

## A G E N D A



## Recommendation for Council Action

|   |   |         |       |               |                |
|---|---|---------|-------|---------------|----------------|
| Austin City Council   |   | Item ID | 37051 | Agenda Number | 118.           |
| Meeting Date:   | 11/6/2014   |         |       | Department:   | Transportation |
| Subject   |   |         |       |               |                |
| Conduct a public hearing and consider an ordinance adopting the Austin 2014 Bicycle Master Plan and updating the Austin Metropolitan Area Transportation Plan and the Imagine Austin Comprehensive Plan.  |   |         |       |               |                |
| Amount and Source of Funding  |   |         |       |               |                |
|   |   |         |       |               |                |
| Fiscal Note   |   |         |       |               |                |
| A fiscal note is not required.  |   |         |       |               |                |
| Purchasing Language:  |   |         |       |               |                |
| Prior Council Action:   | Ordinance No. 20090611-075.   |         |       |               |                |
| For More Information:   | Gordon Derr, 512-974-7228; Nathan Wilkes, 512-974-7016; Gilda Powers, 512-974-7092.   |         |       |               |                |
| Boards and Commission Action:   | March 10, 2014, reviewed by the Comprehensive Planning Committee of the Planning Commission.<br>April 8, 2014, recommended by the Urban Transportation Commission on a 4/0/0/3 vote with Commissioners Blocker, Lanier, and Gilbert absent.<br>April 16, 2014, recommended by the Environmental Board on a 7/0/0/0 vote.<br>May 19, 2014, recommended by the Land, Facilities, and Programs Committee (Parks and Recreation Board) on a 2/0 vote.<br>May 27, 2014, recommended by the Parks and Recreation Board on a 6/0/0/1 vote with Commissioner Almanza absent.<br>June 17, 2014, recommended by the Codes and Ordinances Subcommittee (Planning Commission) on a 4/0 vote.<br>October 14, 2014, recommended by the Planning Commission on a 7/0/0/2 vote with Commissioners Roark and Stevens absent. |         |       |               |                |
| MBE / WBE:  |   |         |       |               |                |
| Related Items:  |   |         |       |               |                |
| Additional Backup Information   |   |         |       |               |                |
| <p>This plan works to implement elements of the Imagine Austin Comprehensive Plan by creating a connected and protected active transportation network that will provide transportation options for the citizens and visitors of the City of Austin. The Vision of the Austin 2014 Bicycle Master Plan is to, “maximize the contribution of cycling to the realization of the goals set forth in the Imagine Austin Comprehensive Plan.”</p> <p>The two overall goals of this plan are:</p> <ul style="list-style-type: none"><li>• To significantly increase bicycle use across the city of Austin over the next decade, and</li><li>• To increase bicycle safety across the city of Austin.</li></ul> <p>The plan is strategically oriented to pursue these goals by:</p> <ul style="list-style-type: none"><li>• Planning for a network of protected bicycle facilities creating an all ages and abilities network. The current</li></ul> |   |         |       |               |                |

bicycle lane network planned in the 2009 plan is adequate for less than 20% of Austin's population due to concerns for safety in traffic. A protected class network will enable over 55% of Austin's population to choose a bicycle for transportation representing a significant increase in potential bicycling which will contribute to the goals in the Imagine Austin Plan.

- Targeting short trips by bicycle by prioritizing protected bicycle network improvements where short trips naturally exist. Trips between 0 and 3 miles are ideal candidates for bicycle trips. The focus areas for network improvement areas to capture short trips are: 1) in the central city, where short trips are pervasive and 2) linking destinations to regional transit stations to extend the last mile connections that transit depends on, subsequently increasing the market for transit.

The combination of these two strategies is forecast to have quantifiable positive impacts not just for bicyclists, but the community at large on a regional scale. These impacts include improving traffic congestion, public health, the local economy, affordability, sustainability and quality of life.

Other elements of the Austin 2014 Bicycle Master Plan include:

- Updated on-street bicycle facility recommendations, and
- Updated implementation strategy