

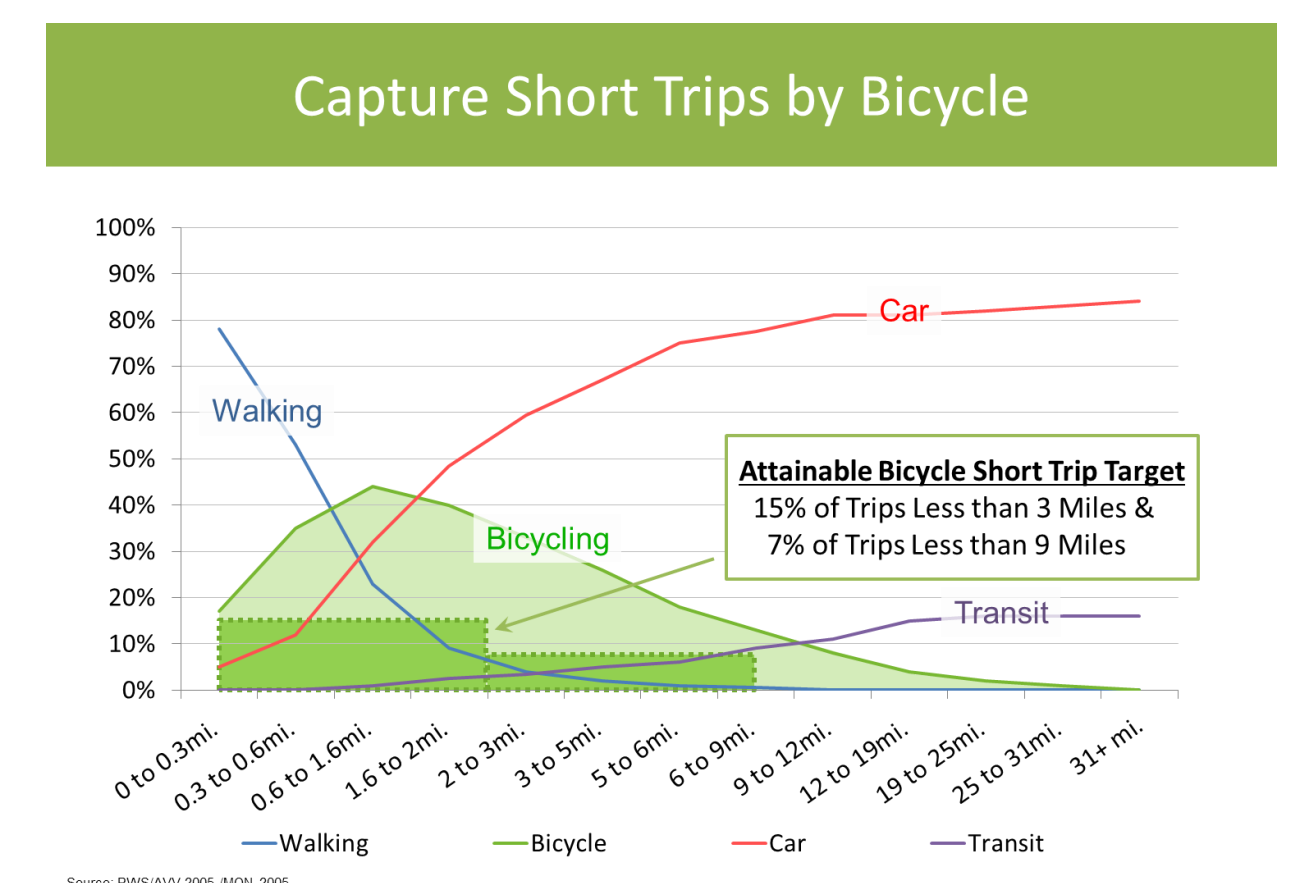
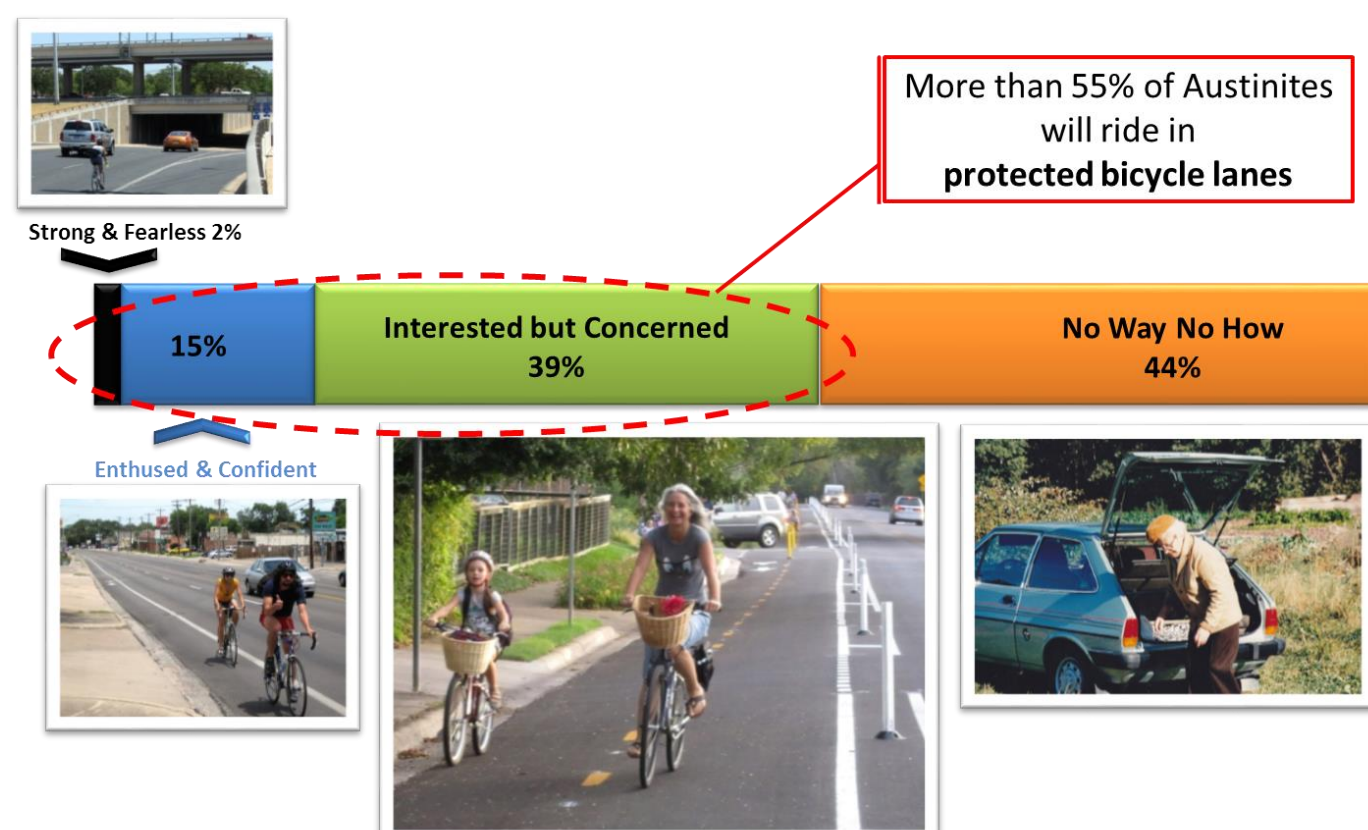
1 Bicycle Master Plan Overview

- Bicycle Plan adopted in November 2014
- Implements the Imagine Austin Comprehensive Plan
- Public Engagement: 3,000 + people participated in the process through meetings, surveys, and advisory groups



Imagine Austin
Priority Programs

- Plan Priorities
 - **Design for all ages and abilities:** Over 55% of people in Austin are interested in riding in a protected bicycle lane. Only 15% feel comfortable in a painted bicycle lane on a busy road. The shift to serve people with protected bicycle lanes expands access to bicycling.
 - **Capture short trips:** As bicycling is most appealing for short trips of 3 miles or less, the City will prioritize places where people can travel between key destinations that are close together.
 - **Build a complete bicycle network:** Provide a network that supports cycling as transportation Citywide.



- The Bicycle Master Plan frames broad goals and infrastructure strategies
 - Build an all ages and abilities network
 - Remove existing network barriers
 - Shift to prioritized projects while still leveraging those driven by coordination opportunities
 - Expand Austin's bike share system (B-Cycle)
- The Bicycle Master Plan does not prescribe a detailed project prioritization criteria, prioritized project list, or project sequence
- More information and executive summary at <https://austintexas.gov/bicycle>



Creating an Implementation Framework

- The Implementation Framework will to provide predictability, accountability, and transparency through clear criteria and tiered priorities.
 - 5 year horizon
 - Focus on next year
 - Updated annually
 - Projects prioritized in Tier 1 (highest) – Tier 5
- Public engagement to get input
 - Walk + Bike Talks: 11 district-based events and online engagement
 - The final Implemtation Framework will be published in Summer
 - Annual updates will also allow for public input
- Project development process
 - A prioritized project will be studied for possible implementation.



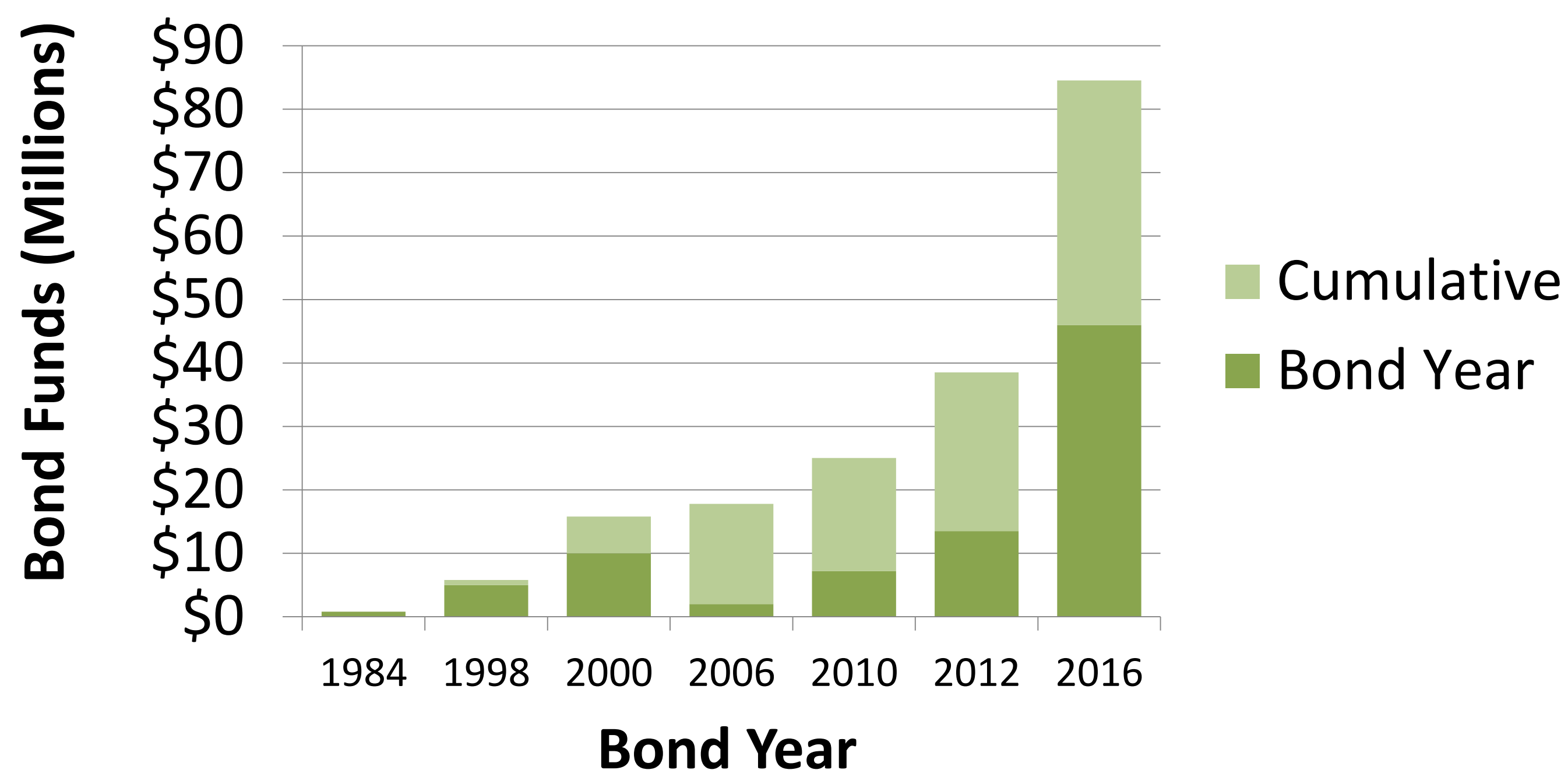
- 2 Types of Projects:
 - Prioritized Projects
 - Selection based on prioritization criteria
 - Coordination Opportunities
 - Follows street resurfacing or other on going opportunities to reduce costs
 - Prioritization criteria still considered
 - Coordination opportunities are ever-evolving

- The 2016 Mobility Bond was the largest mobility bond in Austin's history and included significant funding supporting bicycling through the following sources:
 - \$20 million for on-street bikeways
 - \$26 million for Urban Trails
 - \$27.5 million for Safe Routes to Schools*
 - \$482 million for Corridor Construction Program*
 - Regional and other projects*

*a portion may be used to improve bicycle mobility and safety
- Prior Bonds
 - \$1.1 million remains from prior bond funds



**Bicycle and Urban Trail Specific Bond
Funding by Year**



- City of Austin Operational Funding
 - Annual operational funding
 - Coordinate with street resurfacing
- Grants
 - The Bicycle Master Plan encourages seeking grants
 - Over \$10 million in grant funds have been received
- Partner Funding
 - TxDOT, Central Texas Regional Mobility Authority, Capital Metro, Travis County, Williamson County and other entities may co-fund the buildout of the bicycle and bike share network

Your Priorities Here!

[Click Here to Provide
Input Online](#)

Online instructions:

- Use link at left to click on your priorities

Top Bicycle Plan Goals

Ridership - Significantly increase bicycle use across the City of Austin for all trip purposes. Particular priority will be placed on the capture of short trips including connections to transit.

Safety - Reduce bicycle deaths and injuries and increase the number of people who feel safe enough to travel by bicycle through implementing safety measures for all roadway users, including bicyclists.

Connectivity - Create a bicycle network that provides connectivity for people of all ages and abilities and removes network barriers, providing direct and comfortable connections to where they live work and play.

Equity - Provide equal bicycling access for all through public engagement, program delivery and capital investment. Create safe connectivity in areas that that are poorly connected.

Support of Imagine Austin - Realize the potential of bicycling to support and achieve multiple goals of the Imagine Austin Comprehensive Plan.

Other Bicycle Plan Goals

Create an all ages and abilities bicycle network – the plan calls for the completion of 50% by 2020.

Remove barriers in the bicycle network – the plan calls for the removal of 75% of barriers by 2020.

Integrate and support transit – projects that provide connections to transit within 2 miles and up to 5 miles.

Expand the City's bike share infrastructure.

Other Factors

Support affordability – Projects that have the ability to reduce total household transportation costs, particularly for low income areas and those facing affordability pressures.

Support access to employment – Projects that connect people to jobs and job training

Degree of public support – From neighborhood associations, school communities, and other organizations, and individuals.

Support of other modal plans – With the goal of promoting total mobility and safety.

Support other programs – Safe Routes to Schools, Neighborhood Partnering Program, etc.).

Opportunity to coordinate – Lower costs or avert a missed opportunity.

Strong cost-benefit – Make better use of limited resources.

Policy directives – Projects that fulfill policy directives.

Network buildout – Completing gaps in existing facilities, extending adjacent facilities, and completing sections of corridors with existing facilities or future opportunities.

Map Instructions

[Click Here to Provide
Input Online](#)

Blue
=
Priority
Projects

Yellow
=
Home

Instructions:

Place dots on the streets that you feel are aligned with the prioritization criteria that are important to you.

Background Information:

- Help us identify where we should study options for improved safety and mobility for bicycles, including opportunities for improvements for walking, transit, and driving.
- Streets will be prioritized in 5 tiers. The top tiers will be considered first for improvements.
- Staff DRAFT project priority tiers are shown on the map. T-1 is the highest priority and T-5 is lower priority. Dotted green and red lines are not currently selected for prioritization.
- Streets that are prioritized will require further detailed study, coordination, and /or public process before a decision to make changes to the street is made; “no-build” scenario is always an option.
- **About the Legend**
 - Black lines represent the existing (solid lines) and potential / planned (dashed) high comfort / all ages and abilities bicycle network
 - Blue lines represent the current medium comfort (not all ages and abilities) bicycle network
 - Dark grey lines represent the 2016 Mobility Bond corridors that are eligible for construction funding that could result in significant improvements for bicycling
 - Green lines represent potential connections in the all ages and abilities bicycle network – thicker lines are the draft priority tiers (**place dots on these streets to prioritize**)
 - Red lines represent previously identified barriers to the bicycle network (**place dots on these streets to prioritize**)

Instrucciones:

Coloque puntos en las calles que usted crea que están alineados con los criterios de priorización que son importantes para usted.

Información de Fondo:

- Ayúdenos a identificar las calles donde deberíamos evaluar las opciones para mejorar la seguridad y la movilidad de las bicicletas, incluyendo la evaluación de oportunidades para mejoras para caminar, tránsito y conducir.
- Con base en los criterios de priorización y este ejercicio de retroalimentación pública, las calles serán priorizadas en 5 niveles y los niveles superiores se considerarán primero para mejoras.
- Los trabajadores de la Ciudad De Austin van a priorizar el proyecto para mostrar en el mapa T-1 es las prioridades más altas y T-5 son las prioridades más bajas. Las líneas verdes y rojas punteadas no se seleccionan para la priorización.
- Las calles priorizadas requerirán un estudio más detallado, coordinación y / o proceso público antes de que se tome la decisión de hacer cambios en la calle; El escenario sin construir siempre es una opción.
- **Acerca de la leyenda**
 - Las líneas negras representan la red de bicicletas de alto confort (todas las edades y capacidades) existente (líneas continuas) y potencial / planificada (líneas discontinuas)
 - Las líneas azules representan la comodidad media actual (no todas las edades y capacidades) de la red de bicicletas
 - Líneas de color gris oscuro representan los corredores de bonos de movilidad 2016 que son elegibles para financiamiento de construcción que podrían resultar en mejoras significativas para el ciclismo
 - Las líneas verdes representan conexiones potenciales en la red de bicicletas de todas las edades y habilidades (colocar puntos en estas calles para priorizar)
 - Las líneas rojas representan barreras previamente identificadas a la red de bicicletas (coloque puntos en estas calles para priorizar)

