchmark
To significantly increase bicycle use across the City of Austin over the next decade.	-	<ul style="list-style-type: none"> <li>• Increase citywide workforce commuter bicycle mode to 2% by 2015 and to 5% by 2020.</li> <li>• Increase central city workforce commuter bicycle mode to 8% by 2015 and to 10% by 2020.</li> </ul>
To increase bicycle safety across the city.	-	<ul style="list-style-type: none"> <li>• Maintain number of bicycle-motor vehicle crashes through 2015 and reduce bicycle-motor vehicle crashes by 5% by 2020.</li> </ul>

## **BICYCLE SYSTEM**

To provide and maintain a comprehensive bicycle system that serves all residents and neighborhoods of Austin, and that provides facility options for all cycling skill levels.	<ul style="list-style-type: none"> <li>• Complete the creation of a well-connected bicycle network that is safe and convenient for all bicyclists and serves all Austin residents and neighborhoods.</li> </ul>	<ul style="list-style-type: none"> <li>• Complete 50% of bicycle network by 2015, 70% by 2020, and 100% by 2030.</li> <li>• Provide connectivity at 12 network gaps by 2020.</li> <li>• Annually contact adjacent jurisdictions to discuss bicycle system and connectivity improvements needed to realize our proposed system.</li> </ul>
	<ul style="list-style-type: none"> <li>• Resolve parking in bicycle lanes.</li> </ul>	<ul style="list-style-type: none"> <li>• Resolve parking in all bicycle lanes by 2020.</li> </ul>
	<ul style="list-style-type: none"> <li>• Provide adequate end-of-trip facilities to advance bicycle transportation.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide 350 new short-term bicycle parking at existing developments by 2015.</li> <li>• Begin sale of bicycle parking racks at wholesale pricing through City of Austin Bicycle Rack Program in 2010.</li> <li>• Provide 5 long-term bicycle parking spaces at Austin-Bergstrom International Airport by 2015 and 5 additional long-term spaces at ABIA by 2020.</li> <li>• Install "Share the Road" signs on all streets which are gaps in the bicycle network by 2015.</li> </ul>
	<ul style="list-style-type: none"> <li>• Work with CapMetro to coordinate the bicycle system with transit.</li> </ul>	<ul style="list-style-type: none"> <li>• Work with CapMetro to equip all CapMetro buses, rail cars, and van pools with bicycle racks that accommodate three bicycles by 2020.</li> <li>• Work with CapMetro to include bicycle parking at 100% of Capital Metro transit stops by 2020.</li> </ul>
	<ul style="list-style-type: none"> <li>• Maintain bicycle network and facilities on a regular basis.</li> </ul>	<ul style="list-style-type: none"> <li>• Include bicycle lane maintenance within the operating budget of Public Works by FY 2009-2010, and continue on an ongoing basis.</li> <li>• Establish guidelines for maintenance of multi-use paths and bikeways that serve as bicycle commuter routes by 2015.</li> <li>• Add bicycle lane sweeping as a stand alone item within the Solid Waste Services street sweeping program by 2015.</li> </ul>

## Goal

## Objective

## Benchmark

## EDUCATION & PROMOTION

<p>To improve safety and increase bicycle ridership throughout Austin through promotion, education, and encouragement.</p>	<ul style="list-style-type: none"> <li>• Develop and execute education and promotional programs for the general public and targeted populations.</li> </ul>	<ul style="list-style-type: none"> <li>• Educate 1,000 adult bicyclists and motorists about bicycle and motorist safety each year.</li> <li>• Distribute 5,000 Austin Bicycle Maps each year.</li> <li>• Increase number of stakeholder contacts in the City of Austin's Bicycle Program listserve to 350 by 2015, and increase by 10% per year.</li> <li>• Increase number of media pieces to 75 annual occurrences by 2015, then continue to increase by 10% per year.</li> <li>• Provide a bicycle rider educational presentation to the PTA of every school served by a new bicycle facility, starting in 2010.</li> <li>• By 2011, hire one staff member to focus on education and promotional programs.</li> </ul>
	<ul style="list-style-type: none"> <li>• Develop and execute promotion and encouragement programs to promote bicycling and increase awareness of bicycling among the general public.</li> </ul>	<ul style="list-style-type: none"> <li>• Offer 1 annual citywide event and/or ride promoting utilitarian and recreational cycling in partnership with other public agencies, and/or non-profit groups and advocacy groups.</li> </ul>
	<ul style="list-style-type: none"> <li>• Promote bicycling as a mode of transportation to and from school (elementary through high school).</li> </ul>	<ul style="list-style-type: none"> <li>• Increase bicycle mode share of children commuting to school to 25% by 2020.</li> <li>• Educate 90% of school-aged children about bicycle safety each year.</li> <li>• Provide bicycle lane use education and bicycle safety information at all schools served by new or improved bicycle lane (or more conservative) facility.</li> </ul>
	<ul style="list-style-type: none"> <li>• Promote bicycling as a means of transportation to and for work.</li> </ul>	<ul style="list-style-type: none"> <li>• Increase number of Bike to Work Day participants to 1,000 participants in 2009 and by 10% for every subsequent year.</li> <li>• Increase number of City of Austin employees who commute by bicycle to 10% by 2015 and 15% by 2020.</li> <li>• Increase usage rate of City Cycle bicycle fleet by 100% by 2020.</li> <li>• Implement Citywide Bike Share Program by 2020.</li> </ul>



**Table A**  
**Summary of Goals, Objectives, and Benchmarks of the Austin 2009 Bicycle Plan Update**

Goal	Objective	Benchmark
<b>SAFETY &amp; ENFORCEMENT</b>		
To reduce bicycle-related crashes through remedial efforts such as education of bicycle related laws and consistent enforcement of bicycle laws.	• Ensure consistent interpretation of bicycle laws by Austin Police Department and the Bicycle Program.	• Train 100% of APD law enforcement officers in bicyclist and motorist laws and bicycle issues in conjunction with the City Bicycle Program.
	• Strengthen efforts to enforce proper motorist and bicyclist behavior and reduce bicyclist-motorist collisions.	• Reduce to 3% the number of work-age (16+) bicycle-related crashes as share of bicycle commuters per US Census Bureau journey to work estimates by 2020.
<b>IMPLEMENTATION &amp; FUNDING</b>		
To strengthen implementation efforts through funding and adopting bicycle-friendly practices and policies.	• Strengthen implementation efforts to fulfill goals and objectives of this Plan.	• Expand Bicycle Program staff by 1 employee by 2011, 2 by 2015, and 3 by 2020.
	• Identify and secure funding to implement the Austin 2009 Bicycle Plan Update.	• Complete 10% of Action Items by 2015, 40% by 2020, and 100% by 2030.
	• Periodically monitor implementation progress and update Plan on a regular basis.	• 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.
		• 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.
		• 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.

*\*A more detailed chart of performance measures is in Chapter 5, Implementation and Funding, Objective 4.2.*



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