

Austin Bicycle Planning and Transit Connectivity

25 October 2022

The Old Approach

AUSTIN

BICYCLE PLAN UPDATE

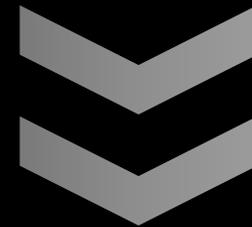
CITY OF AUSTIN
FOUNDED 1839



2014 Bicycle Plan

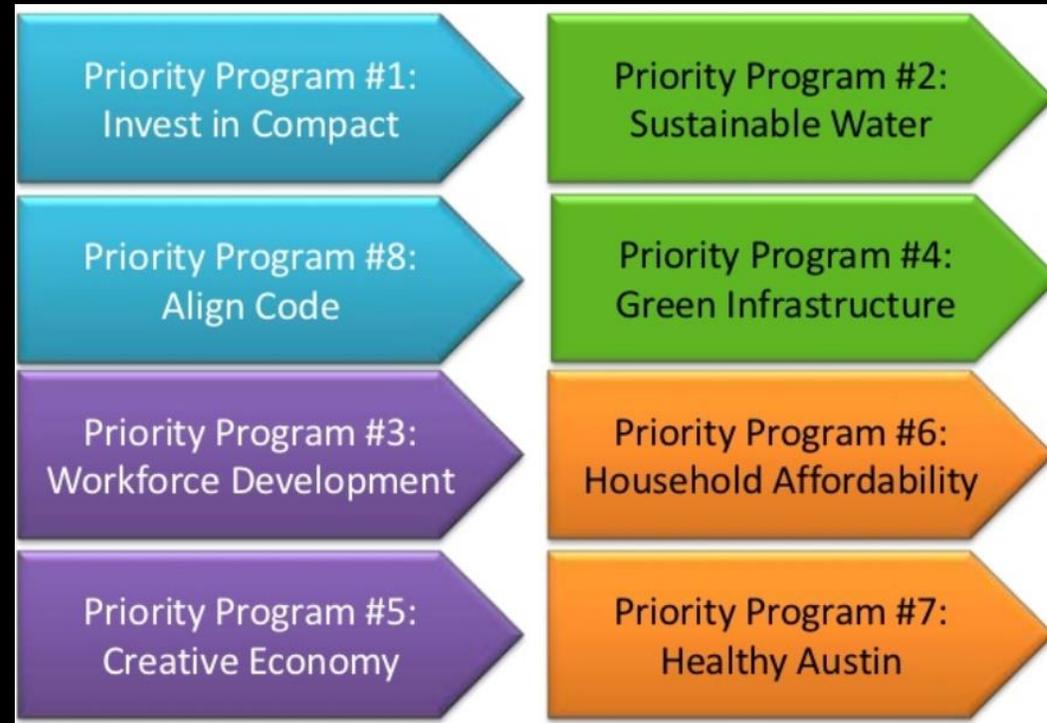
A Shift in Vision:

**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

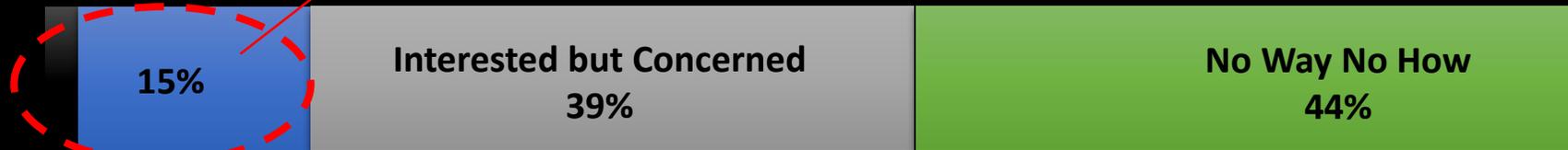


Four Types of Transportation Cyclists in Austin

By Proportion of Population



Less than 20% of Austinites will ride in Bicycle Lanes



Enthusied & Confident

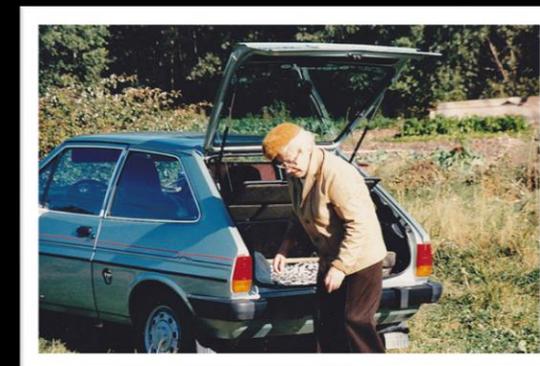
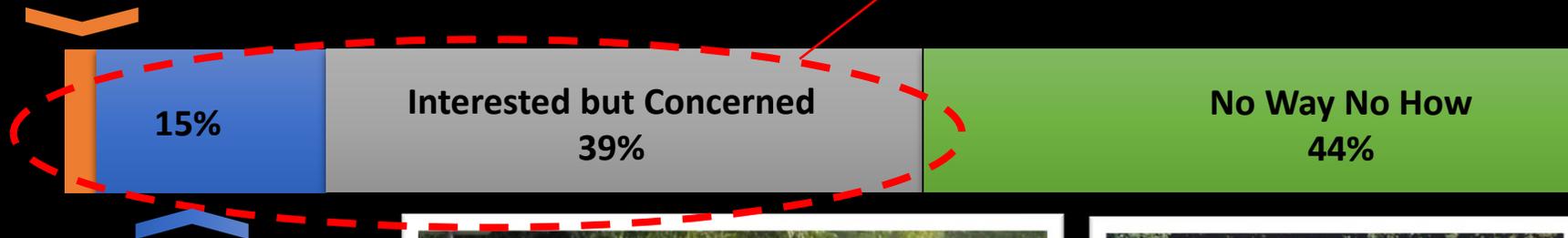


Four Types of Transportation Cyclists in Austin

By Proportion of Population



More than 55% of Austinites will ride in **protected bicycle lanes**



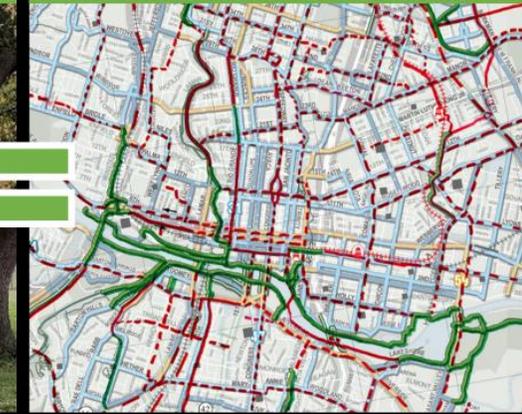
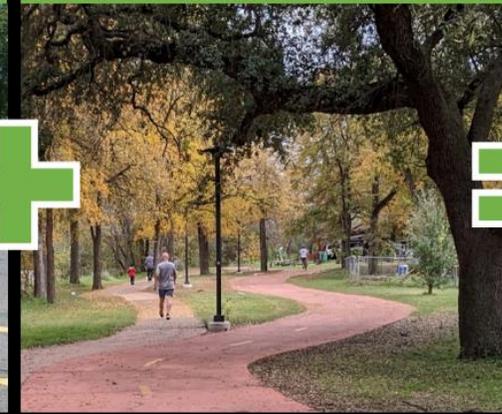
2014 Bicycle Plan

Creating an All Ages and Abilities Network

On-Street

Off-Street

Complete Network



Protected Bicycle Lanes & Protected Intersections

Neighborhood Bikeways & Shared Streets

Intersection Crossings

Urban Trails & Shared Use Paths

All Ages and Abilities Bicycle Network

Looking for the optimal mix

Cycling & walking

- > Short distances
- > Inner urban trips
- > Limited luggage carrying

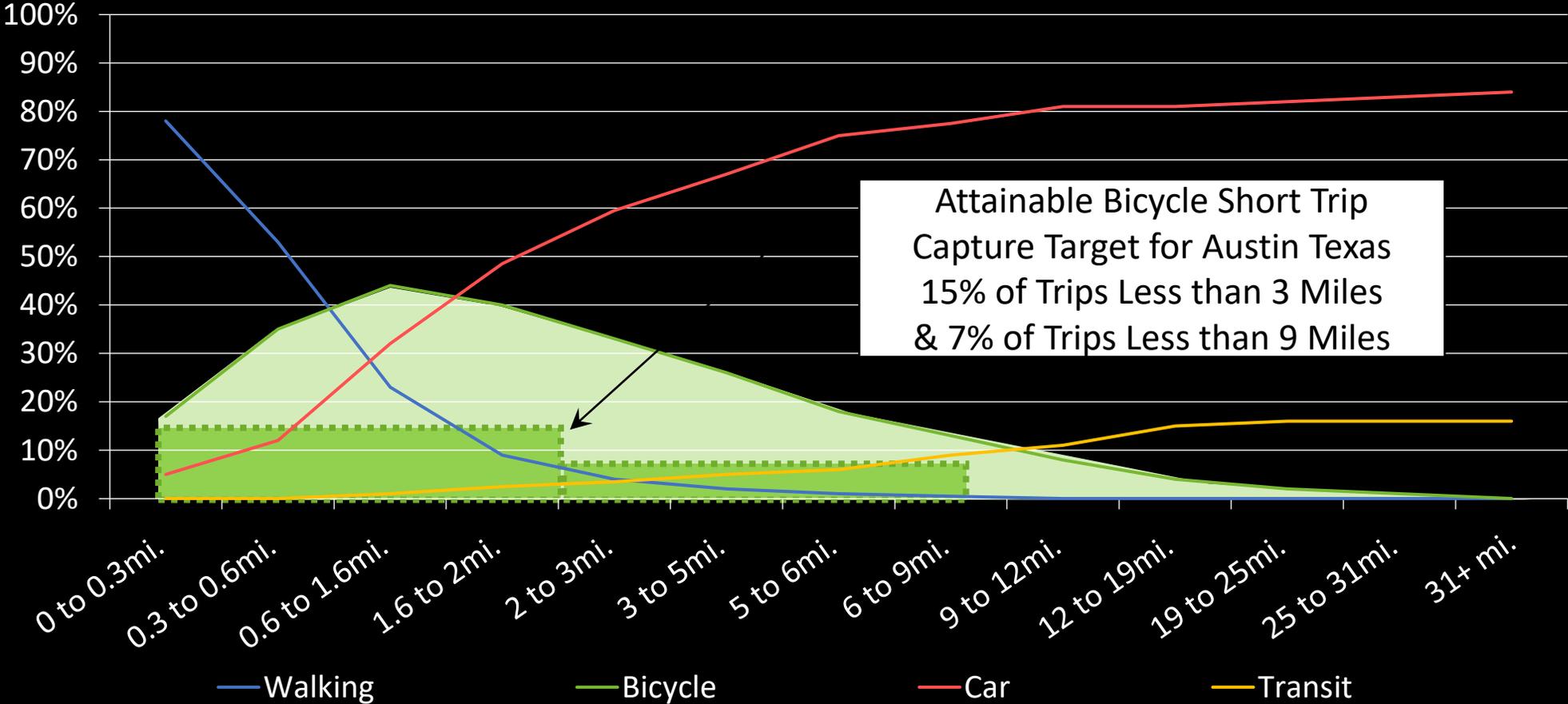
Public transport

- > 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



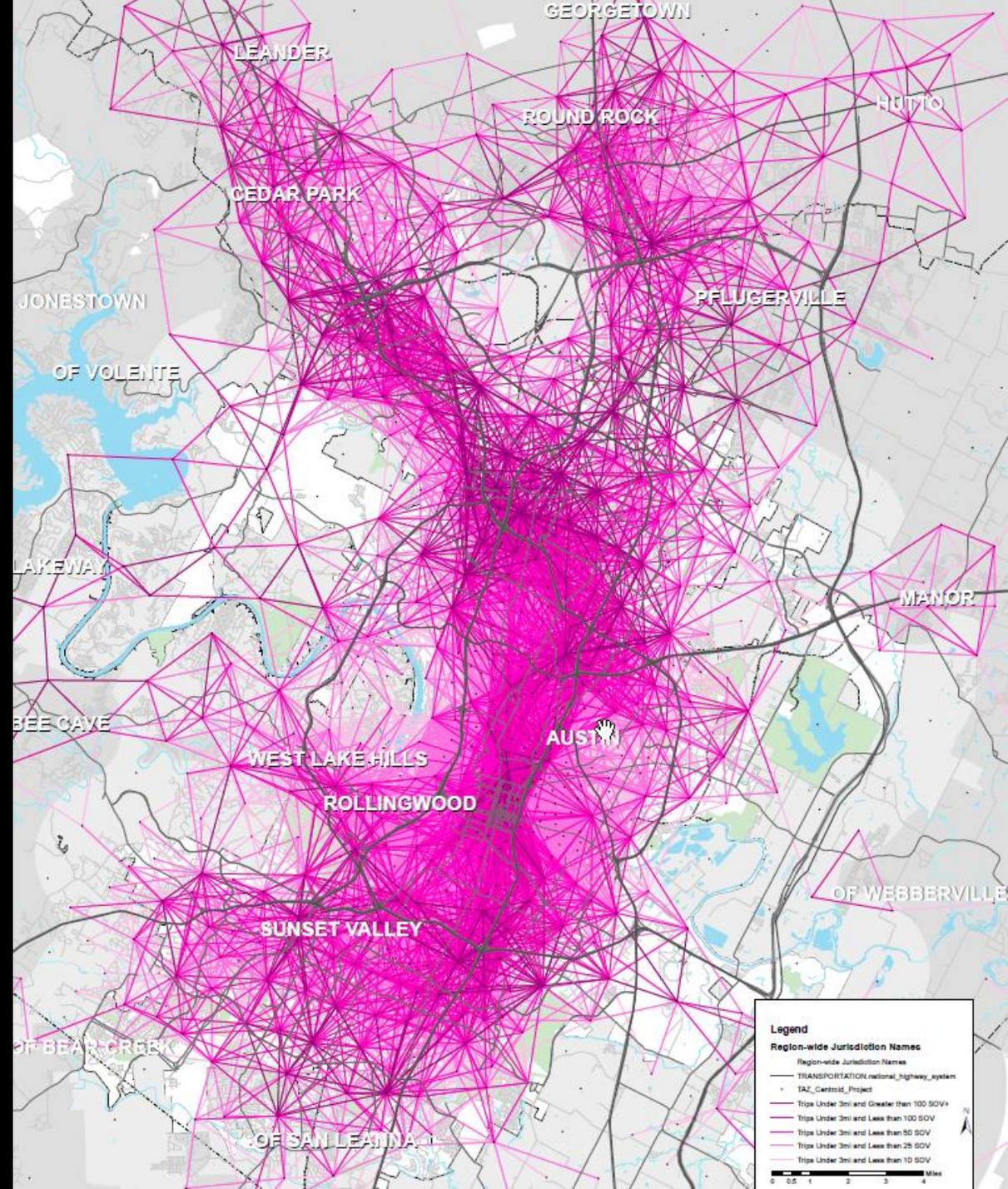
“Capture Short Trips by Bicycle”

2014 Bicycle Plan

Austin's

Short Trip (0-3 mile)

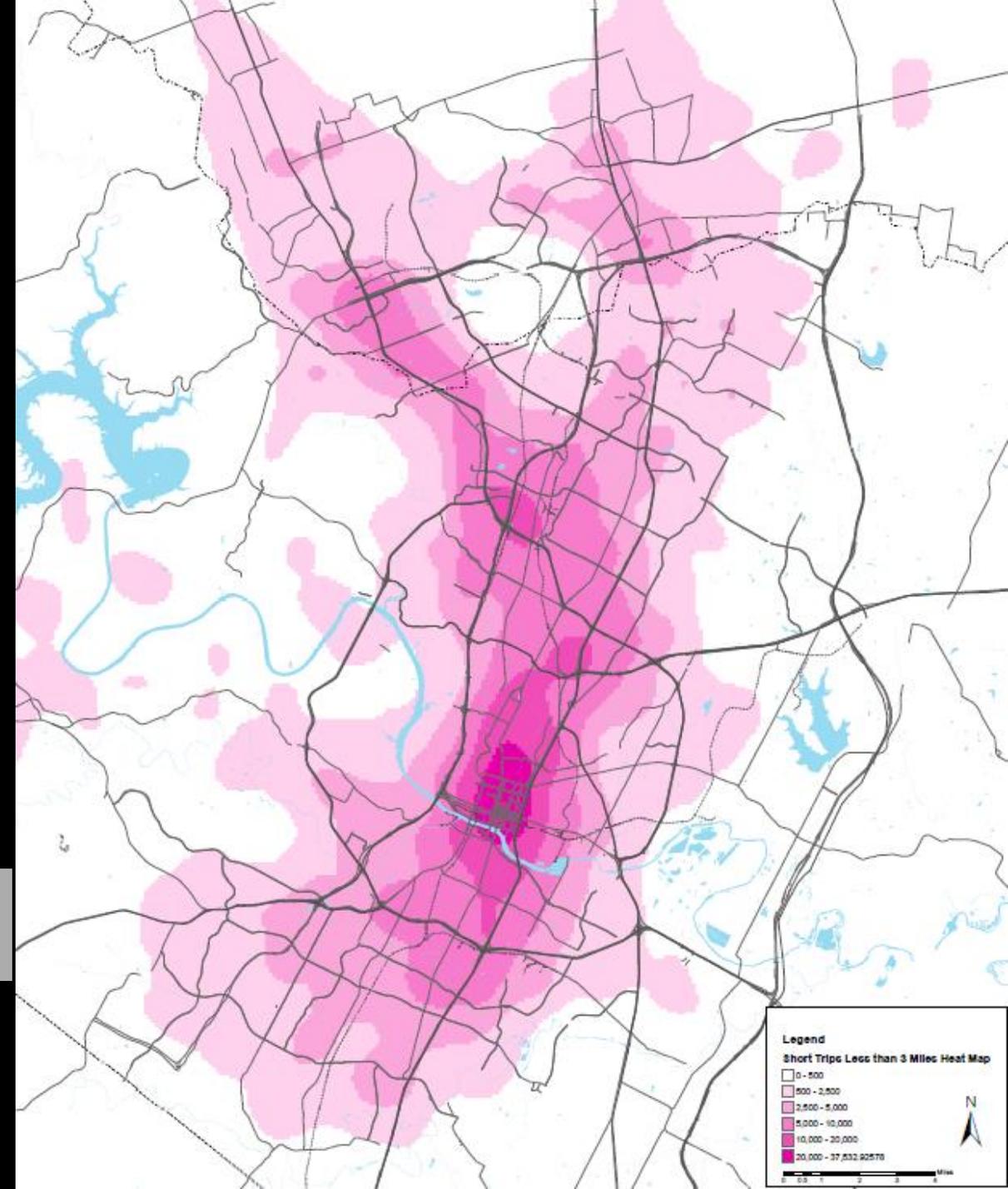
Travel Demand



2014 Bicycle Plan

Austin's Short Trip (0-3 mile) Travel Demand

Heat map of short trip
concentration

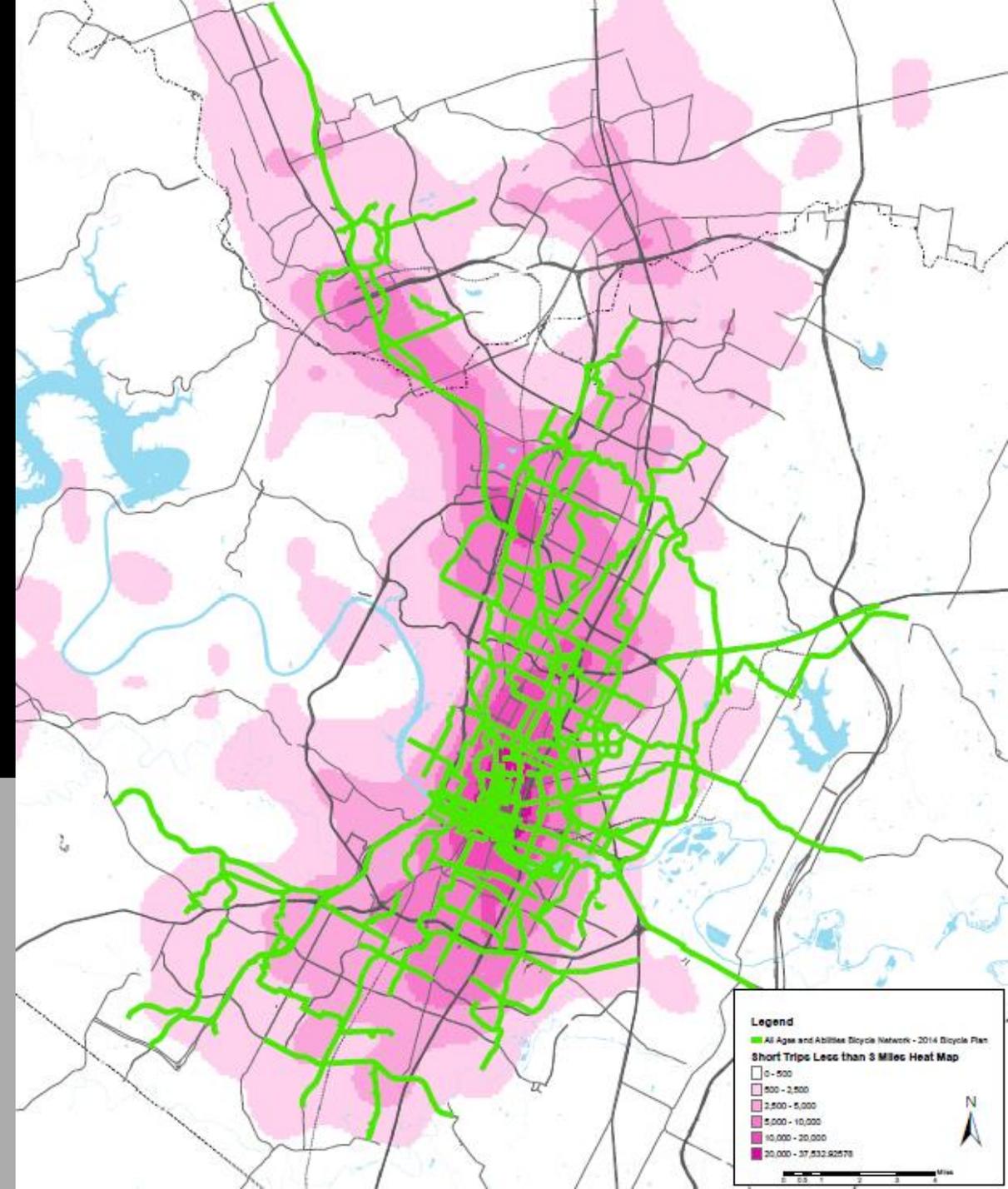


2014 Bicycle Plan

The All Ages and Abilities Bicycle Network

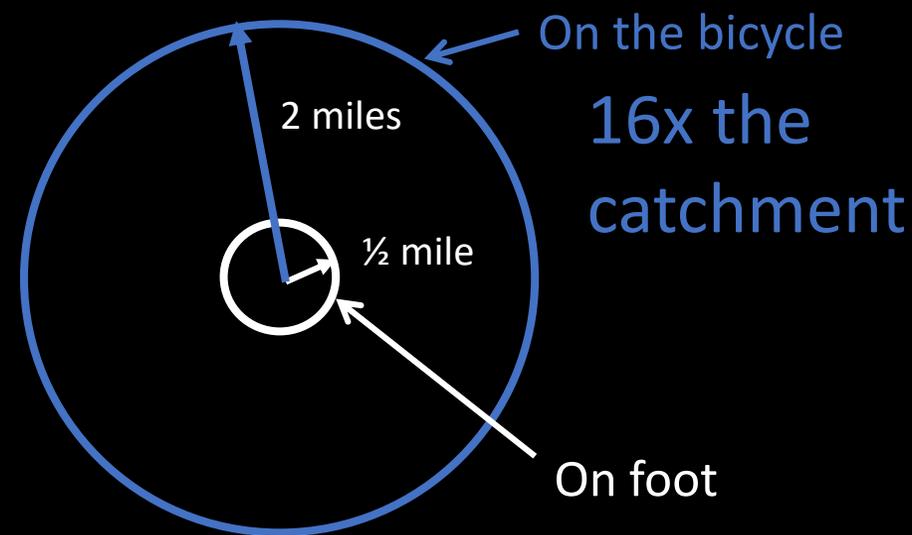
Focus on where short trips exist

- 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



“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

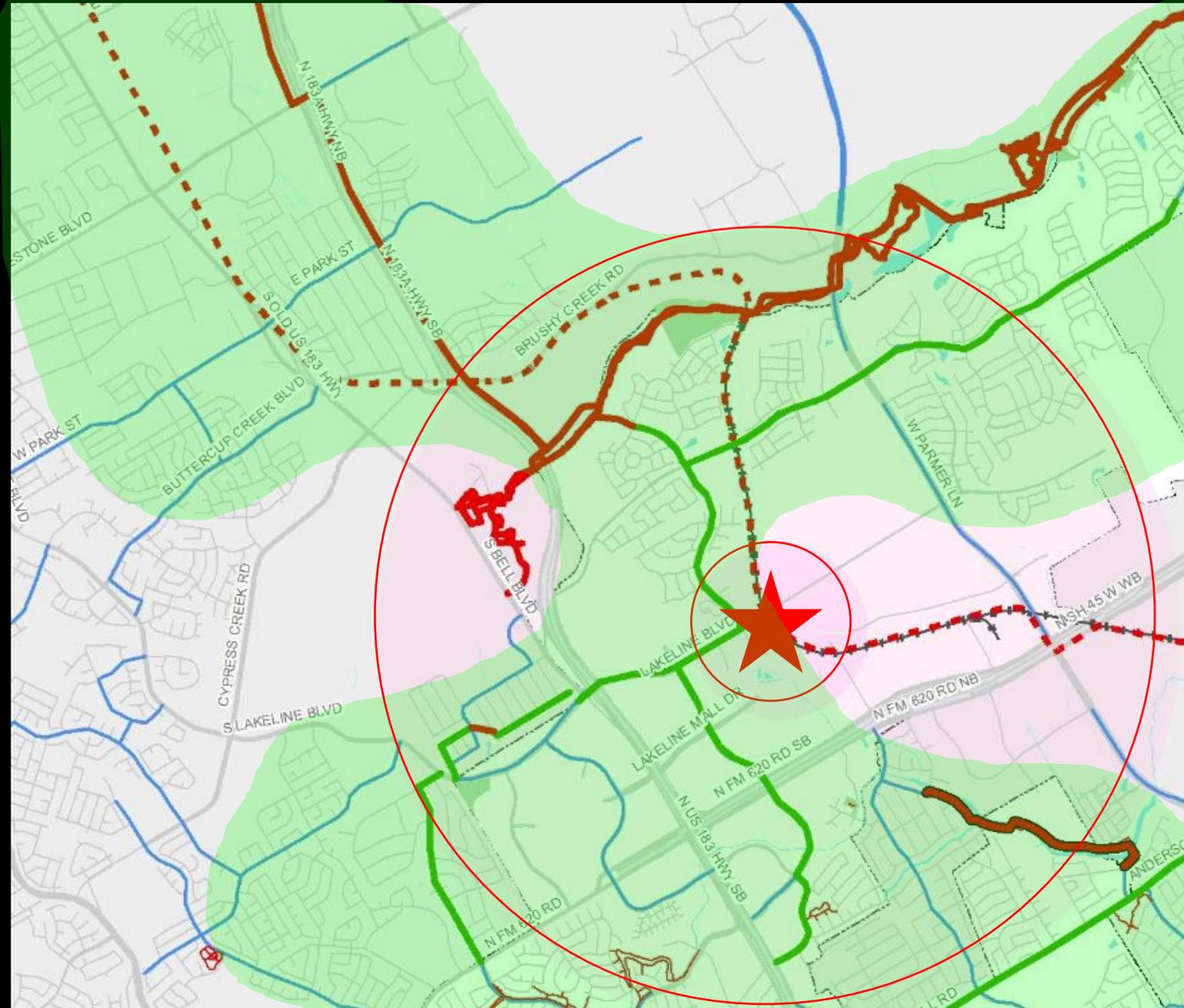
- Inflexible
- Low penetration ability
- Requires feeder systems

2014 Bicycle Plan

“Feed Transit with Bikes”

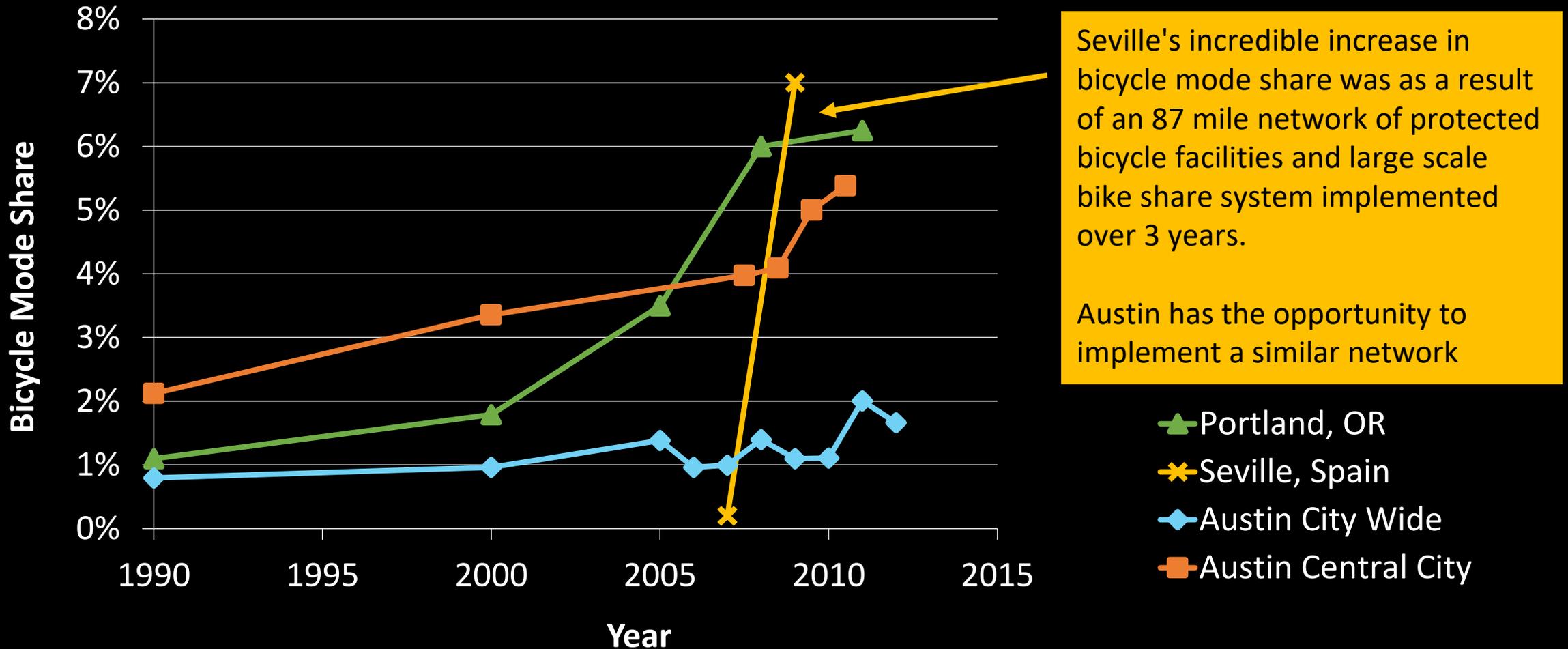


Austin's Lakeline Commuter Rail Station
Neighborhoods in easy
bicycling distance to transit station



2014 Bicycle Plan

How Fast Can We Make Change?



2014 Bicycle Plan

Quantifying the Benefits

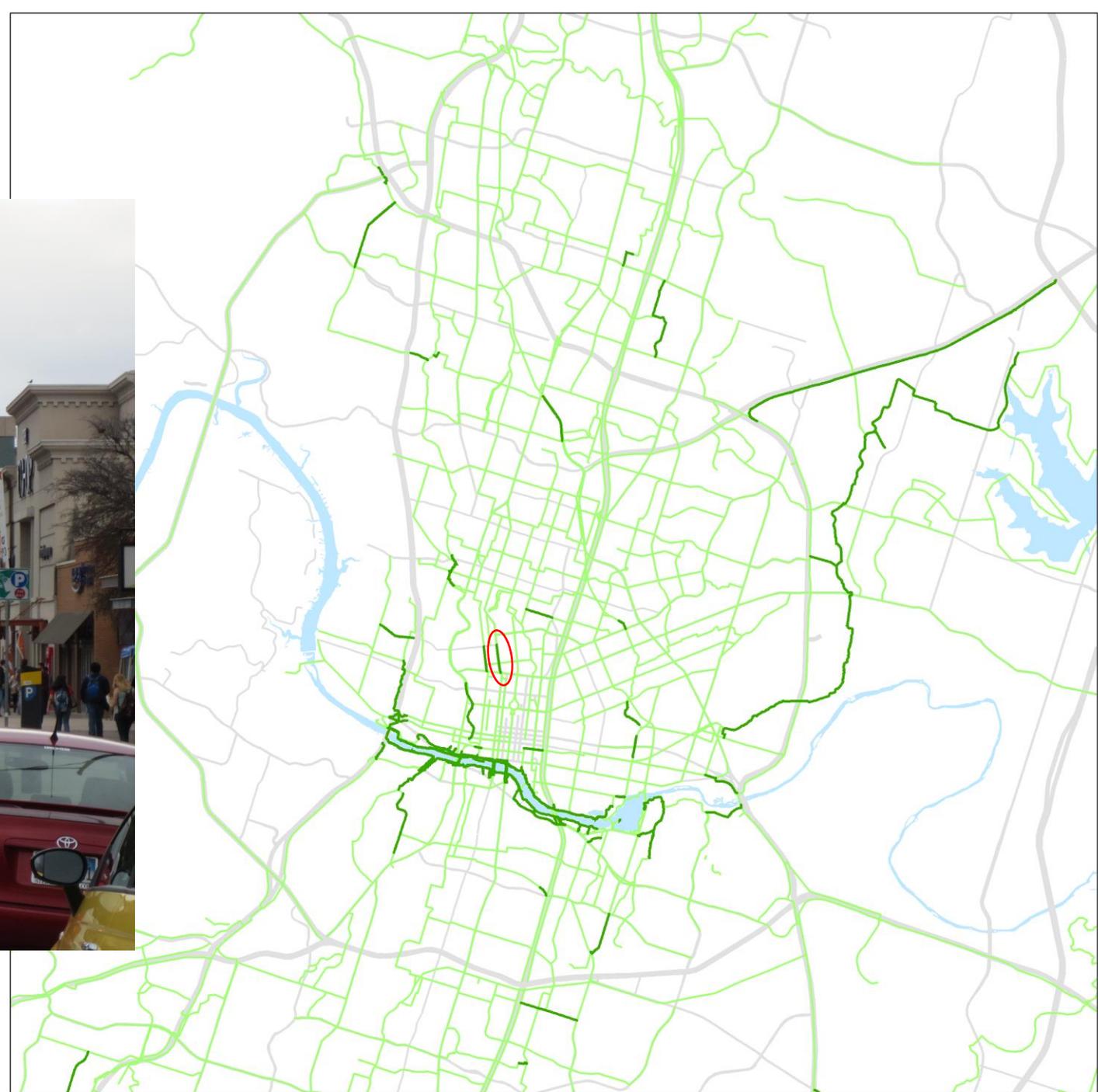
BENEFITS TO MOBILITY, ENVIRONMENT , AFFORDABILITY, HEALTH

- ↓ 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

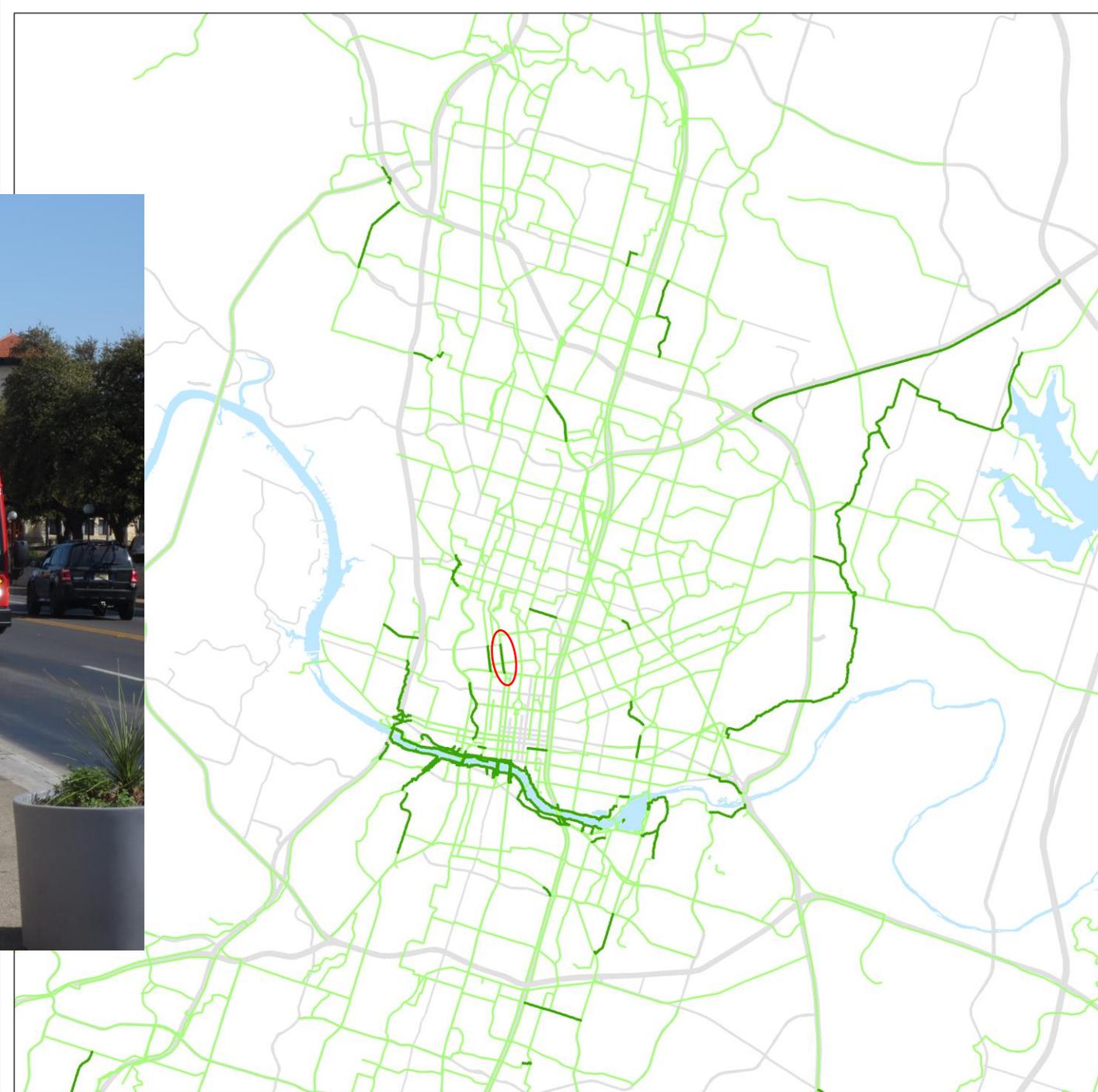
- Complete
- - Active
- Potential

Austin's All Ages and Abilities Bicycle Network 2014



“The Drag” / Guadalupe

- Complete
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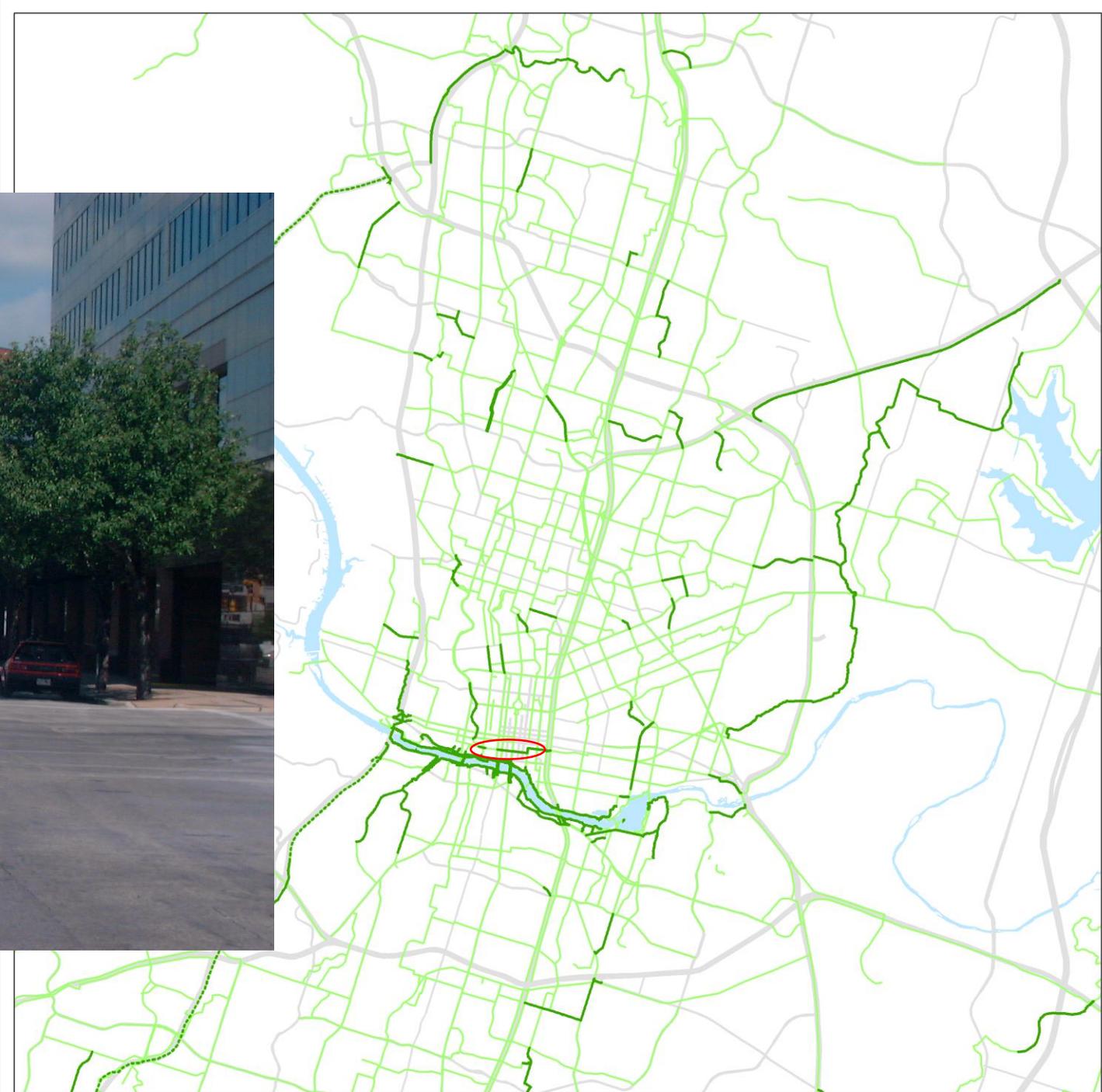


Austin's All Ages and Abilities Bicycle Network 2016



3rd Street

- Complete
- - - Active
- Potential

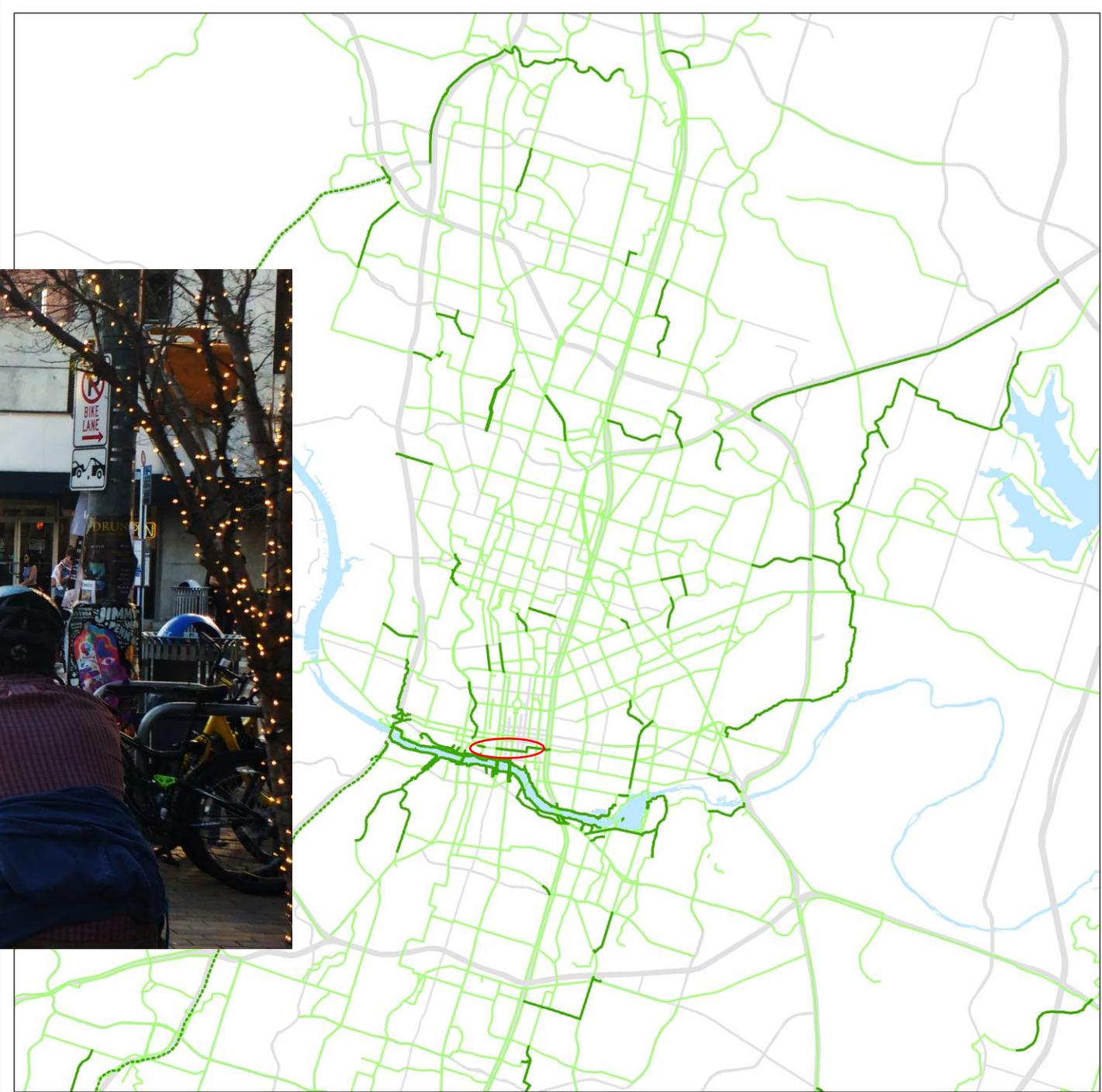


Austin's All Ages and Abilities Bicycle Network 2016



3rd Street

- Complete
- - Active
- Potential

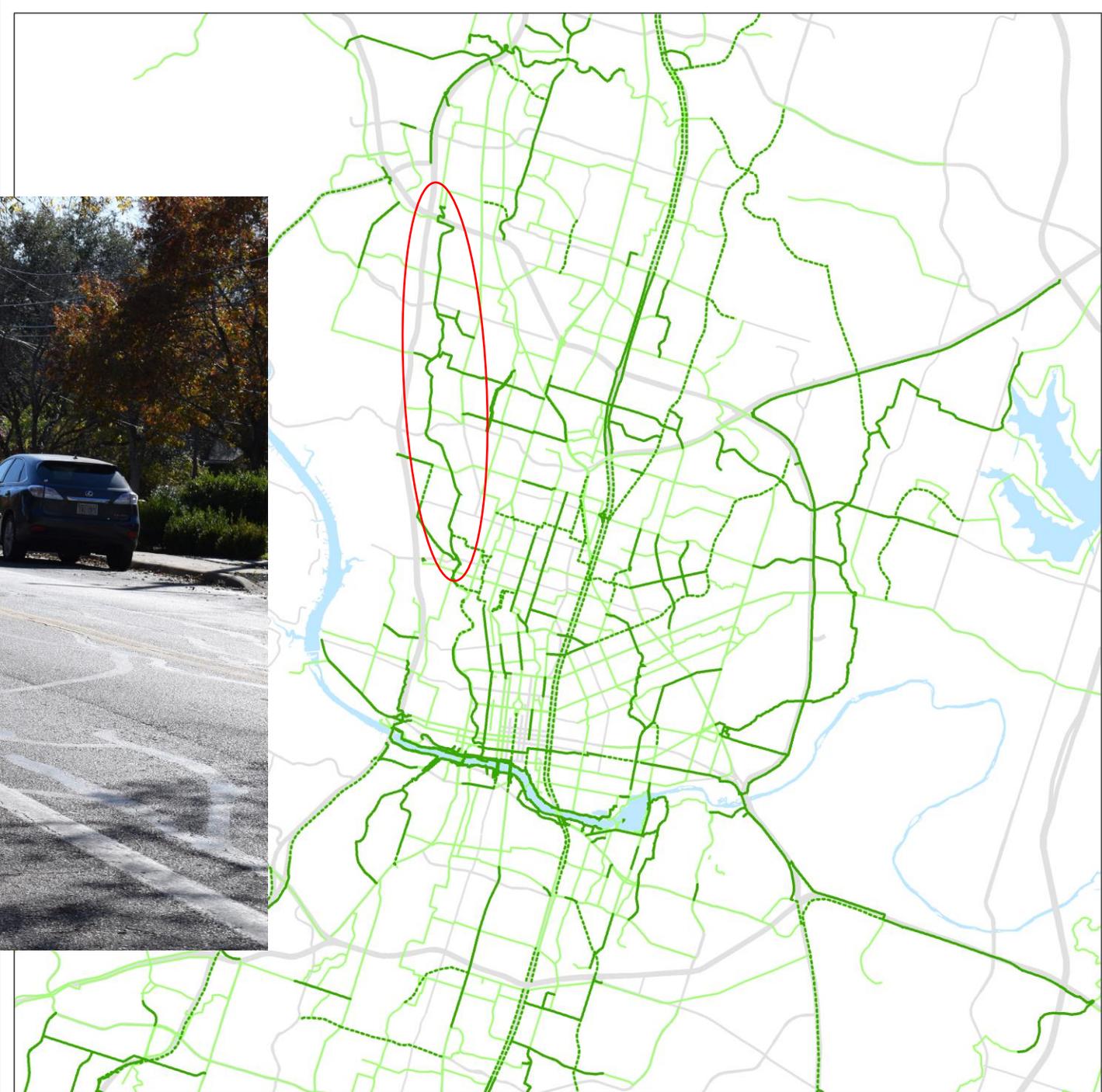


Austin's All Ages and Abilities Bicycle Network 2020



Shoal Creek Boulevard

- Complete
- - Active
- Potential

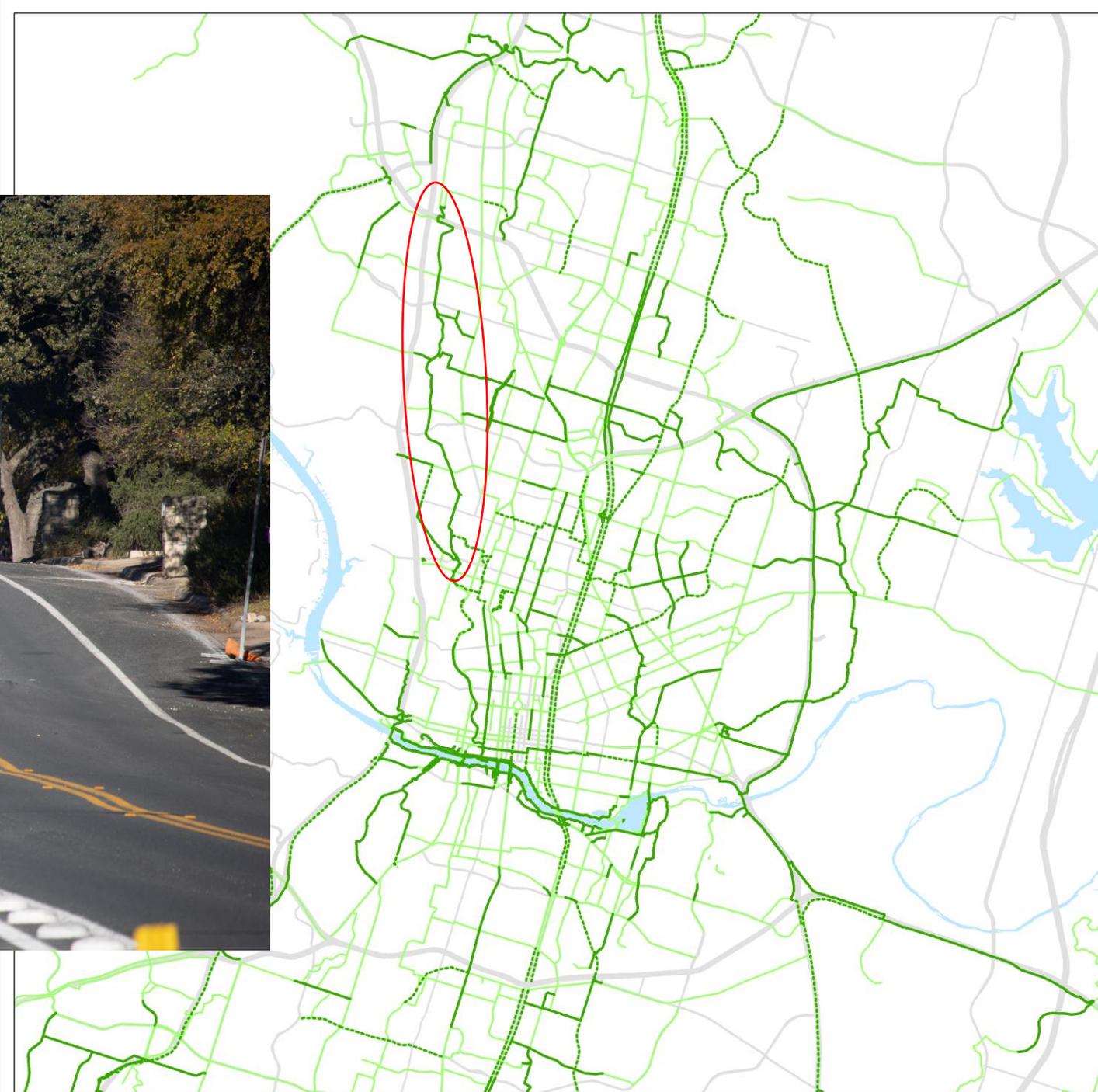


Austin's All Ages and Abilities Bicycle Network 2020



Shoal Creek Boulevard

- Complete
- - Active
- Potential

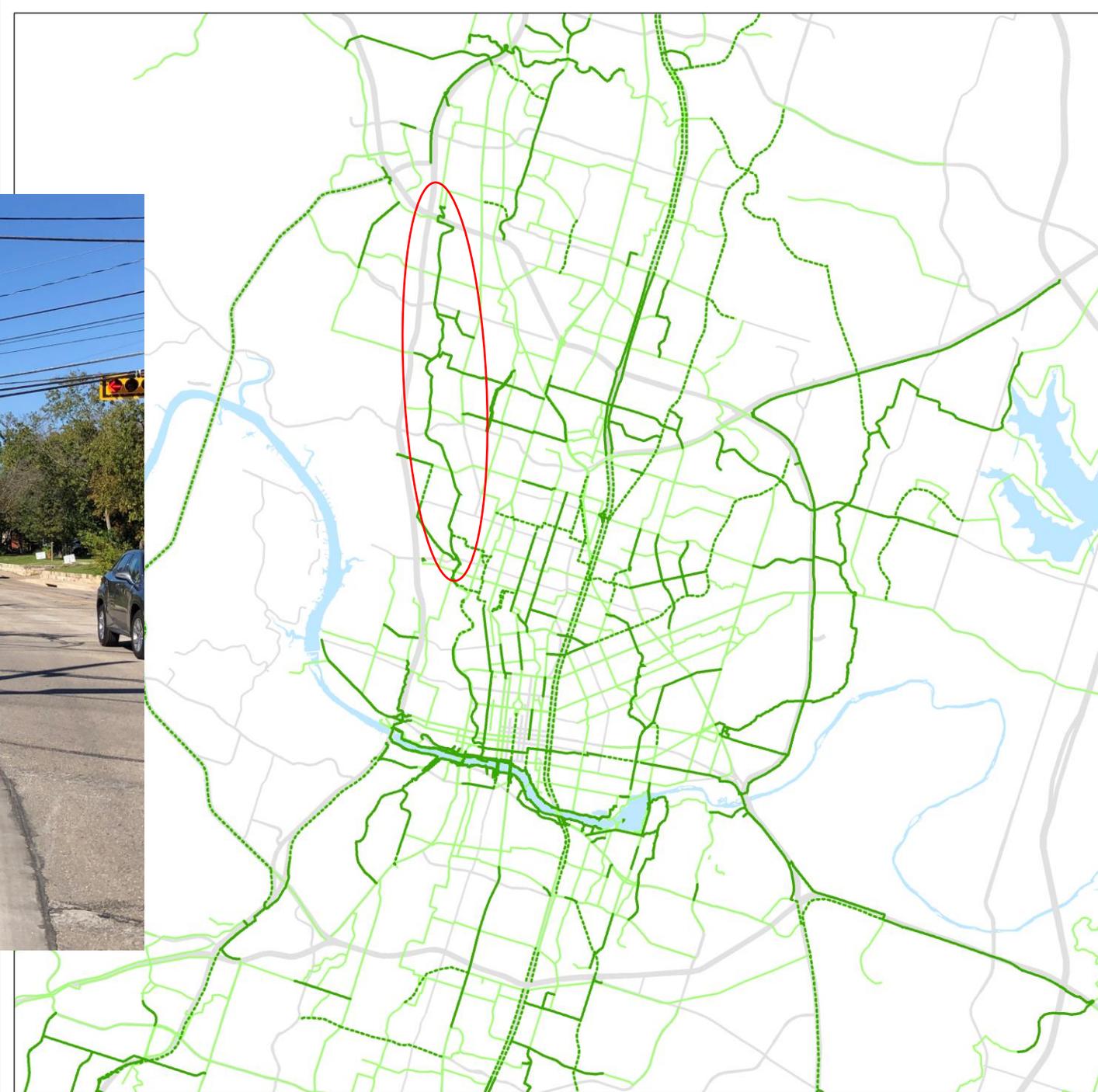


Austin's All Ages and Abilities Bicycle Network 2020



Shoal Creek Boulevard

- Complete
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- Potential

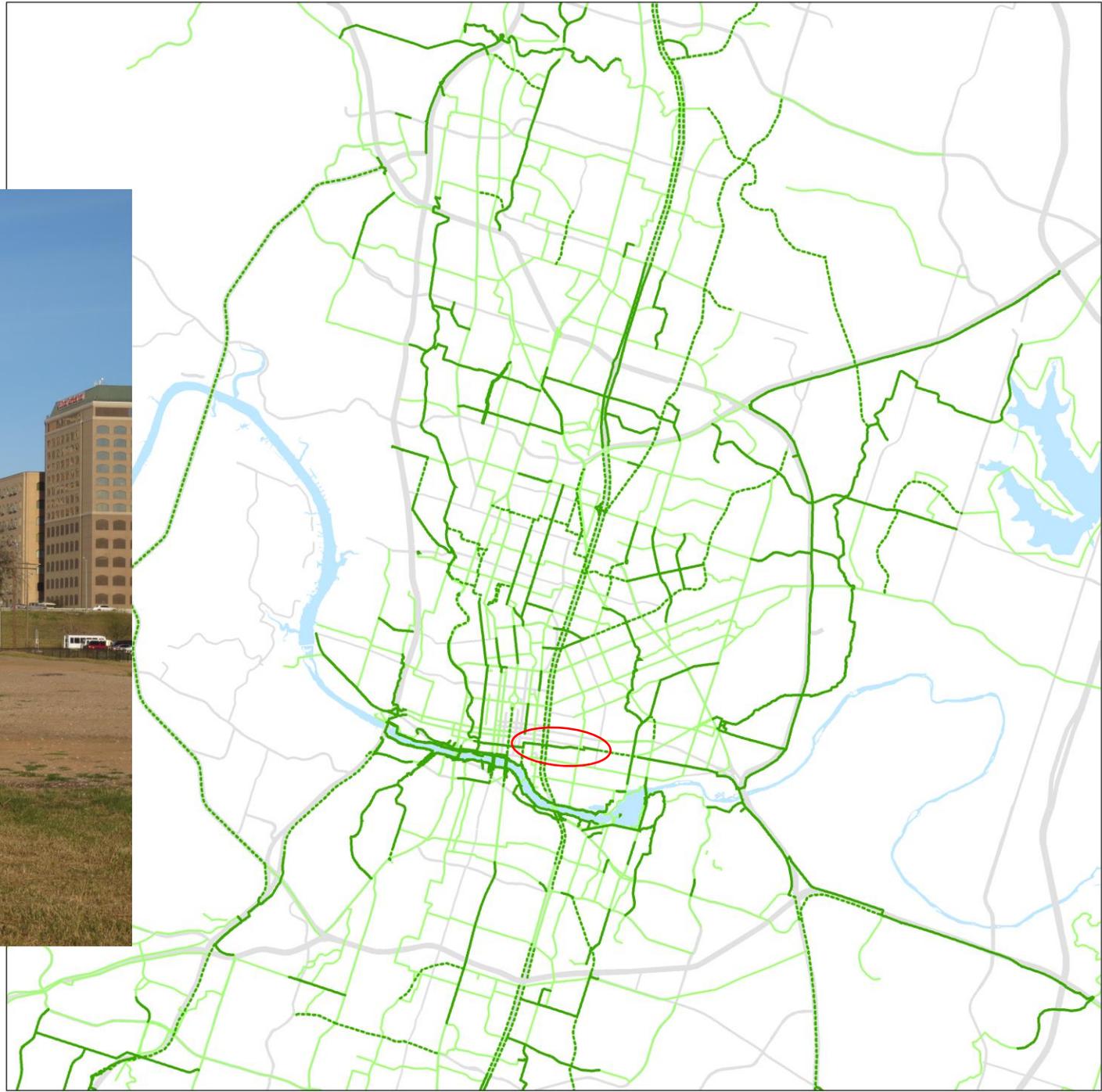


Austin's All Ages and Abilities Bicycle Network 2020



Saltillo Trail Before

- Complete
- - Active
- Potential

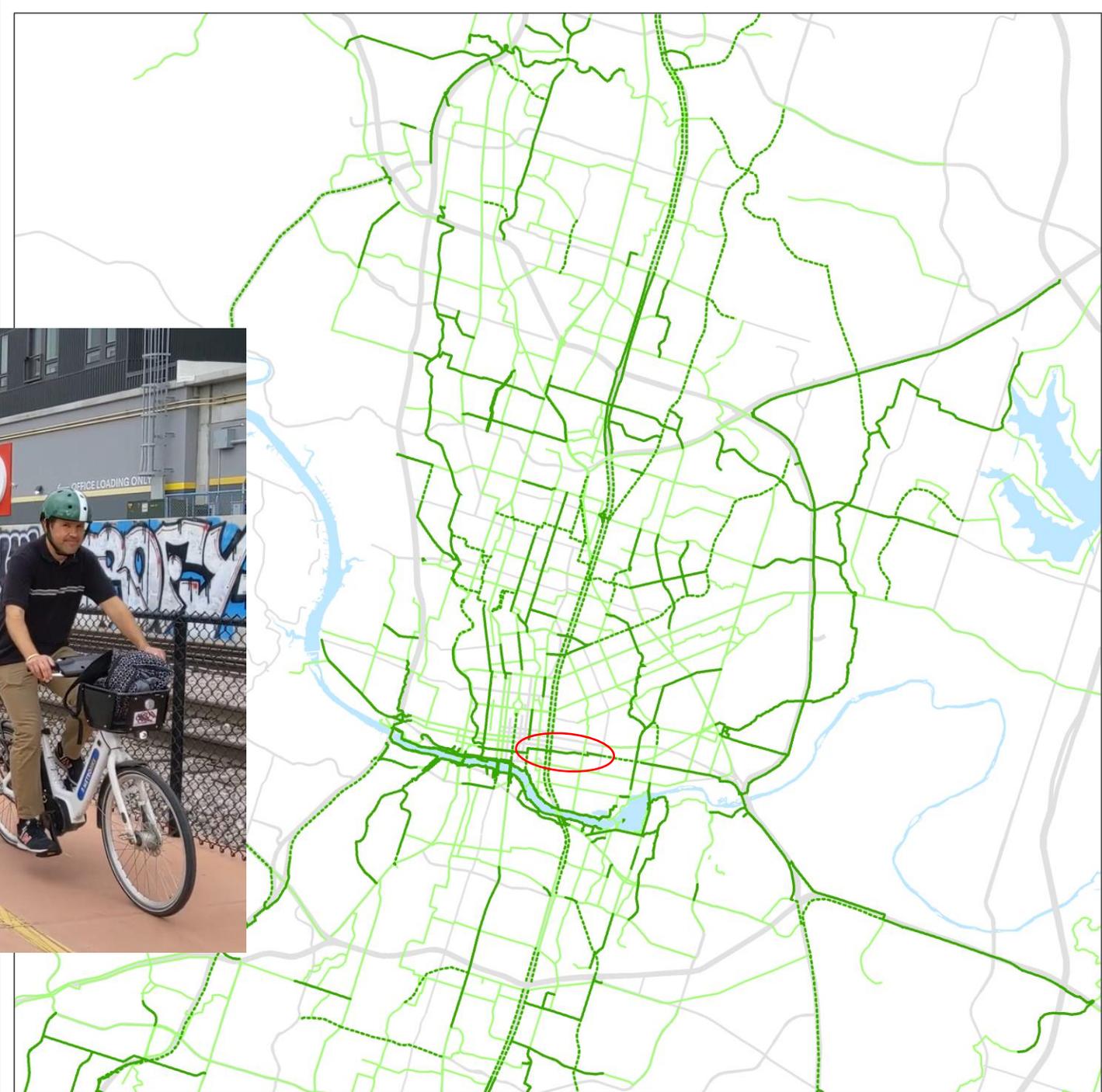


Austin's All Ages and Abilities Bicycle Network 2020



Saltillo Trail

- Complete
- - Active
- Potential

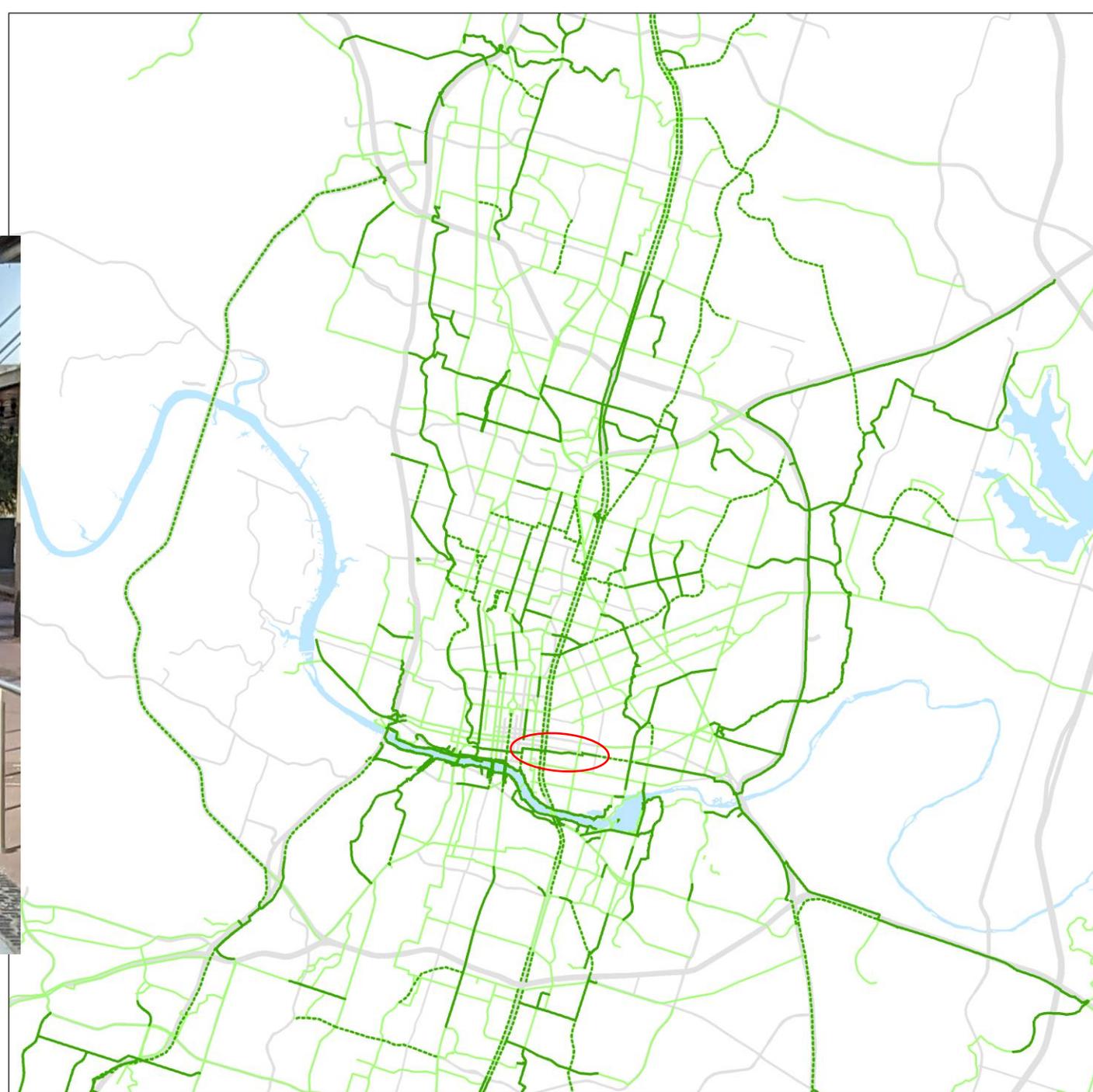


Austin's All Ages and Abilities Bicycle Network 2020



Downtown Station

- Complete
- - Active
- Potential

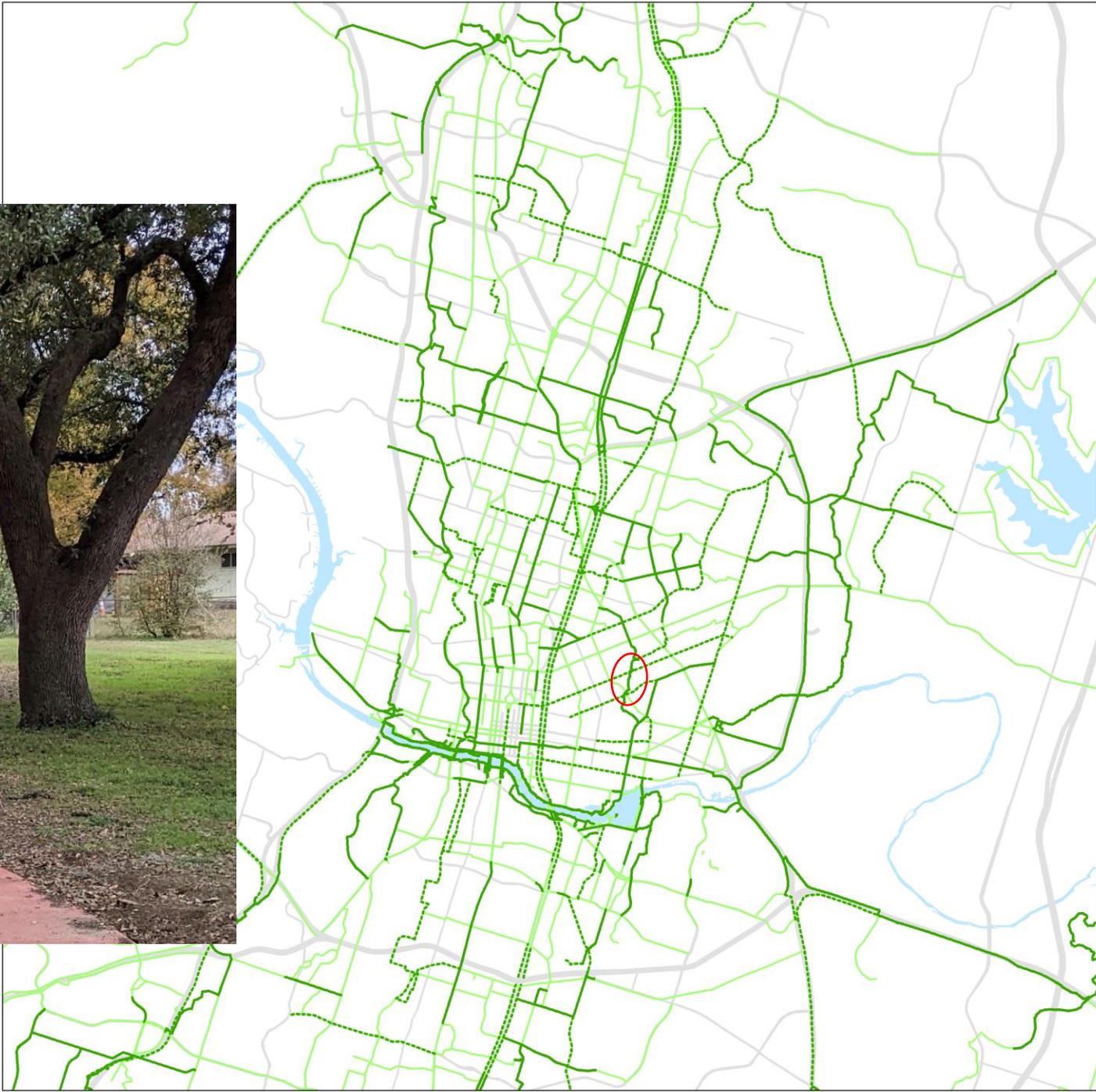


Austin's All Ages and Abilities Bicycle Network 2022



Boggy Creek Trail

- Complete
- - Active
- Potential

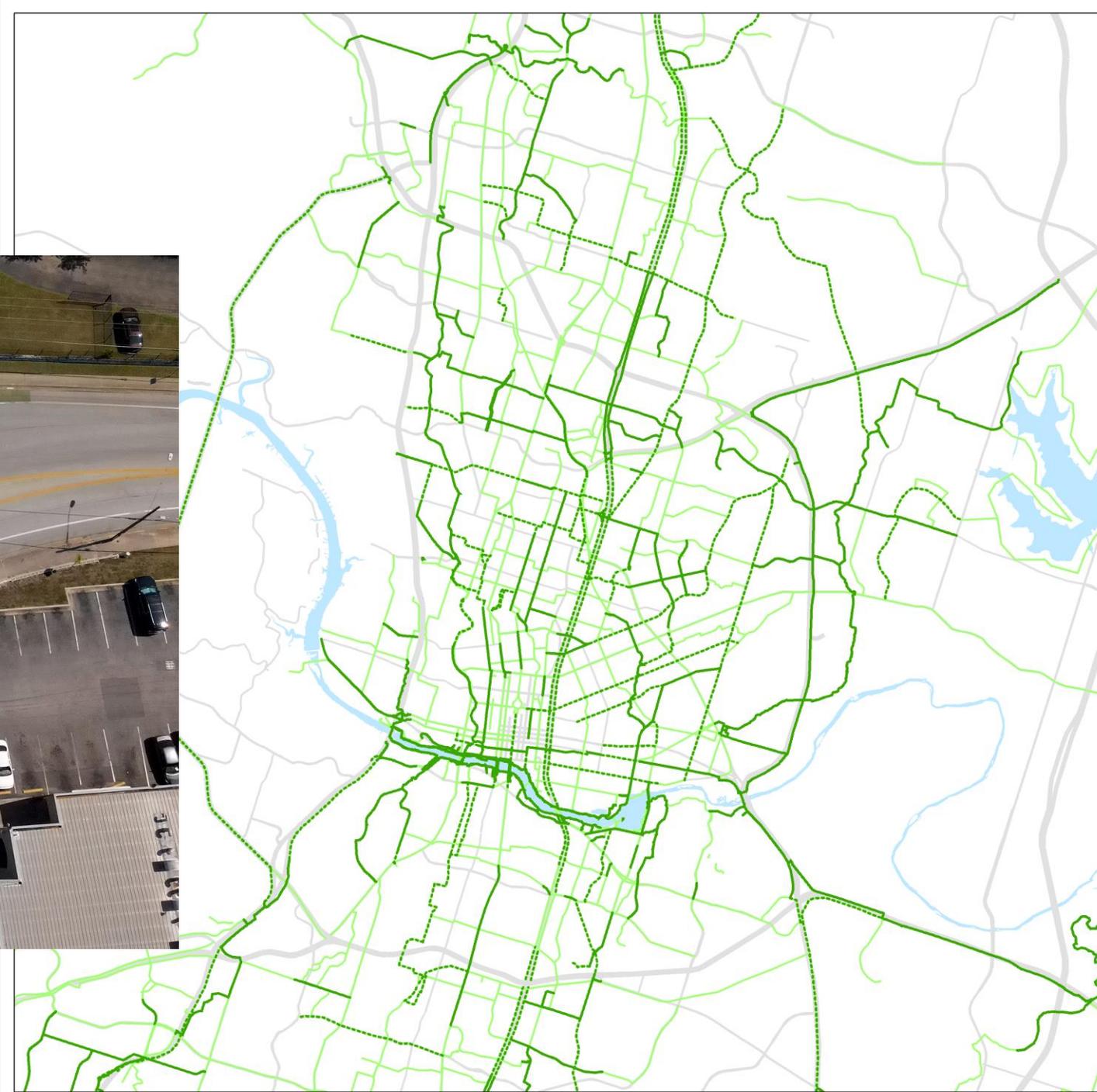


Austin's All Ages and Abilities Bicycle Network 2022



Payton Gin & Olhen

- Complete
- - Active
- Potential

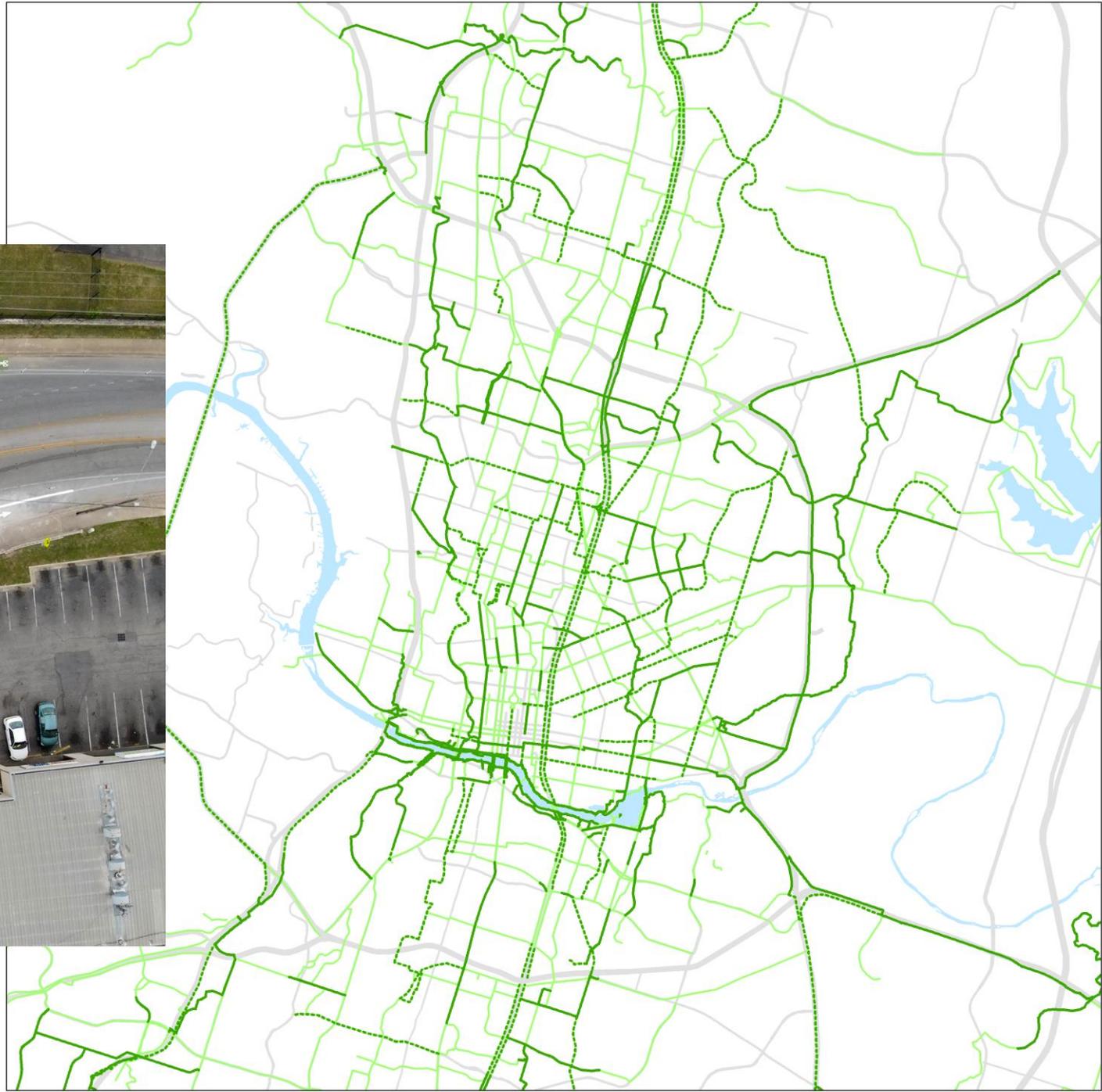


Austin's All Ages and Abilities Bicycle Network 2022



Payton Gin & Olhen

- Complete
- - Active
- Potential

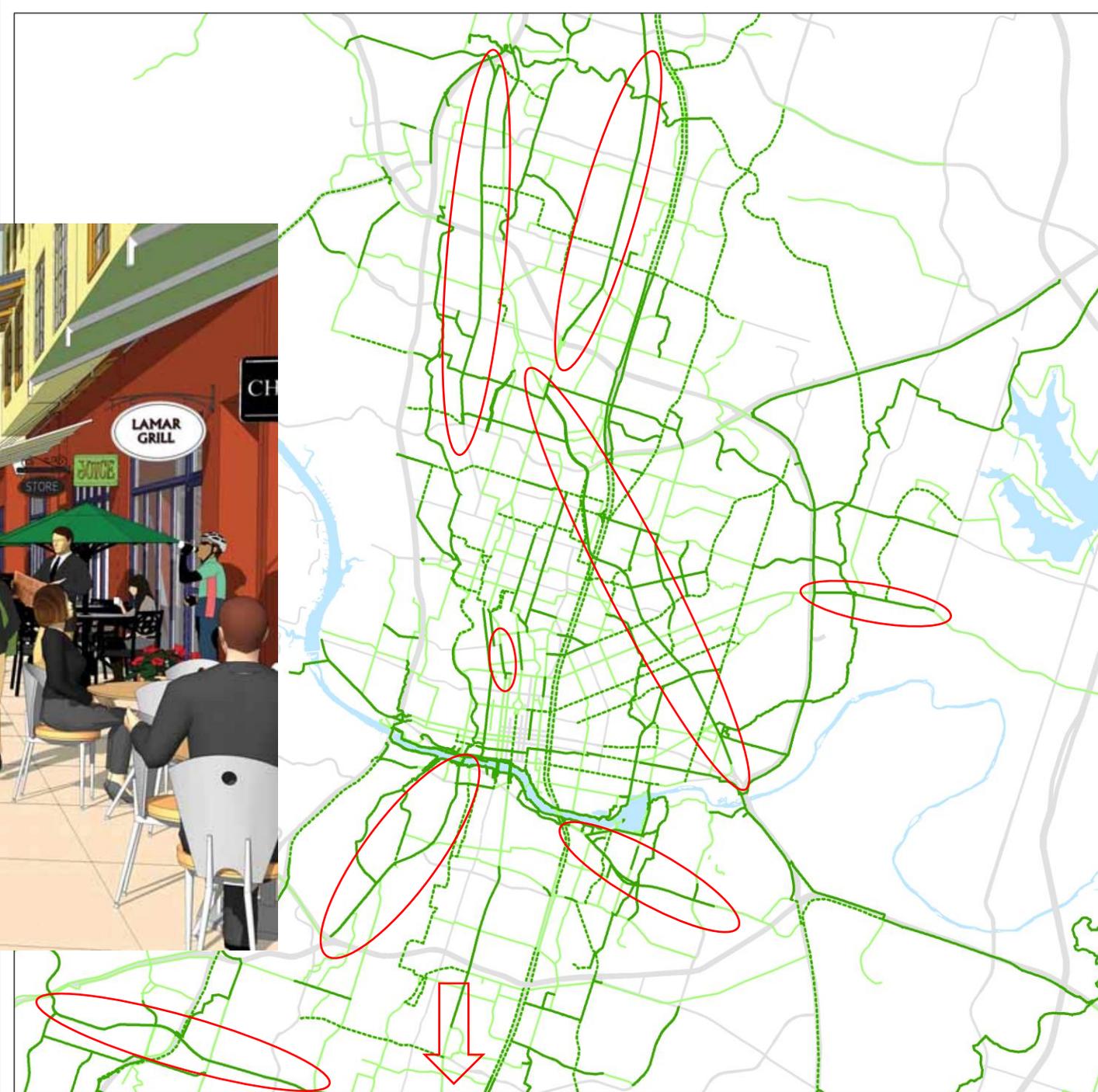


Austin's All Ages and Abilities Bicycle Network 2024

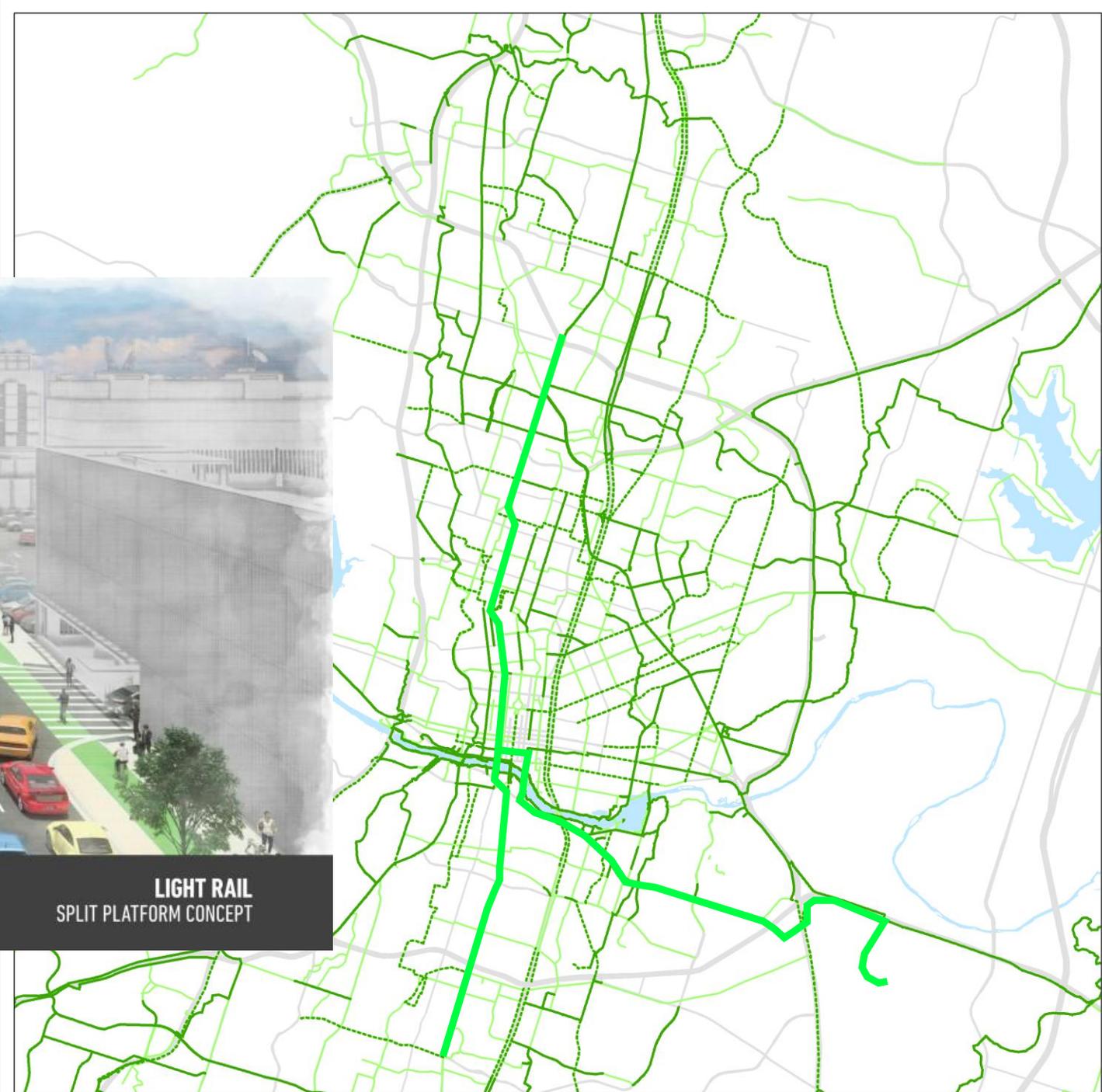


Corridor Program
9 Corridors Citywide

- Complete
- - Active
- Potential



Austin's All Ages and Abilities Bicycle Network 2026 & Beyond



LIGHT RAIL
SPLIT PLATFORM CONCEPT

- Complete
- - Active
- Potential

METRO | projectconnect

Project Connect Light Rail & Corridor Improvements

Example Projects: Bus stops



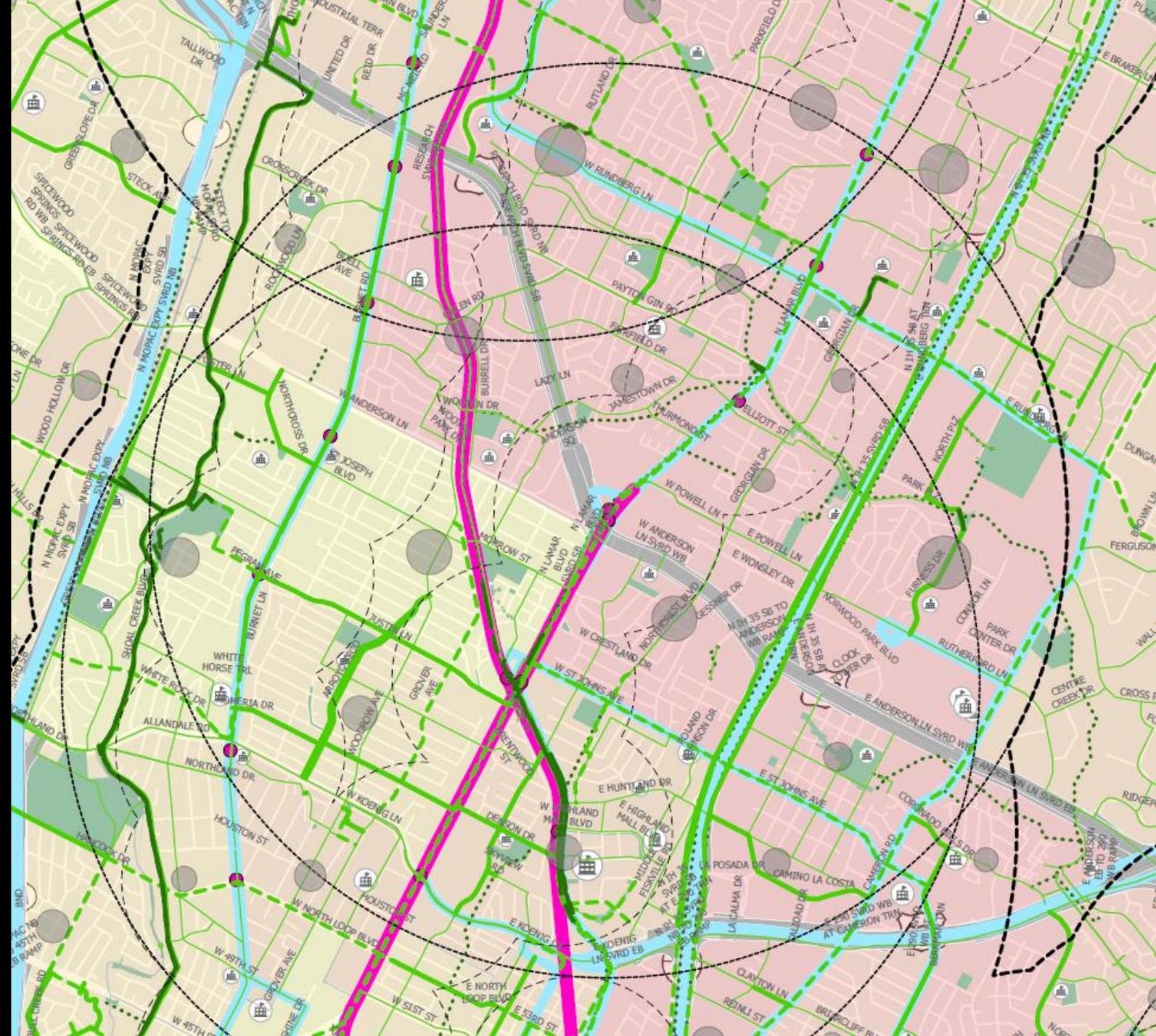
Dean Keeton at Speedway



Stassney at South 1st

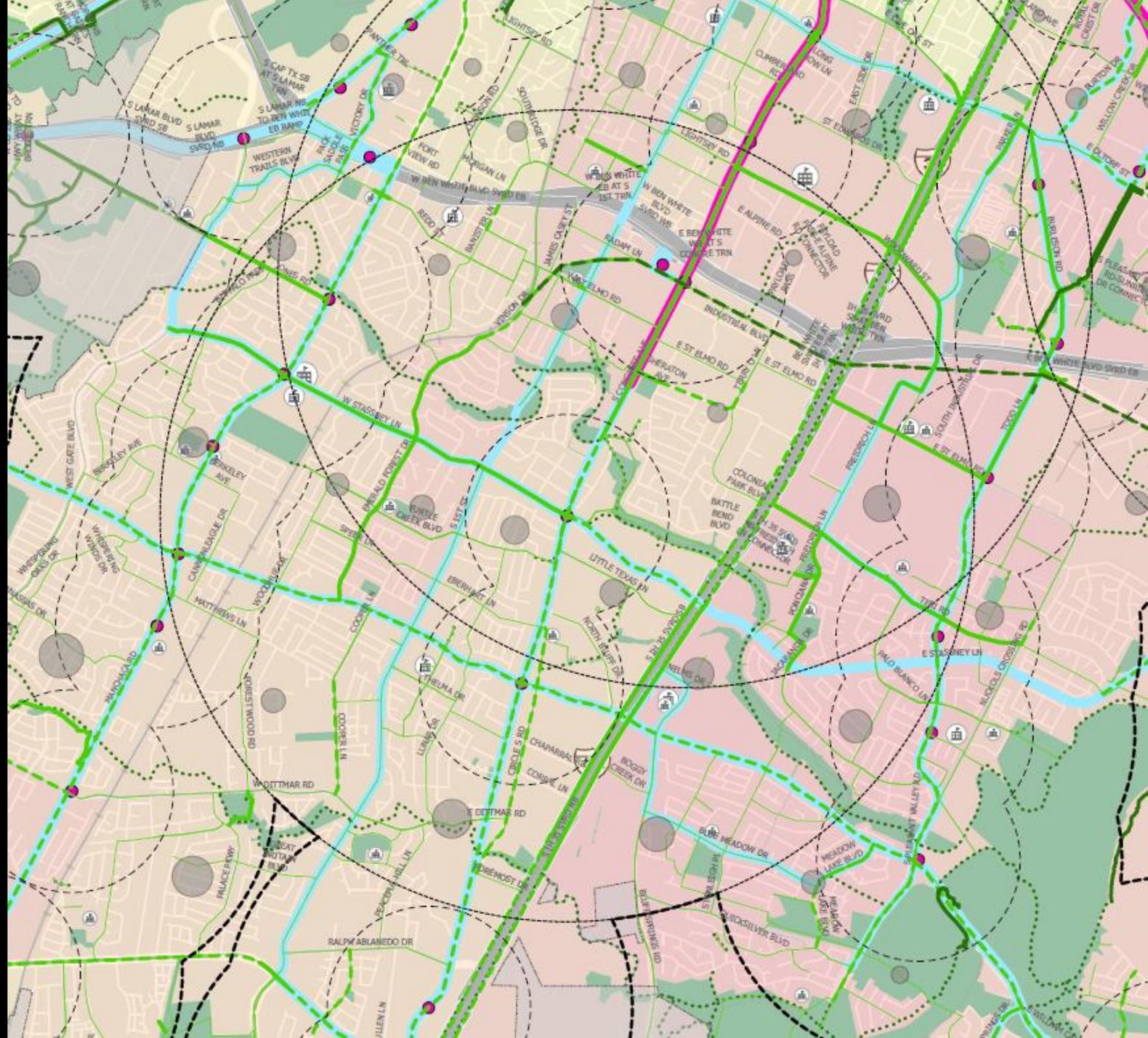
Northern Terminus of Orange Line

- North Lamar and 183



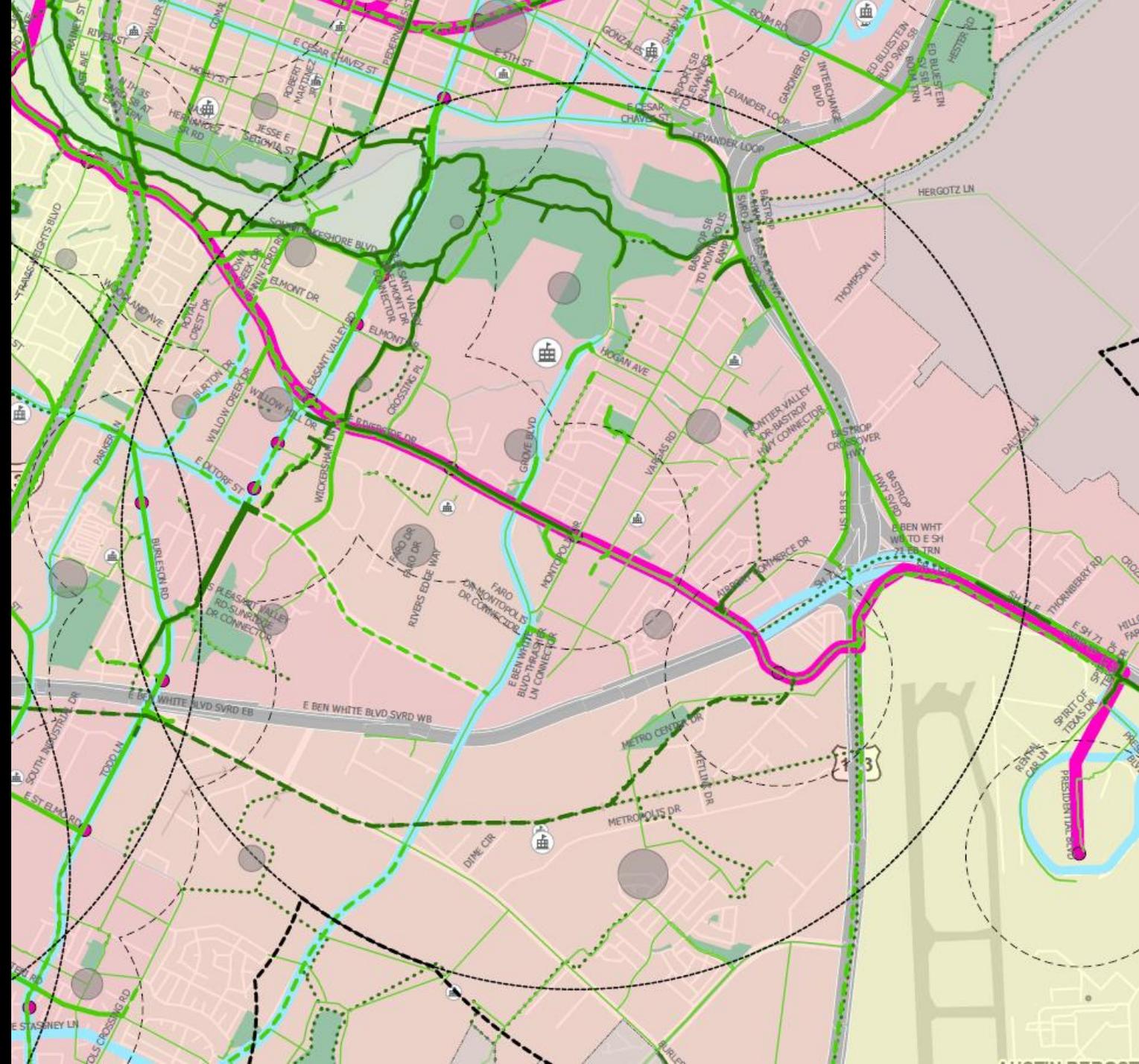
Southern Terminus of Orange Line

- South Congress and Stassney

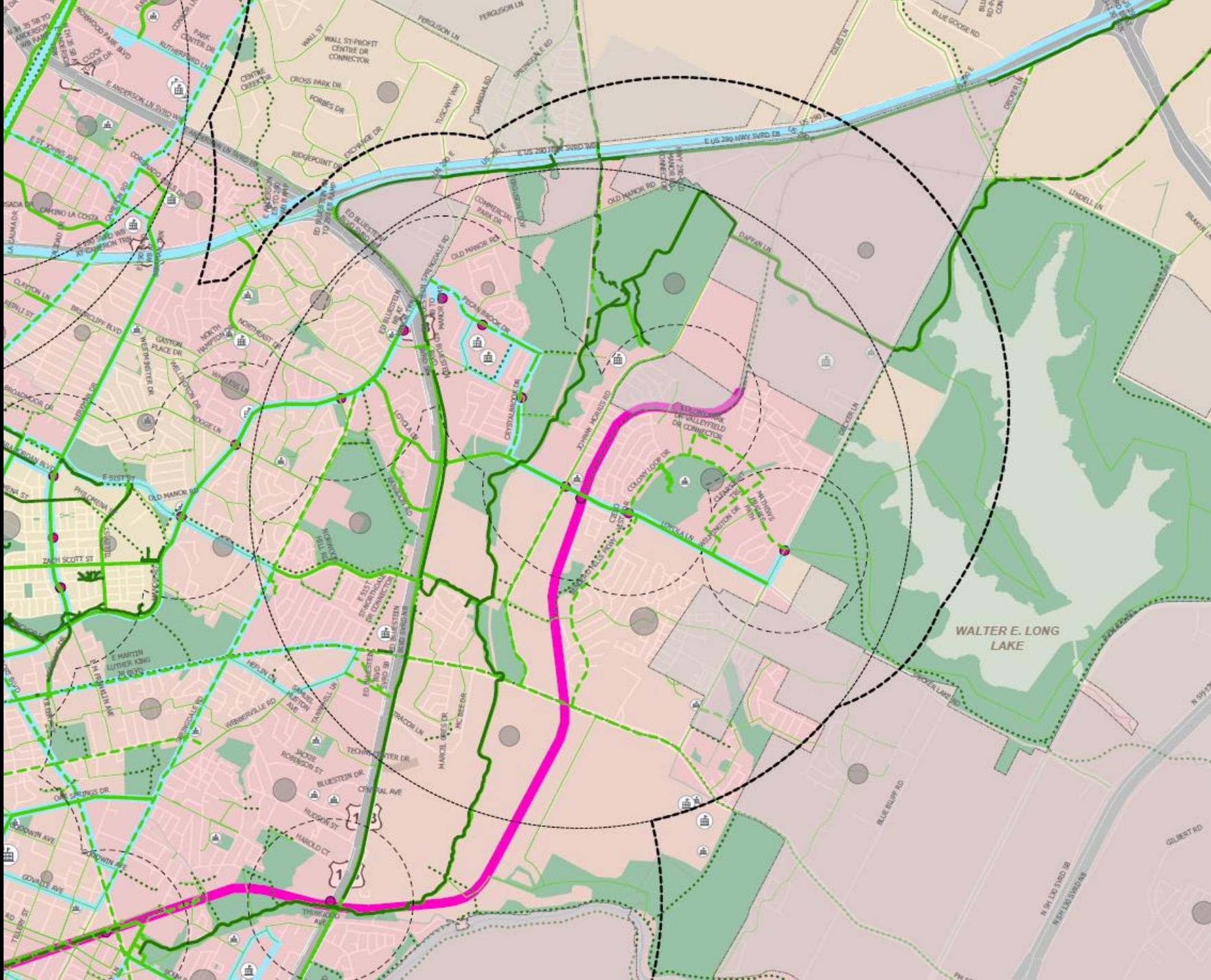


Blue Line Montopolis Station

- 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



○ **Local365 \$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

Purchased through local, Austin Energy participating e-bike dealerships	Previous AE Rebate	New AE Customer Rebate	Pilot AE+ATD CAP* Customer Rebate
Individual purchase \$500-\$999/unit	\$100	\$200	\$300
Individual purchase \$1,000-\$1,999/unit	\$200	\$400	\$700
Individual purchase \$2,000+/unit	\$300	\$600	\$1300
Fleet purchase \$500-\$999/unit	\$200	\$400	N/A
Fleet purchase \$1,000-\$1,999/unit	\$300	\$600	N/A
Fleet purchase \$2,000+/unit	\$400	\$800	N/A

**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 Staff Updates

CAC | January 12, 2023



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>

