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CAMPO

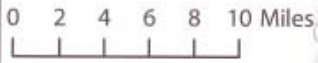
- 1. 2035 Regional Transportation Plan**
- 2. Traffic Counting & Forecasting**





North Workshop Map

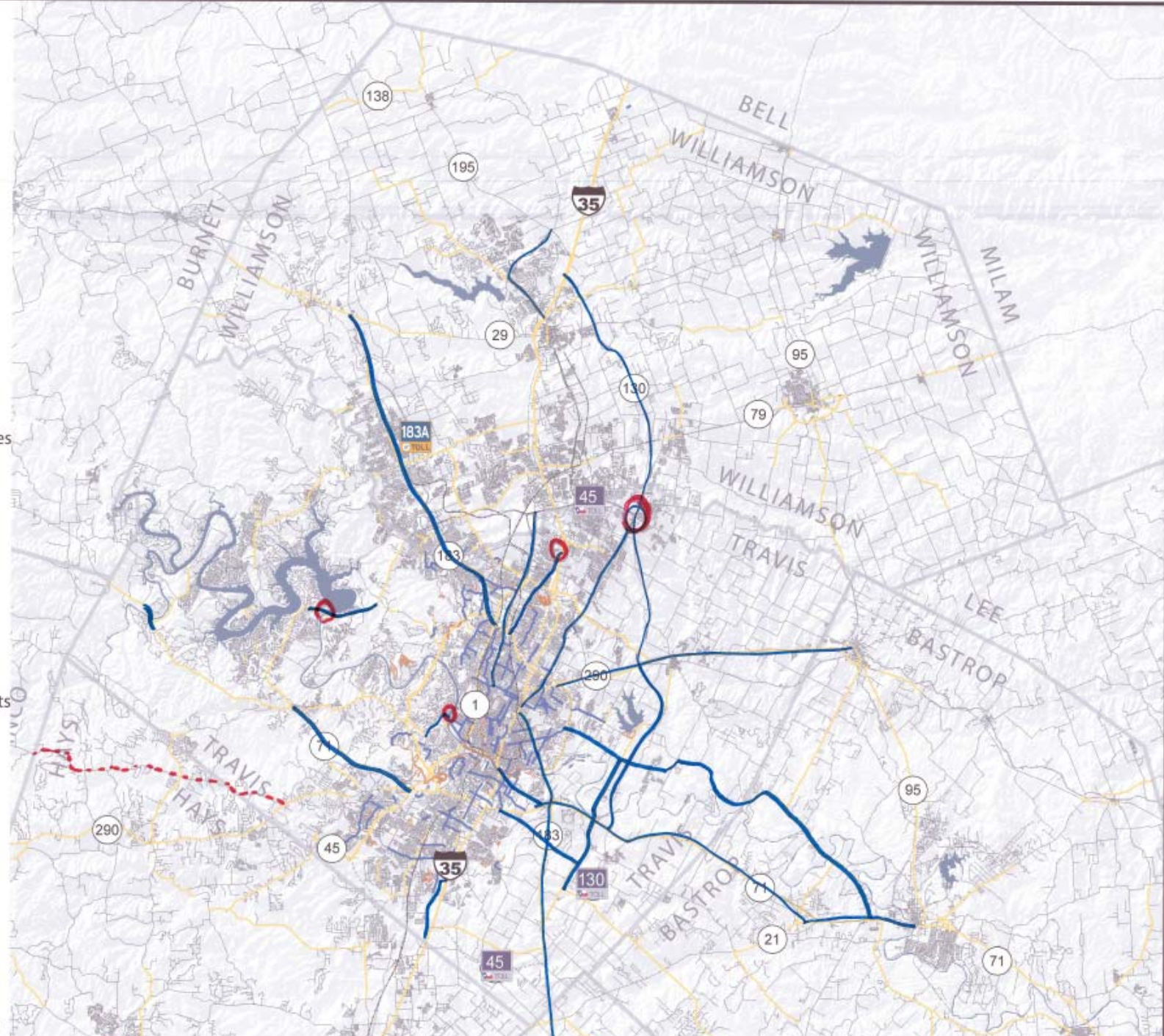
- Planned Rail
- Open Roads
- Under Construction
- Planned Roads
- Bike Lanes
- Paths, Off-Street
- Shoulders
- regional_roads



Result Estimates:
 ___ miles of bike lanes
 X \$50,000 = _____
 ___ miles of concrete paths
 X \$150,000 = _____

Estimated construction costs
 = _____

Team Participants:





UNITED STATES DEPARTMENT OF TRANSPORTATION

United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations

Signed on March 11, 2010 and announced March 15, 2010

Purpose

The United States Department of Transportation (DOT) is providing this Policy Statement to reflect the Department's support for the development of fully integrated active transportation networks. The establishment of well-connected walking and bicycling networks is an important component for livable communities, and their design should be a part of Federal-aid project developments. Walking and bicycling foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use. Legislation and regulations exist that require inclusion of bicycle and pedestrian policies and projects into transportation plans and project development. Accordingly, transportation agencies should plan, fund, and implement improvements to their walking and bicycling networks, including linkages to transit. In addition, DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate. Transportation programs and facilities should accommodate people of all ages and abilities, including people too young to drive, people who cannot drive, and people who choose not to drive.

Policy Statement

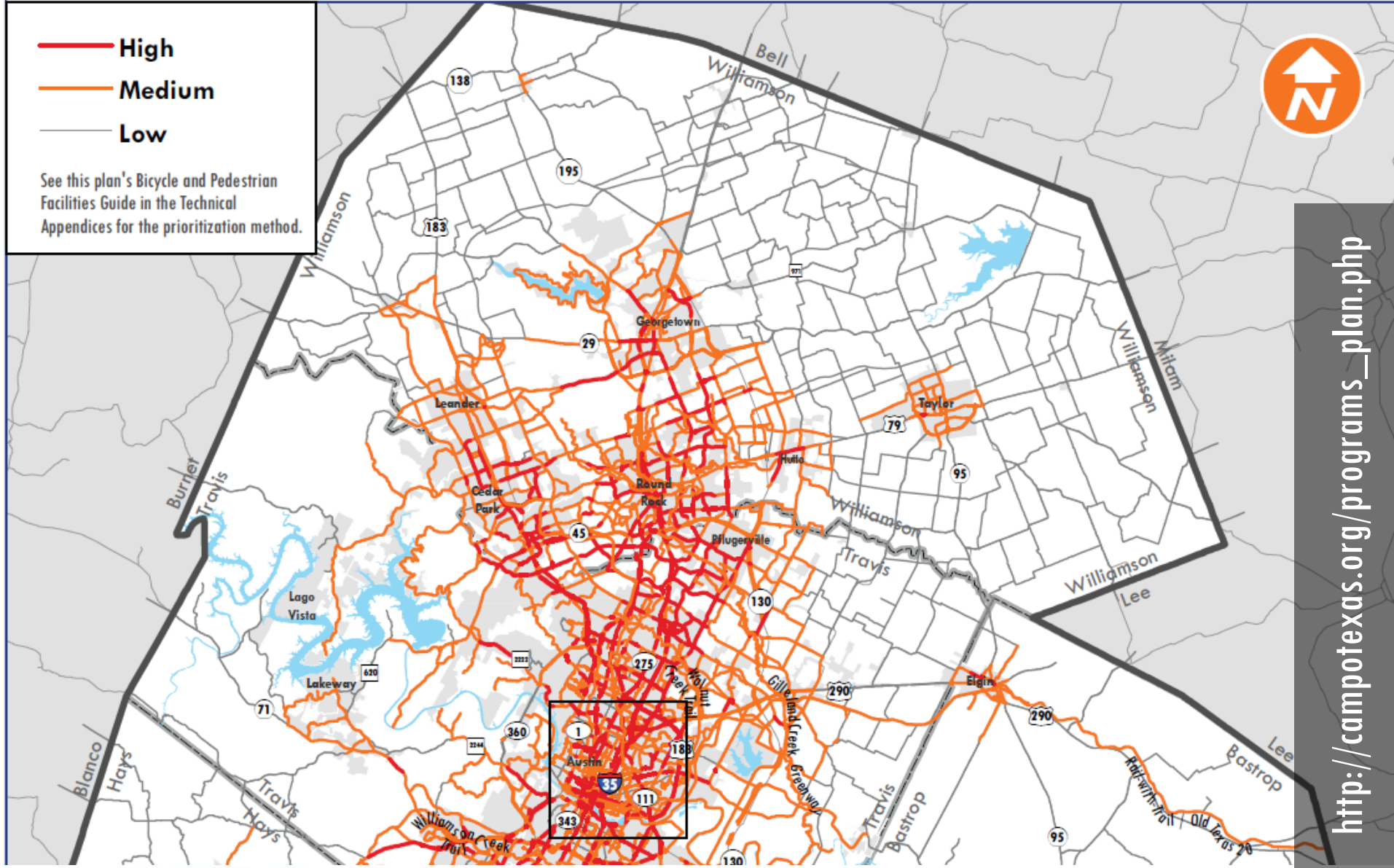
The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

Authority

This policy is based on various sections in the United States Code (U.S.C.) and the Code of Federal Regulations (CFR) in Title 23—Highways, Title 49—Transportation, and Title 42—The Public Health and Welfare. These sections, provided in the Appendix, describe how bicyclists and pedestrians of all abilities should be involved throughout the planning process, should not be adversely affected by other transportation projects, and should be able to track annual obligations and expenditures on nonmotorized transportation facilities.

- High
- Medium
- Low

See this plan's Bicycle and Pedestrian Facilities Guide in the Technical Appendices for the prioritization method.

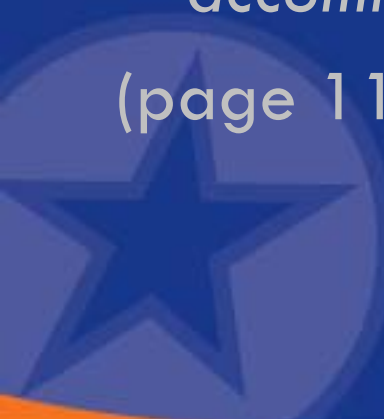


CAMPO 2035 Plan

Bicycle and Pedestrian Policy 20

Provide bicycle facilities with all new construction and reconstruction of roadways and bridges shown on the Priority Regional Bicycle Corridors Map as “high” or “medium” priority, unless the jurisdiction constructing the project has demonstrated that providing the bicycle accommodation is not feasible due to excessive cost.

(page 111)



CAMPO 2035 Plan

Bicycle and Pedestrian Policy 21

*Provide adequate bicycle and pedestrian **connections across controlled access facilities** within Priority Pedestrian Districts or Priority Regional Bicycle Corridors as part of new construction or reconstruction of controlled access facilities unless the jurisdiction constructing the project has demonstrated that providing the connection is not feasible due to excessive cost.*

(page 111)

CAMPO 2035 Plan

Bicycle and Pedestrian Policy 22

Sustain existing pedestrian and bicycle facilities and find ways to **improve facilities through roadway resurfacing** and other maintenance projects.

(page 111)



Continuing Public Involvement

Amendments to 2035 Plan & Transportation Improvement Program (TIP)

Look for on-line info and survey mid-Nov.

- Presentation to CAMPO Board - November 8, 2010
- Public Hearing - December 13, 2010

Dates subject to change

Traffic Counting & Forecasting

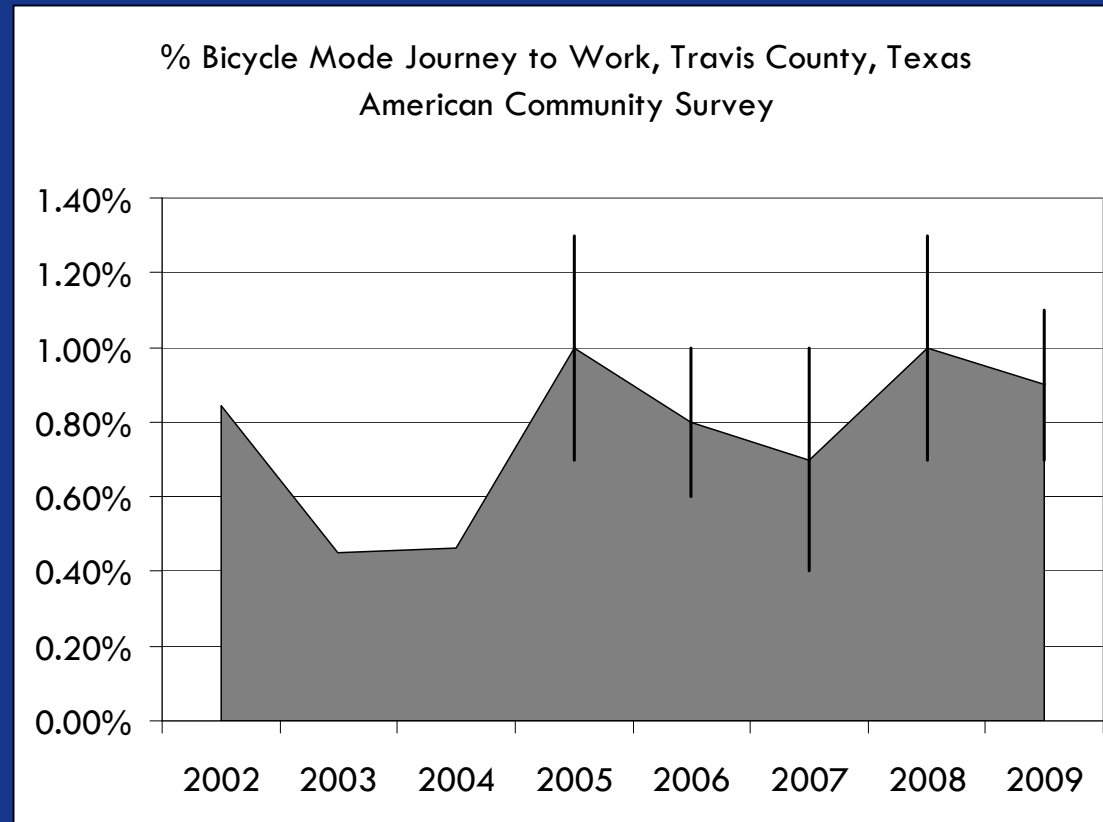
How many people are biking and walking?

How many will if new facilities are developed?



Journey-to-Work isn't the whole story

- **Workers 16 yrs. +**
- **Doesn't count dormitory residents**
- *principal* mode of travel the worker *usually* used
- **Excludes shopping, recreation...**







2010 Bicycle Counts (PM peak)

15 total locations in region

- I-35 @ 4th Street: 34/hour
- Ann Richards Bridge: 48/hour
- 3rd Street @ Shoal Creek: 108/hour

Next Steps

- **Publish traffic counts & report**
- **Forecast & assist jurisdictions**
- **Evaluate projects**
- **Continue monitoring**