

Late Backup



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MEMORANDUM

TO: Annick Beudet, Project Manager, City of Austin
Bicycle and Pedestrian Program

DATE: May 21, 2009

FROM: Jim Carrillo, Vice President, Director of Planning,
Half Associates, Inc.

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SUBJECT: Addendum of Changes

The following list is an addendum of modifications, as of the date of this memorandum, to be implemented after the boards and commissions process.

Facility recommendation changes:

- Add Chesterfield Ave and Leralynn St, between 51st Street and Koenig, to recommended bicycle network as a bicycle lane. The existing facility is a wide curb lane.
- Add trails and multi-use trails planned by the Central Texas Regional Mobility Authority to the recommended bicycle network pending receipt of a GIS shapefile of the planned trails. This will create a new 900-series route.
- Add Staked Plains Trail, south of Avery Ranch Blvd as a potential route through the proposed Lake Line Transit-Oriented Development.
- Change recommended facility on Rainey Street from bicycle lane to designated route (shared lane and wide curb lane).
- Change recommended facility on Burnet Rd, from MoPac to US 183, from wide shoulder to bicycle lane. Add note to map and in facility recommendations tables in Appendix D indicating that the recommended facility on this roadway is contingent on City of Austin control of roadway.
- Change the name of the 900-series from "Off-Road Facilities" to "Multi-use Trails"
- Include existing and proposed greenways identified by the Trails Master Plan:
 - Barton Creek Greenbelt
 - Big Walnut Creek
 - Bull Creek
 - Onion Creek
 - Slaughter Creek
 - Williamson Creek
 - Trails along the Colorado River (proposed)
 - Gilleland Creek System (proposed)
 - Dry Creek East System (proposed)
- Change recommended facility on Balcones Dr, from W 35th Street to Edgemont from bicycle lane to wide curb lane. Change existing cross section to 12-12, based on most conservative section for entire segment.
- Change recommended facility on Kramer Ln, west of Burnet Rd, from bicycle lane to multi-use path / shared lane.



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- Clarify the connection on W 3rd Street, between West Ave and Nueces St.
- Change recommended facility on Thomas Springs Rd, from Circle Dr. to SH 71 W from shared lane to wide shoulder.
- Change recommended facility of Davis Lane, from the west end of Davis Lane (currently) to FM 1826 from bicycle lane to multi-use path.

Document changes:

- To the DT Sector map of the Super Routes on page 124, add a note that reads "Note: See page 36 for more info on the Downtown Austin Plan."
- The discussion of the Downtown Austin Plan on pages 37 and 38 will include more information on the process and intention of the DAP transportation recommendations. The DAP is a comprehensive plan that contains recommendations for bicycle facilities that are integrated with other modes of transportation and will affect the Bicycle Plan. These recommendations include, but are not limited to, conversion of many one-way streets to a two-way street system, rail and priority modes per street.
- Change the internal title page to reflect the title of the Plan document, "Austin 2009 Bicycle Plan Update."
- Amend the legends of the recommended bicycle network maps (pp. 127-147) to reflect new symbology for a recommended bicycle lane facility.
- Change first benchmark of Objective 1 (Bicycle System) to read, "Complete 60% of bicycle network by 2015, 70% by 2020, and 100% by 2030."
- Add the following language to Appendix F: "City Staff shall encourage TXDOT to include the bicycle facilities recommended in the FHWA guidelines for all roads in the state highway system within Austin city limits."
- Add the following language to the end of Appendix F: "Lastly, when implementing new trails or rehabilitating existing trails best practices in trail design shall be considered. When off-road trail projects recommended in this plan are initiated, coordination with the Parks and Recreation Department is required when the trail will utilize parkland. All trail design should be reviewed by appropriate boards and commissions throughout the project to assure all user needs and safety issues are addressed." Because this will be the new last paragraph, remove "Lastly" from the previous paragraph (current last paragraph).
- Add new section called "Recommended Multi-Use Path Bicycle Network Facilities." This section will be inserted after map DT of the Recommended Bicycle Network Facilities and before Objective 1.1, Parking in Bicycle Lanes. This section will include an overall and each Sector Maps (A1-E4, and DT) with the off-street facilities only.
- Add Climbing Lane definition to Appendix A: "An area within the roadway specifically designed for the use of bicycles (a bicycle lane) only on the uphill direction of a roadway."
- Correct street misspelling of Edgemont in Appendix D

- Add photo (below) to plan document; add caption "The Bicycle Program Manager presents the Mayor with a bicycle light set at the 2009 City Council proclamation of National Bicycle Month. Proclamations are one of many ways to promote bicycling locally."



- Make the following change to the Austin Parks and Recreation Long Range Plan for Land and Facilities section on page 36:
In 1998, the Austin City Council adopted the Park and Recreation Department's (PARC) Long Range Plan for Land and Facilities as the City's Master Plan for parks and recreation (City of Austin, Parks and Recreation Department). Because recreational and utilitarian bicyclists tend to utilize park trails and paths, planning for bicycle use on off-street multi-use trails through and on parkland should be consistent with the goals of this Plan. The following multi-use trails have received Federal alternative transportation funds for either improvements or new construction, requiring their role in the City's multi-modal network. These multi-use trails are:
 - Town Lake Trail
 - Waller Creek Trail
 - Shoal Creek Trail
 - Colorado River Park Trail
 - Barton Creek Trail
 - Northern Walnut Creek Trail
 - Southern Walnut Creek
- In The Need for Ongoing User and Citizen Input section on page 31-32, include updating the Environmental Board and any other appropriate Boards and Commissions in addition to the UTC.
- In Neighborhood Plans section on page 36, add language that speaks to bicycle circulation in the Domain and the North Burnet/Gateway neighborhood plan.
- Page 21, third full paragraph: Modify the part of the sentence, "And while this figure does represent trips to school by college and university students" and change to explain that census *may* capture trips by university students, depending on whether students view school as their work. Therefore, the census commute trip to work does not accurately reflect trips to school by college and university students.
- Page 43, under 5. Bicycle Facility Maintenance: Remove last sentence of paragraph and change to "Bicycles are more sensitive to irregularities and road debris than cars due to their smaller and lighter weight tires. Roadway features that cause minor discomfort to motorists, such as potholes and improper drain grates, can cause serious problems for cyclists."



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- Add to definition of "Bicycle Network" in Appendix A ", including bikeways, bicycle lanes, protected bicycle lanes, multi-use paths, bicycle boulevards, wide shoulders, designated wide curb lanes, designated shared lanes, and sidewalks."
- Page 172: Objective 2.0, second benchmark should read "Distribute 5,000 Austin Bicycle Map Brochures each year." Second bullet under Objective 2.0 Benchmarks should be changed as well.