

# Street Smarts

Transforming Austin into a World-Class Bicycling City



# Kick-off: March 29, 2007



# Stated Goals

- **Facilitate bicycling as a viable transportation choice;**
- **Afford citizens the opportunity to experience the City's unique scenic and natural amenities;**
- **Provide access to healthful recreational activities; and**
- **Link major parks and open spaces with Austin neighborhoods**

# Vision

**Transform Austin into a  
World Class Bicycling City**



# Mission

**To create and promote the best environment for  
the friendly co-existence of bicycle riders and  
other transportation users in Austin.**

# Where are we now?

- 1990 bike plan: Priority 1 routes 35% complete (124 of 356 route miles)
- Urban core journey to work: moved from .012% in 1990 to .017% in 2000
- Central city journey to work: 2.07% in 1990 to 3.68% in 2000
- Bike plan goals: 4% by 2008, 8% by 2015

# Where are we Going?

Organization of the  
SSTF



# Subcommittees: a step-wise approach to organization

- **Infrastructure and Facilities**  
Lane Wimberley ~ Chair
- **Education and Promotion**  
Preston Tyree ~ Chair
- **Law Enforcement and Safe Behavior**  
Andrew Bucknall ~ Chair

How do we “get there?”

From Recommendations to Policy

Make Policy  
Statements, or “global  
recommendations.”

# Infrastructure and Facilities

**The City of Austin should be creative in building a bicycle network that improves Austin's infrastructure to a world-class level where bicycling for recreation or commuting becomes easy, attractive, and safe for every citizen. The bicycle network is more than just bike lanes; innovative solutions are the key to solving some of the larger gaps in the Austin bicycle network.**

# Education and Promotion

**The City of Austin should take a leading role in educating the public about bicycling safety and promoting the use of bicycles. Providing education and promotion is an integral part of a sound bicycle network that creates a safer, more predictable environment for all transportation users. Just as we provide training for driver of motor vehicles, we must provide information for bicyclists to safely operate their vehicles. Education and training increase confidence which translates into a greater number of individuals choosing to use a bicycle.**

# Safe Behavior and Law Enforcement

**The City of Austin should embrace bicycling in Austin as a safe and legitimate form of roadway use through its law enforcement policies and procedures. Thorough data reporting, reviewing of law enforcement policies, and implementation of additional traffic safety regulations will enhance the goal of providing a safe and accessible bicycle network.**

# Establish a Board or Commission

**The City of Austin should establish a permanent council-appointed advisory Bicycle and Pedestrian Board or Commission to make on-going recommendations regarding bicycle and pedestrian issues to the Mayor and City Council. These recommendations would be based on citizen input and the status of on-going implementation of the City's Bicycle Plan. The focus for the commission should be viability, safety and effectiveness of bicycle transportation in Austin.**

The Strength of the Recommendations lie in the Make-Up and Function of the Task Force.

# Getting There: Keys to Credibility

- Collaboration
- Diversity
- Consensus

# Getting There: Future Steps

- Trust
- Continued Collaboration
- Realistic Expectations

# Street Smarts Task Force

<http://www.ci.austin.tx.us/council/streetsmarts.htm>

**THANK YOU!!!**