

AUSTIN DISTRICT BICYCLE PLAN



Enhancing cycling safety and utility in the Austin District

The Texas Department of Transportation (TxDOT) Austin District is developing a bicycle plan covering the district's 11 counties. The metropolitan core of this district currently has completed plans covering the bicycle mode at the regional scale, and several other counties and cities also have completed bicycle plans. The Austin District bicycle plan will focus on enhancing safe and practical bicycle use on the state transportation system while integrating local plans to the extent possible. The plan will also assist rural stakeholders in identifying and enhancing rural riding opportunities.

Purpose

Currently, TxDOT staff works with the community to accommodate bicycle transportation on and across the state system. The bicycle plan will help identify opportunities to collaborate with area jurisdictions on transportation improvements that enhance bicycle connectivity in the 11-county Austin District. By tying together state and local plans and guidance, the district's bike plan will provide roadway designers with the tools to identify key opportunities to optimize individual corridors within the broader context of a safe and connected regional bicycle network.

The completed bicycle plan will provide a comprehensive evaluation of existing conditions for cycling across the district. It will prioritize corridors that offer potential opportunities for benefits and for addressing barriers to the cycling community within the constraints of today's funding environment. The resulting plan is expected to create a framework to characterize future corridors to provide an appropriate level of accommodation for safe and accessible bicycle travel.

What do you think?

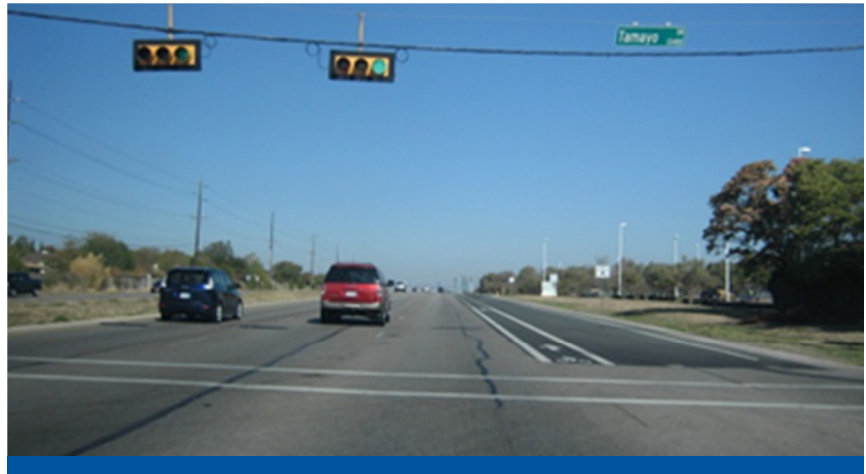
TxDOT is interested in how cyclists use the state roadway system. If you have feedback to help the bicycle planning process, please contact Bonnie Lister. We appreciate your input!

Bonnie Lister

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Coordination with Jurisdictions and Stakeholders

Several jurisdictions within the Austin District have already developed and are implementing bicycle and related plans, including some focusing on trails, intermodal transportation and park development. The bicycle plan process includes coordination with individual jurisdictions and bicycle community stakeholders. The district's annual bicycle meeting provides one method of getting feedback from the community.



Recently implemented bike lane striping on FM 734/Parmer Lane at Tamayo Drive.

Status of Tasks as of February 2014

Establish an Advisory Committee, Spring 2013

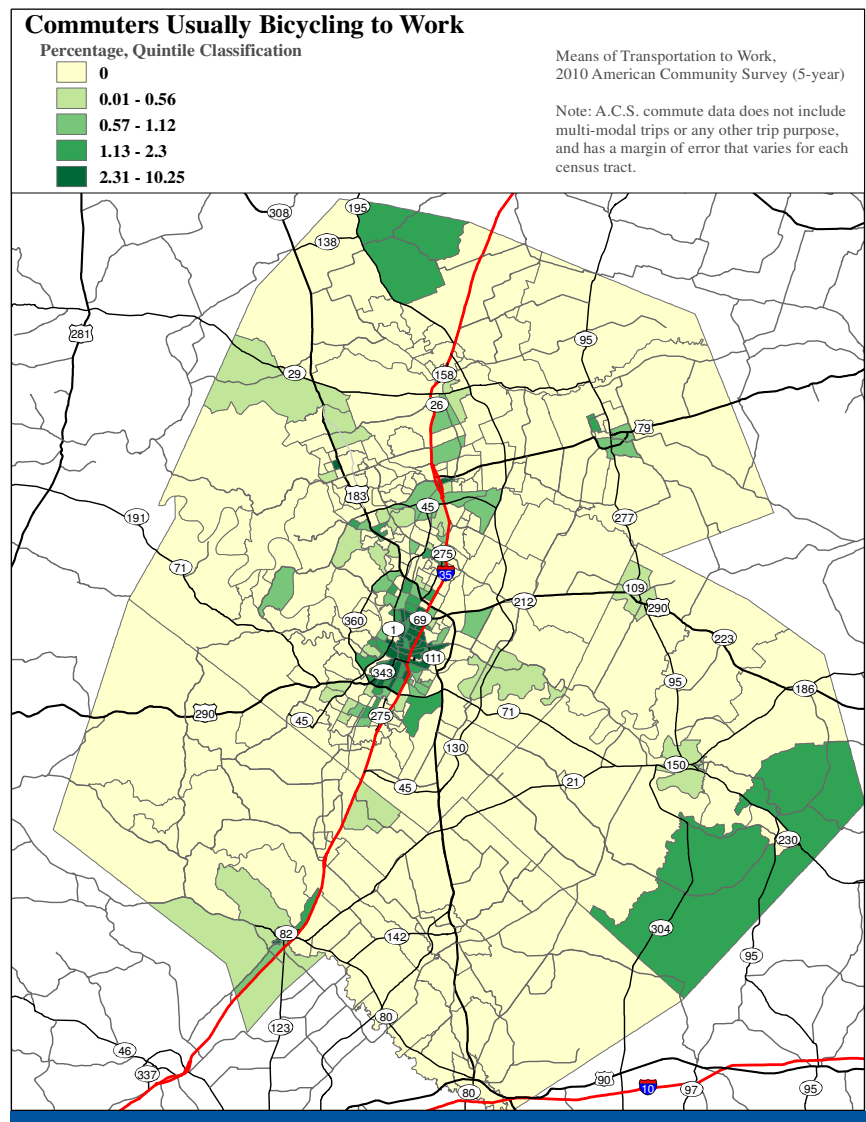
TxDOT and the Texas A&M Transportation Institute (TTI) held a project kick-off meeting to initiate collaboration and develop membership of an internal TxDOT advisory committee for the project. This group worked with TTI to draft guidance for the plan through the creation of a vision statement and goals, and will continue to collaborate throughout the project development process.

Review Existing Conditions, Spring–Summer 2013

TTI collected existing datasets within the Austin District covering a variety of topics, including but not limited to traffic volumes, posted speed limits, shoulder or bike lane status, significant origins and destinations, crash locations, and facilities planned by other agencies. The advisory committee was asked for input on relevant existing conditions data.

Analyze Transportation Corridors, Fall 2013–Spring 2014

With advisory committee input, TTI is evaluating existing conditions information using summary statistics such as the Bicycle Compatibility Index. Observed or likely bicycle routes will be evaluated for potential demand between origins and destinations.



Map representing the percentage of commuters who bicycle to work in the Austin area (taken from American Community Survey data).

The image on this page represents a novel use of bicycle commuter origin and destination data provided through an initiative called Bike Buddy that connects experienced commuters with new riders. TTI obtained the data and processed them with a bicycle routing algorithm to estimate likely route choices and relative volumes. Other data sources, such as the bicycle route data from the CycleTracks smartphone App, and a 2010 survey will be used for this effort.

Perform Public Outreach, Spring 2014

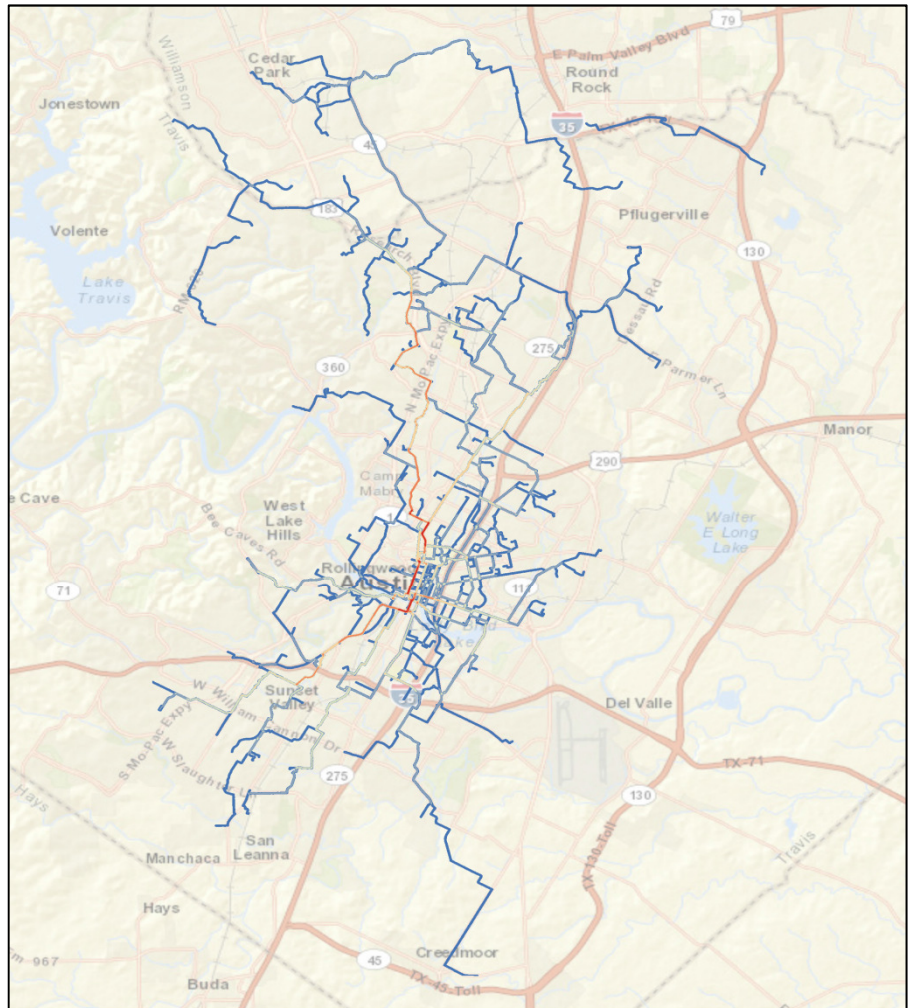
A public outreach strategy has been proposed to reach area jurisdictions and known stakeholders and to reach out to communities that have not already been involved in the bicycle planning outreach efforts. A website will further inform the public.

Review Corridor Prioritization, Spring–Summer 2014

TTI will review peer states and literature on corridor prioritization, and then draft a prioritization framework with the advisory committee and stakeholder input. The advisory committee will be asked to review implementation recommendations.

Prepare Bicycle Plan Document, Summer–Fall 2014

A comprehensive document will summarize the planning process and communicate the Austin District’s bicycle plan.



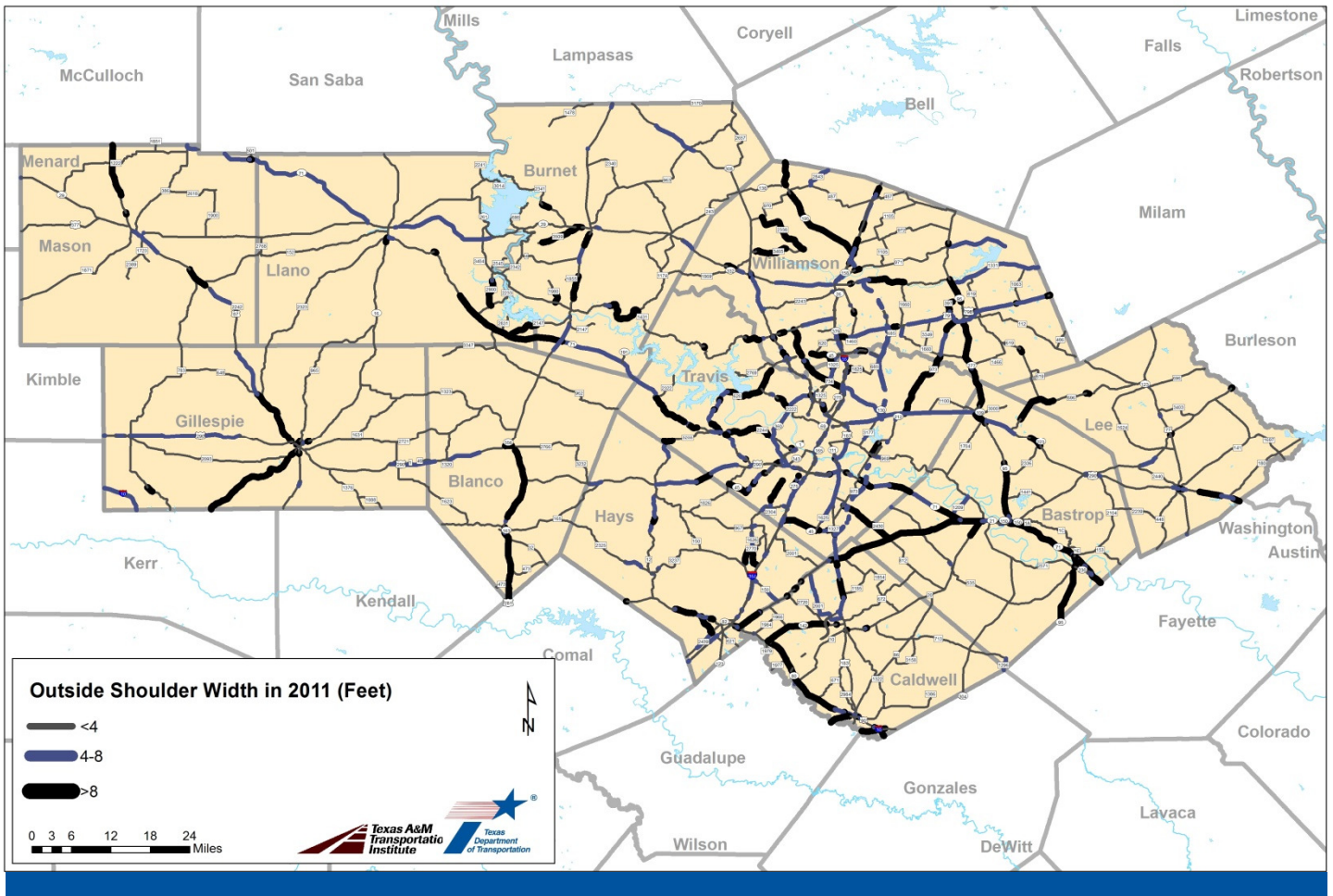
Biking for Transportation - Bike Buddy



Map representing bicycle commute routes by popularity according to Bike Buddy, an online service linking experienced bicycle commuters with those who are interested in commuting by bicycle (<http://bike-buddy.open-austin.org>).



Bicyclist traveling northbound on the shoulder of FM 734/Parmer Lane. Look closely — two bicyclists are traveling southbound as well.



Map representing the outside shoulder width on state roadways in the Austin District.

Austin District Bicycle News

February 11, 2014, Press Release

Project to provide safer alternative for bicyclists, pedestrians across Barton Creek Greenbelt

AUSTIN — The next step to making Loop 1 (MoPac) more bicycle and pedestrian friendly has begun. On Feb. 10, construction crews began building the new bicycle bridge over the Barton Creek Greenbelt, kicking off a safer alternative for cyclists traveling along MoPac.

The \$7.7 million project will construct a bridge with a minimum 12-foot shared use path paralleling the MoPac travel lanes across the greenbelt, with connections to the frontage roads. Work will also include some road paving and striping along MoPac in the project area.

Initial construction will affect the crossover bridge on the south side of the creek at Gaines Ranch Road, as well as work along the existing shared use path into the greenbelt for construction of bridge supports. Extensive environmental controls and safeguards are going into effect for all work in this environmentally sensitive area.

The contractor is Austin Bridge & Road, of Dallas. The project is estimated to take 30 months to complete.