Austin Bicycle Planning and Transit Connectivity
The Old Approach
2014 Bicycle Plan

A Shift in Vision:

From: What can Austin do to make cycling better

To: What can cycling as a tool do to meet Austin’s highest-level goals
Bicycling and Active Transportation Support
Imagine Austin Plan

Priority Program #1: Invest in Compact
Priority Program #2: Sustainable Water
Priority Program #3: Workforce Development
Priority Program #4: Green Infrastructure
Priority Program #5: Creative Economy
Priority Program #6: Household Affordability
Priority Program #7: Healthy Austin
Four Types of Transportation Cyclists in Austin
By Proportion of Population

Less than 20% of Austinites will ride in Bicycle Lanes

Interested but Concerned 39%

Enthused & Confident

No Way No How 44%
Four Types of Transportation Cyclists in Austin
By Proportion of Population

- **Enthused & Confident**: 15%
- **Interested but Concerned**: 39%
- **No Way No How**: 44%

More than 55% of Austinites will ride in **protected bicycle lanes**.
2014 Bicycle Plan

Creating an All Ages and Abilities Network

On-Street

Protected Bicycle Lanes & Protected Intersections

Neighborhood Bikeways & Shared Streets

Intersection Crossings

Off-Street

Urban Trails & Shared Use Paths

Complete Network

All Ages and Abilities Bicycle Network
Looking for the optimal mix

**Cycling & walking**
- Short distances
- Inner urban trips
- Limited luggage carrying

**Public transport**
- Longer trips
- Mass transportation
- Feeder trips required

**Car**
- Longer trips
- thinly populated areas
- Less/not suitable for dense urban areas
Bicycle Short Trip Capture Target

"Capture Short Trips by Bicycle"
2014 Bicycle Plan
Austin’s
Short Trip (0-3 mile)
Travel Demand
Heat map of short trip concentration

2014 Bicycle Plan
Austin’s Short Trip (0-3 mile) Travel Demand
Focus on where short trips exist

- The central city
- To major transit stations
- Key feeder routes to the central city
“Feed Transit with Bikes”

- Complementary modes
- **40-50% of all transit trips** in NL start with bike
- Only **combined strengths** can compete with private motorised traffic

![Diagram showing 2 miles and ½ mile catchment areas, with labels for On the bicycle and On foot.]
“Feed Transit with Bikes”

**Cycling System**

**Strengths**
- Flexible
- High penetration ability (access to individual addresses)
- Fast on short distances
- Uses little space for parking

**Weaknesses**
- Limited radius of action

**Public Transport System**

**Strengths**
- High people carrying capacity
- Proper for longer trips
- Space efficient

**Weaknesses**
- Inflexible
- Low penetration ability
- Requires feeder systems
2014 Bicycle Plan

“Feed Transit with Bikes”

Austin’s Lakeline Commuter Rail Station
Neighborhoods in easy bicycling distance to transit station
Seville's incredible increase in bicycle mode share was as a result of an 87 mile network of protected bicycle facilities and large scale bike share system implemented over 3 years.

Austin has the opportunity to implement a similar network.
2014 Bicycle Plan
Quantifying the Benefits

BENEFITS TO MOBILITY, ENVIRONMENT, AFFORDABILITY, HEALTH

- 170,000 fewer daily trips
- 460,000 reduction in vehicle miles traveled
- 84,000 metric ton reduction of carbon per year
- $170 million saved in direct driving costs annually
- 15% of Austinites meet daily physical activity
- Reduced congestion on I35
So the challenge is...

- ...to make cycling
  - Convenient
  - Practical
  - Safe
Austin’s All Ages and Abilities Bicycle Network

2014

“The Drag” / Guadalupe
Austin’s All Ages and Abilities Bicycle Network

2016

3rd Street
Austin’s All Ages and Abilities Bicycle Network

Shoal Creek Boulevard
Austin’s All Ages and Abilities Bicycle Network
2020

Shoal Creek Boulevard
Austin’s All Ages and Abilities Bicycle Network
2020

Shoal Creek Boulevard
Austin’s All Ages and Abilities Bicycle Network

2020

Saltillo Trail Before
Austin’s All Ages and Abilities Bicycle Network
2020

Downtown Station
Austin’s All Ages and Abilities Bicycle Network

2024

Corridor Program
9 Corridors Citywide

[Map showing 9 corridors citywide, with green lines indicating complete, dotted lines indicating active, and red lines indicating potential.]
Austin’s All Ages and Abilities Bicycle Network

2026 & Beyond

Project Connect Light Rail & Corridor Improvements
Example Projects: Bus stops

Dean Keeton at Speedway

Stassney at South 1st
Northern Terminus of Orange Line

• North Lamar and 183
Southern Terminus of Orange Line

• South Congress and Stassney
Blue Line Montopolis Station

• Riverside and Montopolis
Green Line Loyola Station
MetroBike

- MetroBike is operated by Cap Metro as a public transportation service
- Electric Bikes
- Very affordable
- Well positioned to grow with transit system

Local366 $86.60
Annual Membership includes unlimited 60-minute trips. $4 per each additional 30 minutes. B-connected access to other B-cycle cities included.
Electric Bikes &
Austin Energy’s New Expanded Rebate

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<th>Purchased through local, Austin Energy participating e-bike dealerships</th>
<th>Previous AE Rebate</th>
<th>New AE Customer Rebate</th>
<th>Pilot AE+ATD CAP* Customer Rebate</th>
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<td>$400</td>
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</tr>
</tbody>
</table>

*Customer Assistance Program (CAP) - Utility Bill Discounts are to support residents below 200% of the Federal Poverty Level or who already participates in certain state, federal, or local assistance programs to include Medicaid, SNAP, and Veteran’s Affairs Supportive Housing.
Discussion

Nathan Wilkes, Austin Transportation Department
City of Austin Dec. 8 Resolution re: Amendments to ATP Articles of Incorporation

- Resolution No. 20221208-074 approved recommended amendments to Article VI (Board section) of the ATP Articles of Incorporation:
  - Two additional board members (7-member board)
  - Transparency requirements for Nominating Committee process for board members (applies to 3 Community Expert members)
  - Transparency requirements for two new board members selection & application process

- Resolution also directed City Manager to consult with the CAC and other stakeholders to establish eligibility criteria, and seek feedback on the application and appointment process, for the two new board members and to present recommendations by end of Feb. 2023.

- Amendments to the ATP Articles of Incorporation require approval by City Council and CapMetro Board. CapMetro Board has not considered this item (postponed from Dec. 2022 agenda).

Link to Council meeting information for Resolution: https://www.austintexas.gov/department/city-council/2022/20221208-reg.htm#074