



Bicycle Boulevard Definition



"A shared roadway for all modes, emphasizing bicycle mobility"



Late Backup

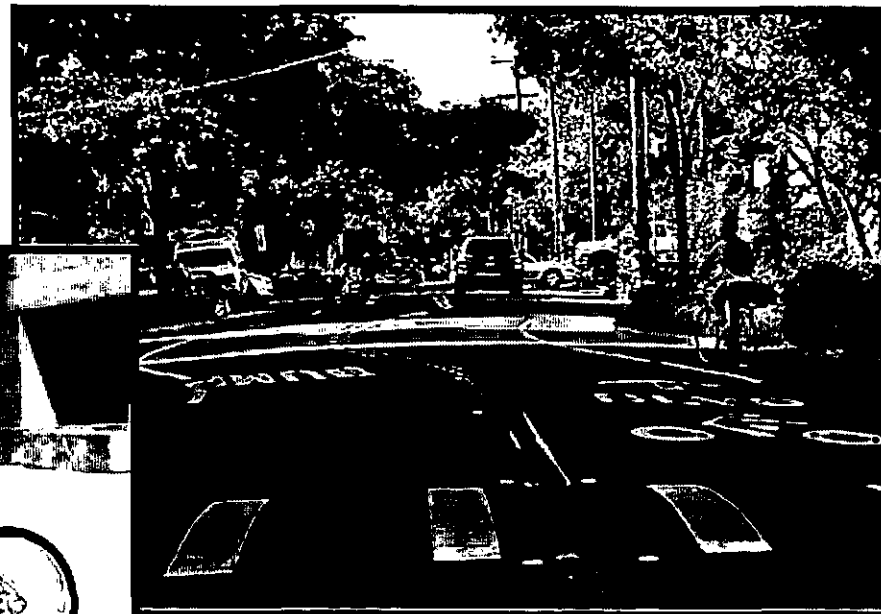


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Purpose (Why are We Here?)

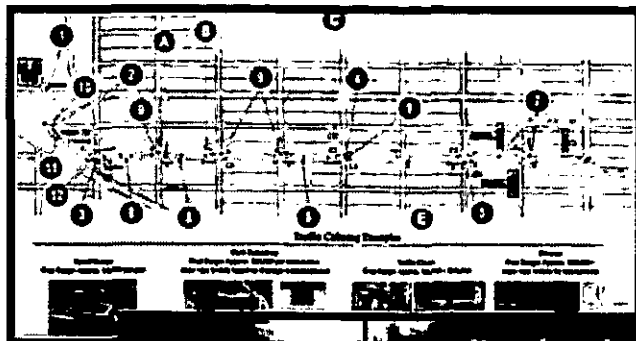
- ➡ Staff Recommendation
- ➡ Process
- ➡ Considerations & Benefits
- ➡ Next Steps
- ➡ Economic Impact Analysis



Bicycle Boulevards – Leading the Pack



Minneapolis



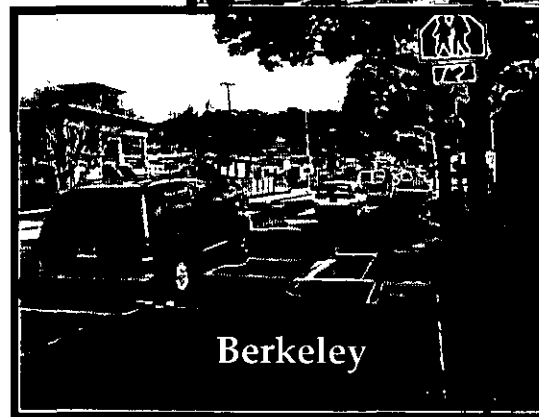
Washington, DC (PA Ave)



Portland

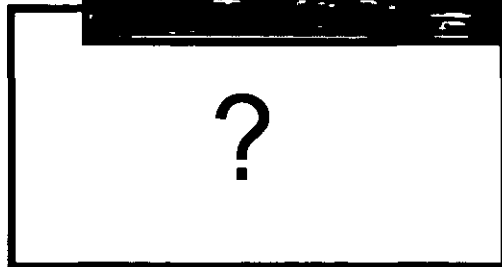


Berkeley

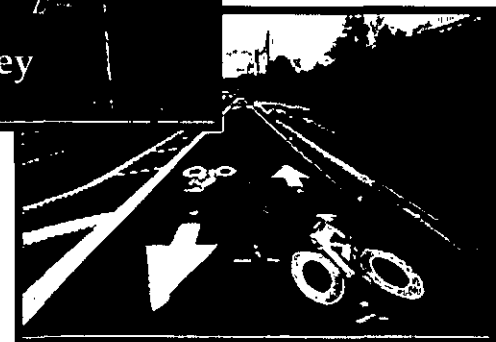


?

Austin



New York City

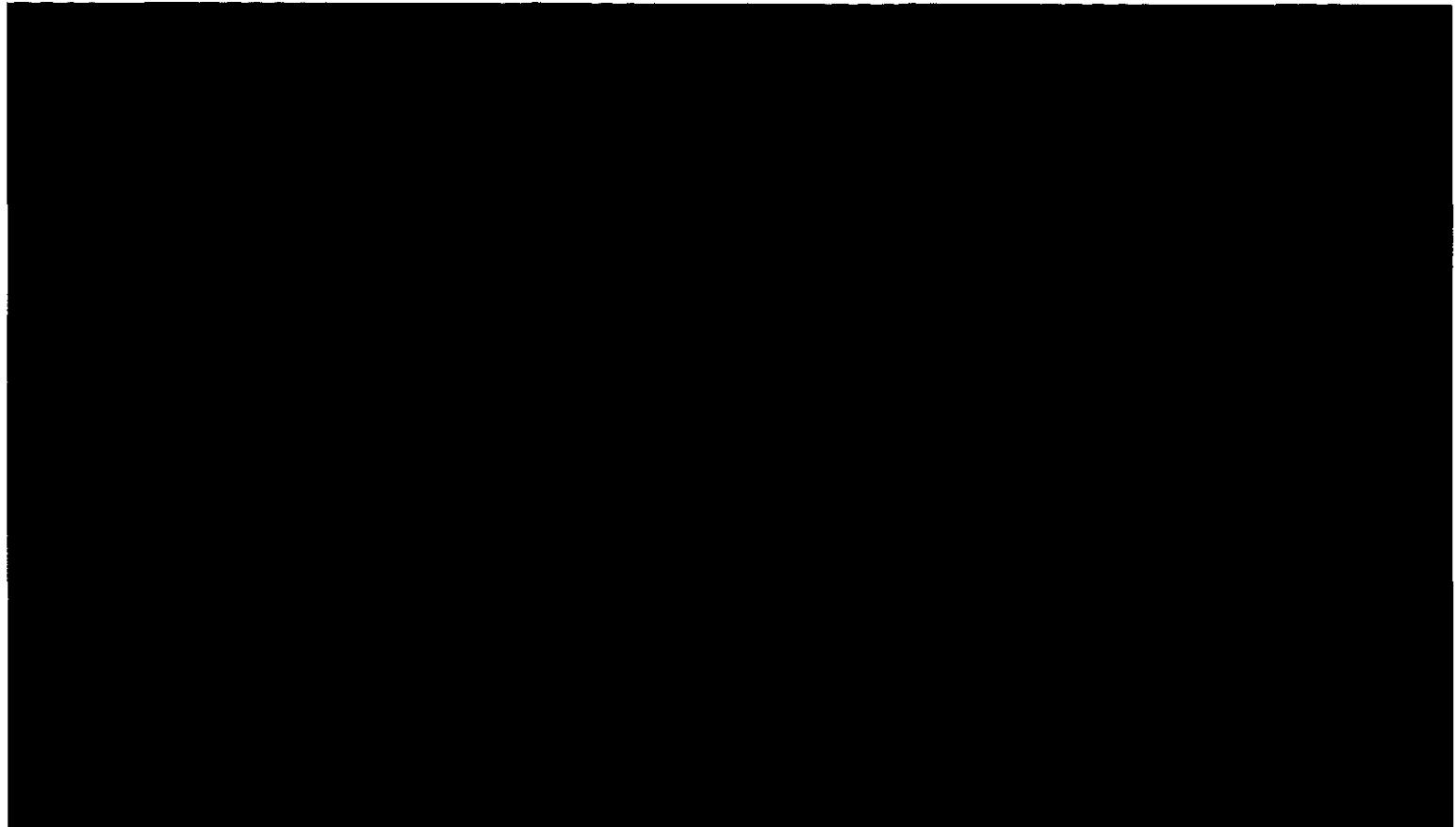


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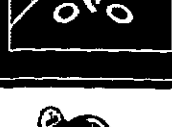
Video – Staff Recommendation



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Staff Recommendation "At a Glance"



- One Street ▶ Two Streets
- Traffic Calming Toolbox
 - Signs (Regulatory and Way Finding/Place Making)
 - Circular Intersections
 - Medians, Speed Cushions
 - Partial Diverters
 - Pinch Points
 - Curb Extensions/Bulb-outs

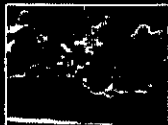
- New Traffic Signal
- Reverse Angle Parking
- Bicycle Left Turn Only
- New Hike and Bike Bridge
- Traffic Flow Improvements
- Enhanced Bicycle Lanes/Sharrows & Possible N/S Stop Sign Removal
- Green Streets
 - Nueces ▶ Rio Grande



Red = Omitted from Project

Green = Changed/Added to Project





- ➔ Project Concept in City Plans for Over a Decade; Fall 2009 **Project Initiation**
- ➔ Fall 2009 **CPTC and Boards and Commissions** Input on Proposal to go from “Plan to Project”
- ➔ Fall 2009 **Paper Notification Mailed** to over 4,000 Stakeholders in area for Charette Series at Pease Elementary
- ➔ **Concerns Expressed** at Charette; Project **Steering Committee formed** Winter 2010
- ➔ Based on Input **Staff Conducts a Traffic Impact Analysis and Economic Study**
- ➔ **Staff Recommendation Released Spring 2010** based on Public Input and Studies
- ➔ Numerous Smaller **Stakeholder Meetings**





Funding & Next Steps



➔ Cost

- ~ \$670,000



➔ Funding Source

- Year 2000 Bond Funding (appropriated)



➔ June 24th – City Council Briefing



➔ July-August – Circular Intersection Design & Nueces St 4-Way Stop Modification studies



➔ Fall 2010 – Continued Stakeholder Input



➔ Winter 2010 – Begin Construction (Phase I- Rio Grande St)



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Literature Review and Impact of the Bicycle Boulevard

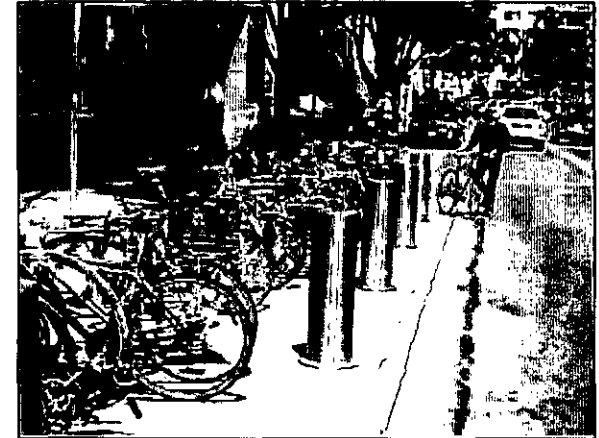
Presented to:
City of Austin, Texas
June 2010

Methodology

- AngelouEconomics (AE) was tasked with answering three questions. Will the Bicycle Boulevard:
 - Hurt property values along the corridor?
 - Hinder the ability of landowners to secure property financing?
 - Reduce commerce along the corridor?
- Few economic impacts have been performed for traffic studies of any sort, especially bicycle boulevards.
- Due to this challenge, AE developed a methodology that takes both qualitative and quantitative approaches:
 - Qualitative: AE examined Bicycle Boulevards within other cities to determine if they negatively impacted landowners along their corridors
 - Quantitative: AE used state sales tax data and the TIA to determine economic impact of the change in auto/bicycle traffic along the corridor

Case Studies

- **Berkeley, California**
 - Strong, city-wide bicycle network
 - Runs through and near schools, commercial districts, and BART stations
- **Emeryville, California**
 - South of Berkeley, the city's bicycle network connects into the greater region
 - Has significant success with a bicycle boulevard in a multi-use corridor that includes high end professional services businesses
- **Tucson, Arizona**
 - Connects University of Arizona to midtown commercial area
 - Local auto traffic only
 - Anecdotal evidence of impact on property values:
 - 2 current real estate projects along the corridor including 10-unit sustainable housing condo and high-end condo development (starting in \$600s)
- **Portland, Oregon**
 - City-wide network is very popular with local businesses
 - Currently, more than 50 business owners have filed petitions to the city to replace on-street car parking with bicycle parking infrastructure



Will the staff recommendation have a negative economic impact on the Corridor?

10-Year Impact

New Bicycles



<i>Impact</i>	<i>Direct</i>	<i>Indirect + Induced</i>	<i>Total Impact</i>
Economic Activity	\$0.8-1.1 million	\$0.4-0.6 million	\$1.2-1.6M
Jobs (Job Years)	7-11	3-4	10-15
Wages & Income	\$0.3-0.4 million	\$0.15-0.19 million	\$0.46-0.6M

Existing Bicycles



New Bicycles



<i>Impact</i>	<i>Direct</i>	<i>Indirect + Induced</i>	<i>Total Impact</i>
Economic Activity	\$1.7-3.6 million	\$0.9-1.9 million	\$2.6-5.6 M
Jobs (Job Years)	21-52	6-13	27-65
Wages & Income	\$0.7-1.6 million	\$0.3-0.6 million	\$1-2.2M

Conclusions

- The Austin Downtown Bicycle Boulevard as proposed will have a modestly positive impact on the corridor, at worst – **there will be no negative economic impact on the corridor**
- Analysis was based on sales tax data, so economic activity exempt from sales tax was not included in this analysis – **if tax-exempt activities were included, the economic impact would only grow**
- Considering the experiences of other cities with similar projects, this is likely to have a very positive impact on property values, retail sales, and quality of life **without affecting financing**
- By engaging the question of economics early, Austin has an opportunity to track the value of a bicycle boulevard and serve as a best practice example for cities across the United States