

Bicycle Advisory Council (BAC) Recommendation:

Austin Strategic Mobility Plan Draft Policies and Maps

WHEREAS, the purpose of the Bicycle Advisory Council (BAC) is to advise the City of Austin and other jurisdictions on all matters relating to the use of the bicycle, bicycle infrastructure, and individuals of all ages and abilities who utilize bicycles;

WHEREAS, the Austin Strategic Mobility Plan (ASMP) represents a unique opportunity to bring Austin's transportation plan into line with modern practices, including greater focus and funding for active transportation and public transit,

WHEREAS, the ASMP serves to integrate numerous diffuse plans, including the Bicycle Master Plan, Urban Trail Master Plan and Project Connect amongst others,

WHEREAS, transportation is currently the largest source of CO2 pollution in America, and encouraging the use of bicycles through policy and infrastructure represents a short-term path to reducing these emissions,

WHEREAS, the principles of Vision Zero are not the primary guiding principle of Austin's overarching mobility plan, the 1995 Austin Metropolitan Area Transportation Plan,

WHEREAS, access to transportation choices has been shown to improve quality of life and reduce cost of living,

WHEREAS, people of all ages and abilities should have access to safe and reliable transportation choices, including facilities for riding bicycles,

WHEREAS, congestion pricing has been shown to both improve safety and provide substantial funds for alternative transportation, including bicycle routes,

WHEREAS, creating realistic yet ambitious objectives associated with the ASMP Policies are critical to both target and measure the success of policy outcomes,

NOW, THEREFORE, BE IT RESOLVED, the Bicycle Advisory Council strongly supports the prioritization of and focus on safety outcomes throughout the ASMP,

BE IT FURTHER RESOLVED, the BAC recommends a more thorough and clear interconnection between draft policies and the underlying transportation supply and demand modeling into the next draft of the ASMP,

BE IT FURTHER RESOLVED, the BAC recommends a more clearly delineated integration of the Austin Street Design Guide into the next draft of the ASMP, including safe intersection treatments requested in BAC Recommendation Number 20180320-05A,

BE IT FURTHER RESOLVED, the BAC recommends that streets on the bicycle priority network be considered for access management in addition to those on the vehicle priority network, as automobile driveways and left turns pose a safety risk to people on bikes and pedestrians,

BE IT FURTHER RESOLVED, the BAC requests that the ASMP draft maps display bike facilities as completed or planned, similar to the sidewalk network map,

BE IT FURTHER RESOLVED, the BAC recommends that the next ASMP draft directly address how priority networks interact when multiple networks are present on the same roadway, by ensuring the safety of people walking, people on bikes and people on public transit first, before travel time reliability is considered,

BE IT FURTHER RESOLVED, the BAC strongly endorses the Bicycle System section within the Supplying our Transportation Infrastructure chapter of the ASMP,

BE IT FURTHER RESOLVED, the BAC endorses the equitable allocation of resources across modes, and recommends that Transportation Department staffing and budget be reallocated commensurate with mode-share goals delineated in the ASMP,

BE IT FURTHER RESOLVED, the BAC recommends the following changes (underlined) to the wording of the ASMP draft policies so as to strengthen their language:

- **Supplying Our Transportation Infrastructure**

- Bicycle System

- Policy 2: Complete the All Ages and Abilities Bicycle Network

- Provide a feasible, fully connected, comfortable system of on- and off-street bicycle facilities, deployed in the short-term with plans for long-term upgrades to more robust facilities.

- Policy 3: Remove significant infrastructure gaps in the bicycle system

- Ensure connectivity in the bicycle system and resolve geographic and infrastructure barriers to cycling, such as highways, railroads, waterways, and subdivision boundaries.

- **Operating Our Transportation Network**

- Closures & Detours

- Policy 3 Lessen the impact of temporary right-of-way closures on mobility: Limit and coordinate closures, including for special events, on the Vehicle, Transit and Bicycle Priority Networks to minimize disruptions to transportation network operations

BE IT FURTHER RESOLVED, the BAC recommends the following objectives be used to guide the policy implementation goals included in the next draft of the ASMP:

- **Prioritizing Our Safety**

- Safety Culture

- Policy 1: **Prioritize human life above all else in the design and operation of the transportation network:**

- Objective: Achieve Vision Zero objective of zero fatalities by 2025

- Policy 2 **Promote a culture that prioritizes safety:**

- Objective 1: develop and ensure that educational resources regarding safe street designs are available at public input meetings
- Objective 2: increase traffic law enforcement activities carried out by Austin Police Department, including use of the 3' passing tool
- Objective 3: Develop a ticket deferral course for drivers that focuses on safe driving around people on bikes, people walking, and public transit

- System Design

- Policy 1: **Manage for safe speeds**

- Objective 1: Reduce speed limit on residential and most downtown streets to 15 mph

- Policy 2: **Minimize the potential for conflicts between transportation users**

- Objective 1: Separated bicycle lanes wherever possible
- Objective 2: Implement bicycle signal leading interval on all bicycle priority streets, possibly through allowing bicycles to follow pedestrian signal to reduce implementation costs
- Objective 3: Remove automobile and truck through-trips along bicycle priority network by implementing semi-diverter intersections
- Objective 4: Stop allowing right turn on red on all city streets, beginning with downtown streets and all streets with parallel shared use paths
- Objective 5: Prioritize safe bicycle facility implementation in high pedestrian use areas
- Objective 6: Recognizing public health vulnerability inherent to people on bikes and walking
- Objective 7: Identify new intersections for scatter crossing implementation to fully separate people on bikes and people walking from automobiles and trucks in intersections

- Policy 4: **Balance public safety priorities**

- Objective 1: Reduce street width requirement for emergency vehicle access to enhance safety for other street uses, by procuring smaller fire trucks and smaller municipal vehicles

- **Managing Our Demand**

- Land Use

- Policy 3: **Create places that encourage travel choice and are connected**

- Objective 1: Require high quality end-of-trip facilities for bicycles sufficient to accommodate bike trips within new and redeveloping properties

- Objective 2: Create city-wide methodology for including protected bicycle facilities in redevelopment projects, particularly along bicycle priority network
- Policy 4: **Minimize the impact of development on the roadway system by prioritizing multimodal solutions**
 - Objective 1: Encourage developments that provide additional interconnections for people on bikes such as between apartment blocks or out of cul-de-sacs.

◦ Parking

- Policy 1: **Efficiently use existing parking supply**
 - Objective 1: Allow shared mobility solutions to utilize public parking spaces
 - Objective 2: Increase on-street bike corral capacity in high demand areas

◦ TDM Programming

- Policy 1: **Implement community-wide strategies to reduce drive-alone trips**
 - Objective 1: Directly incentivize employers to encourage sustainable travel behaviors including advertising city programming such as e-bike rebate and developing bulk discounts for group memberships to mobility services.
 - Objective 2: Implement congestion pricing to reduce vehicles and increase safety in central core, with potential expansion to other major hubs within the city

◦ Smart Mobility

- Policy 1: **Partner with the public and private sectors to implement new mobility solutions for historically underserved communities**
 - Objective 1: Ensure easy and robust data sharing between smart mobility companies and the City of Austin
- Policy 2 **Provide infrastructure that enables the adoption of new mobility technology**
 - Objective 1: Prepare for rapid implementation of safety related infrastructure when considering new technology.
- Policy 3 **Pursue emerging mobility solutions**
 - Objective 1: Streamline pilot program process for “disruptive” technologies to ensure safety and data sharing goals are met

• **Supplying Our Transportation Infrastructure**

- Bicycle System
 - Policy 1: Make streets safe for bicycling
 - Provide safe, comfortable bicycle facilities on roadways through all phases of all projects for people of all ages and abilities
 - Objective: Ensure that all detours maintain continuity of All Ages and Abilities Network
 - Policy 4: Provide a comfortable bicycle system with end-of-trip facilities
 - Invest in, partner to create, and require facilities that meet end-of-trip needs
 - Objective: Include safe parking and showers accessibility target
 - Objective: Increase amount of high quality bicycle parking in the 2 mile radius of high capacity transit stations by X%
 - Policy 5: Work with partner agencies and other jurisdictions to develop a regional bicycle system
 - Enhance regional bicycle connectivity through the provision of inter-jurisdictional bicycle facilities
 - Objective 1: Develop regional interlocal funding mechanisms to ensure proportionate and efficient funding of inter-city bicycle network
 - Policy 6: Maintain the usability of the bicycle system
 - Proactively maintain the existing bicycle system, ensuring it is safe, functional, and comfortable
 - Objective 1: Develop city-wide bicycle route signage to allow for dynamic routing along safe bike corridors
 - Objective 2: Implement street sweeping rotation for high usage bike routes
- Urban Trail System
 - Policy 3 **Pursue opportunities to connect to and expand the urban trail system**
 - Objective 1: Ensure that all trail heads for existing and new urban trails connect with all ages and abilities bike network.

- **Operating Our Transportation Network**

- Transportation Operations
 - Policy 5 **Allocate signal timing to coincide with modal priorities**

- Objective 1: Implement signal timing conducive to maintaining bicycle travel at constant 13-15 mph, especially on bicycle priority network streets
- Objective 2: Develop connected signal system that can detect cyclists and hold signals longer for people on bikes when they are present

- **Protecting Our Health and Environment**

- Public Health
- Land & Ecology
 - **Policy 4:** Recognize and plan for trees as vital to supporting the transportation network
 - Objective 1: Develop plan for utilizing the Urban Forestry Grant Program in transportation right of way, with ultimate target of 100% canopy cover along bicycle priority corridors, first prioritizing intersections between pedestrian and bicycle corridors and major streets as these typically have the longest waits

- **Implementing Our Plan**

- Financial Sustainability
 - **Policy 1 Ensure long-term, viable funding models to plan, finance, and maintain the transportation network**
 - Objective 1: Implement congestion pricing to enter downtown area, utilizing funds for active transportation and transit

Date of Approval:

Vote:

Attest: